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**Table of Comments and Responses for the Public Review Draft Climate Action & Adaptation Plan**

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This attachment is a spreadsheet that shows responses to comments on the Public Review Draft (PRD) Climate Action & Adaptation Plan, collected from the Self-Guided Online workshop (hosted on the Konveio platform) and comment letters received during the public comment period (April 28, 2023- October 10, 2023).

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**Organization**

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This attachment is organized by chapter. The beginning of each chapter is labeled in the header.  
The following table provides descriptions of column headings

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| <b>Column Heading</b>           | <b>Description</b>  |
|---------------------------------|---|
| Comment                         | Shows the comment received. Similar comments were grouped together and sometimes paraphrased for clarity.   |
| Goal/Measure/Action             | If applicable, identifies the Goal/Measure/Action referenced in the comment   |
| Response/Revision               | Shows the staff response to the comment and/or the redline changes that were made in response to the comment.   |
| Commenter/Organization (Source) | Identifies the name(s) of the commenter and/or organization that provided the comment, as well as the source of the comment (comment letter and/or Konveio) |

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| Comment  | Goal/Measure/Action | Response/Redline change  | Commenter/Organization (Comment Source)    |
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| <b>Chapter 1: Introduction</b>   |                     |  |  |
| IPCC goals are not based in science--they are only political   |                     | Thank you for your comment.  | Gary Yowell (Konveio)                      |
| The tone of this document is too alarming and will turn off many people in the target audience   |                     | Thank you for your comment.  | Gary Yowell (Konveio)                      |
| Psychologists have identified three main causes of climate denial: lack of education, misinformation, and a personal desire to protect institutions, values, and beliefs. The City should become well versed in communicating with those who deny the science of climate change.   |                     | Thank you for your comment.  | Kristi Henricksen Perry /Sac 350 (Konveio) |
| Difficult to navigate to the full document--if we do another "workshop" make the button to get to the full doc easier to find.   |                     | Thank you for your comment. City staff will consider this when we develop future online workshops.   | Kristi Henricksen Perry /Sac 350 (Konveio) |
| Make this and/or future CAAPs more user friendly and digestible. Oakland's ECAP provides a good example.   |                     | Thank you for your comment. City staff will consider this for future updates to the CAAP.  | Sierra Club (comment letter)               |
| The CAAP should include a complete set of strategies for people who want to adjust their lifestyles to be based on biological and ecological foundations, not just BAU--electrified.   |                     | Thank you for your comment.  | Muriel Strand (comment letter)             |
| The City should follow University of California's example for municipal operations, with an accelerated timeline for carbon free electricity by 2025.  |                     | Thank you for your comment.  | House Sacramento (comment letter)          |
| Fossil fuel energy is physical energy. We need to plan to meet our physical needs without fossil fuels as soon as possible--which means substituting human power and manual tools for engines and motors as soon and as much as possible.  |                     | Thank you for your comment.  | Muriel Strand (comment letter)             |
| Job creation opportunities stemming from CAAP actions could be addressed more directly   |                     | Thank you for your comment. City staff will consider this for future updates to the CAAP.  | Sierra Club (comment letter)               |
| House Sacramento is concerned that the CAAP does not demonstrate a path to carbon neutrality by 2045, which is state law.  |                     | As a CEQA-qualified CAAP, the included Measures must be supported by substantial evidence. The City will continue to seek opportunities to accelerate our decarbonization pathways as the technology and regulatory framework continue to evolve, and anticipate being able to fully define the path to 2045 carbon neutrality in the 2030 CAAP update.  | House Sacramento (comment letter)          |
| Carbon Neutrality goal should be moved up substantially. Goal should be a stretch goal of 2030 or 2035.  |                     | The CAAP is CEQA-qualified, and therefore GHG reduction measures must be documented and substantiated, which does not allow for acceleration of the carbon neutrality goal to 2030.  | LL (Konveio)                               |
| CAAP goal of carbon neutrality by 2045 and particularly measures that are planned to go into effect after 2030 make them seem unserious and are insufficient. We need to act as quickly as possible to reduce GHG emissions. The CAAP should reference tipping points that would accelerate climate change beyond our control. |                     | The science of tipping points is beyond the scale of our Vulnerability Assessment. We will track and review California's Fifth Climate Change Assessment, which is being developed now and is scheduled to be completed in 2026, prior to initiation of the next CAAP update. We can further assess through CalAdapt data to determine our ability to reasonably present tipping point concerns when we scope the 2030 CAAP. | Third Act Sacramento (comment letter)      |
| The CAAP neglects to mention that the worldwide remaining carbon budget is 250 gigatons of CO2 to remain within 1.5 degrees change. We have 5-7 years to achieve carbon neutrality in order to remain below 1.5 degree threshold. This should be mentioned in the CAAP narrative.  |                     | Thank you for your comment. The worldwide carbon budget falls outside the scope of a local climate action plan, though the implications are appreciated.   | Third Act Sacramento (comment letter)      |

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| <p>The idea of carbon neutrality at the local level is without merit due to global emissions</p>   |  | <p>Global climate action is needed to achieve global carbon neutrality. However, local climate planning allows us to identify the best path forward based on local conditions. We are therefore able to identify cost-effective approaches to local carbon neutrality within our climate action planning.</p>  | <p>Gary Yowell (Konveio)</p>  |
| <p>The introduction relies on outdated data and projections (figures 1-3 and 1-4). City should use more current information, since this information is readily available from the national weather service.</p>  |  | <p>The trend charts include data updates for 2005-2022. However, the maps and 30-year average graphs were retained in the 30-year averages that Cal-Adapt uses to allow for a stable trend analysis, which is generally best practices in climate science. Cal-Adapt uses three historic periods, which are reflected in the CAAP maps and graphs:</p> <ul style="list-style-type: none"> <li>•Historical baseline (observed): 1961-1990</li> <li>•Mid-century (projected): 2035-2064</li> <li>•End of century (projected): 2070-2099</li> </ul> | <p>House Sacramento (comment letter)</p>  |
| <p>Several emissions categories are omitted from the GHG inventory, including ones covered by the State's inventory (agricultural operations, off-road vehicles, and high gwp gasses). It also seems to be excluding methane leaks from gas distribution, and emissions from industrial sources.</p> |  | <p>The CAAP uses standard ICLEI methodology for local Climate Action Plans, which varies slightly from emissions categories in the state GHG inventory. The City will consider inclusion of methane leaks in future GHG inventories.</p>   | <p>House Sacramento (comment letter)</p>  |
| <p>The City should document climate related economic costs, as well as avoided costs by taking decisive climate action--some elected officials are still saying we can't afford to take action now</p>   |  | <p>Thank you for your comment. The CAAP includes qualitative language regarding the economic costs of inaction.</p>  | <p>Dale Steele (Konveio)</p>  |
| <p>Why is the City using climate equity rather than climate justice? Seems like climate equity requires much less effort and does less for those who have been historically left behind. The CAAP should align with definition in Mayor's Commission on Climate Change.</p>                          |  | <p>Thank you for your comment. The language in the CAAP is aligned with the MCCC. In addition to the CAAP, the City has incorporated a new Environmental Justice Element into the 2040 General Plan.</p>   | <p>LL (Konveio)</p>   |
| <p>Agree that it's important to prioritize the most vulnerable. However, wording on page 2 makes it seem like only the most vulnerable will be impacted, which is not true.</p>  |  | <p>Thank you for your comment. The narrative has been revised to acknowledge the fact that climate change impacts will be felt by everyone. The City will continue to prioritize action to improve climate equity for those who are most vulnerable to its impacts.</p>  | <p>LL (Konveio)</p>   |
| <p>Mayors Commission on Climate Change Foundational Principles should include environmental sustainability (not just financial and economic sustainability).</p>   |  | <p>The Mayors' Commission on Climate Change Report was finalized in June 2020. The CAAP draws on recommendations from the MCCC, but does not make any revisions to the report or its foundational principles.</p>  | <p>Dale Steele (Konveio)</p>  |
| <p>In figure 1-1, ebikes should be included in active transportation recommendations</p>   |  | <p>Figure 1-1 outlines key recommendations from the Mayors' Commission on Climate Change Report, which was finalized in June 2020. The City has included e-bikes in the Chapter 6 recommendations.</p>   | <p>Dale Steele (Konveio)</p>  |
| <p>The CAAP should include a checklist appendix that clearly guides development applicants on how to meet CAAP GHG mitigation measures. See City of Los Angeles CAP for suitable example.</p>  |  | <p>Thank you for your comment. The City may prepare a brief CAAP checklist.</p>  | <p>Katie McCammon, 350 Sacramento (Konveio, comment letter)</p>                 |
| <p>The "Science of Climate Change" section should be expanded to include public health (including disease impacts such as malaria and dengue fever), inequities of health impacts, information about food systems impacts, and mental health impacts of climate change.</p>                          |  | <p>Thank you for your comment. A comprehensive public health section was not part of the project scope for this update to the CAAP. The City will consider scoping a public health impacts assessment in the Climate Change Vulnerability Assessment update that will be completed for the next CAAP update.</p>   | <p>Kristi Henricksen Perry /Sac 350, Sierra Club (Konveio, comment letters)</p> |

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| <p>The CAAP does not show enough urgency--we are in a climate emergency, and climate change has been accelerating beyond what has been predicted. The document should reflect the urgent situation we are in and be more aggressive in its path to reaching carbon neutrality.</p>   |  | <p>As a CEQA-qualified CAAP, the included Measures must be supported by substantial evidence. The City recognizes the need for urgent climate action, and will continue to seek opportunities to accelerate our decarbonization pathways as the technology and regulatory framework continue to evolve.</p>   | <p>Glaylor Sahba (Konveio)</p> |
| <p>The introduction outlines key climate change risks, but does not talk about the impacts we are already experiencing. This should be acknowledged in the "How does climate change affect Sacramento" section on page 11</p>  |  | <p>Thank you for your comment. The narrative has been revised to acknowledge the fact that Sacramento is already experiencing climate change impacts.</p>   | <p>Dale Steele (Konveio)</p>   |
| <p>Though Cal-Adapt defines extreme heat as the 98th percentile value of historical daily maximum, research shows that health impacts can occur at lower temperatures, especially for sensitive populations. Recommend adding a sentence explaining that heat health risks can occur at lower temperature thresholds. Could also add narrative re: frequency of warm nights having health impacts.</p> |  | <p>Thank you for your comment. This nuance is described in the vulnerable populations section of Chapter 7: Adaptation.</p>   | <p>SMAQMD (comment letter)</p> |
| <p>In addition to tree canopy, cool roofs and cool pavements deployed at scale can have a mitigating effect for urban heat islands. SMAQMD recommendation is to adopt an ordinance requiring installation of roofs with high solar reflectance index.</p>  |  | <p>Staff have revised A-2-1: Heat Reduction in the Public Realm – <del>The City should explore opportunities to amend development standards and guidelines to promote evaluate updating the City Code to require</del> the use of heat mitigation strategies to reduce temperatures in the public realm, particularly <del>on active transportation networks, commercial corridors</del>, near light rail transit (LRT) stations and along transit corridors. Requirements may include the incorporation of <del>the following</del>:</p> <ul style="list-style-type: none"> <li>• Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features);</li> <li>• <del>Minimize areas of reflective hard surfaces and maximize permeable surfaces;</del> <ul style="list-style-type: none"> <li>• Cooling <del>building and pavement</del> materials, treatments, and coatings;</li> </ul> </li> <li>• Multiple layers of shading to maximize coverage throughout the day; and</li> <li>• Street trees, and landscaping.</li> </ul> <p>ERC-A.4</p> | <p>SMAQMD (comment letter)</p> |

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| <p>The City should require road repair and new roadway improvement projects to install cool pavements with an albedo of 0.30 or higher. SMAQMD is developing an Urban Heat Island Reference Guide to assist local jurisdictions in their plans to implement heat mitigation.</p>                        |  | <p>Staff have revised A-2-1: Heat Reduction in the Public Realm – <b>The City should explore opportunities to amend development standards and guidelines to promote</b> evaluate updating the City Code to require the use of heat mitigation strategies to reduce temperatures in the public realm, particularly <b>on active transportation networks, commercial corridors</b>, near light rail transit (LRT) stations and along transit corridors. Requirements may include the incorporation of <b>the following</b>:</p> <ul style="list-style-type: none"> <li>• Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features);</li> <li>• <b>Minimize areas of reflective hard surfaces and maximize permeable surfaces;</b> <ul style="list-style-type: none"> <li>• Cooling <b>building and pavement</b> materials, treatments, and coatings;</li> </ul> </li> <li>• Multiple layers of shading to maximize coverage throughout the day; and</li> <li>• Street trees, and landscaping.</li> </ul> <p>ERC-A.4</p> | <p>SMAQMD (comment letter)</p>   |
| <p>Climate models predicting future weather/climate patterns have been too conservative. City should assume that we will have hotter and longer heatwaves sooner than predicted</p>   |  | <p>The City is utilizing CalAdapt data, which will be updated through California's Fifth Climate Change Assessment, which is in process now and will be completed in 2026, prior to the City's next CAAP update. The City will reflect this updated State direction, which will include the most recent climate modeling and scientific consensus, in the next CAAP update.</p>   | <p>LL (Konveio)</p>  |
| <p>Extreme heat will impact long term health, food supply, infrastructure, material, water availability, insect pests, and much more. CAAP should not just talk about access to air conditioning. In addition to heat illness, extreme heat can aggravate cardiovascular and respiratory illnesses.</p> |  | <p>Thank you for your comment. Analysis of these and other public health impacts will be considered when the City scopes the next CAAP update.</p>  | <p>LL, Kristi Hendricksen Perry, 350 Sacramento, SMAQMD (Konveio, comment letters)</p> |
| <p>The CAAP should include a section under Heat Waves that outlines heat related agricultural effects. We face severe reductions to crop productivity due to climate change, and the slow pace of GHG reductions in the CAAP will not help this.</p>  |  | <p>Thank you for your comment. This topic will be considered when the City scopes the next CAAP update.</p>   | <p>Glaylor Sahba, Third Act Sacramento (Konveio, comment letters)</p>                  |
| <p>The CAAP should include information on climate impacts on the food system, including disruptions, availability limitations, price increases, diminished food safety, decreased nutritional content.</p>  |  | <p>Thank you for your comment. This topic will be considered when the City scopes the next CAAP update.</p>   | <p>350 Sacramento (comment letter)</p>   |
| <p>Infill development will exacerbate the urban heat island effect. There should be discussion about the tension between these two ideals (reduced VMT through infill and reduction in urban heat island effect).</p>   |  | <p>This consideration is addressed by several policies and actions that support <i>Adaptation Goal A-2: Create built environments that reduce exposure to extreme heat and mitigate urban heat island effect.</i></p>   | <p>Larry Larsen (Konveio), Trees for Sacramento (comment letter)</p>                   |
| <p>The CAAP should include information about contribution of urban heat islands on mortality rates from respiratory illnesses, cardiovascular illnesses, and heat related illnesses.</p>  |  | <p>Thank you for your comment. This topic is covered in the Climate Change Vulnerability Assessment (Appendix G).</p>   | <p>350 Sacramento (comment letter)</p>   |
| <p>Idling stationary vehicles contribute to the urban heat island effect (as well as air pollution). The CAAP should include anti-idling policies/actions, including banning drive through restaurants.</p>   |  | <p>Policy LUP-4.12 (Drive-Through Restaurants) revised to say: "The City shall prohibit new drive-through restaurants within <del>½</del> <sup>¼</sup>-mile walking distance <del>of from the center of an existing or proposed light rail station platform existing and proposed light rail stations and high-frequency transit stops.</del>"</p> <p>The CAAP includes Municipal Measure <i>MM-2.5: Anti-idling Policy – Expand and enforce existing anti-idling policies on all City vehicles.</i></p>  | <p>LL, Dale Steele (Konveio)</p>   |

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| Transit systems in some cities have had to interrupt operation of light rail trains to avoid damage due to stretching catenary systems lines.   |  | Thank you for your comment.  | Dale Steele (Konveio)   |
| Precipitation is expected to increase in the first half of the century, but it's expected to decrease dramatically in the second half. We should be planning for the most dire future in terms of water availability. The CAAP is deficient to the scope of the problem of climate change.                                |  | The CAAP outlines a range of measures and actions related to water conservation, including WW-1. and goal A-6 in the Adaptation chapter.   | LL (Konveio)  |
| Recommend adding a section on the public health effects of flooding, including water-borne illnesses, vector-borne illnesses and injury and death during flood events.  |  | Thank you for your comment. The public health effects of flooding will be considered when the City scopes the public health section of the next CAAP update.   | Kristi Henricksen Perry /350 Sacramento (Konveio, comment letter)                             |
| Increasing hardscape for higher density housing will lead to more stormwater runoff and less groundwater recharge. Overuse also contributes to greater groundwater demand. The CAAP fails to protect the maintenance of green space and tree canopy and does not account for the removal of canopy and permeable surface. |  | Several policies in the CAAP have been revised to reflect this priority:<br>A-3-26: Flood Resilient Design Techniques – The City <del>shall evaluate the feasibility of updating</del> <b>update</b> design guidelines, standards, and the municipal code to promote building materials and site design techniques that minimize the disruption of and speed recovery from flood impacts.<br>The City has added related language to A-2-1: Heat Reduction in the Public Realm – The City should <b>explore opportunities to amend development standards and guidelines to promote</b> <del>evaluate updating the City Code to require</del> the use of heat mitigation strategies to reduce temperatures in the public realm, <b>particularly on active transportation networks, commercial corridors, near light rail transit (LRT) stations and along transit corridors.</b> Requirements may include the incorporation of <b>the following</b> :<br><ul style="list-style-type: none"> <li>• Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features);</li> <li>• <b>Minimize areas of reflective hard surfaces and maximize permeable surfaces ;</b> <ul style="list-style-type: none"> <li>• <b>Cooling building and pavement materials, treatments, and coatings;</b></li> </ul> </li> <li>• <b>Multiple layers of shading to maximize coverage throughout the day; and</b></li> <li>• <b>Street trees, and landscaping.</b></li> </ul> [ERC-A.4] | Francesca Reitano, Karen Jacques, Dale Steele, Trees for Sacramento (Konveio, comment letter) |
| Scarce water is expensive and will disproportionately impact low income communities.  |  | Thank your for your comment.   | Kristi Henricksen Perry /350 Sacramento (Konveio, comment letter)                             |
| Water conservation policy should start with agricultural/commercial/industrial water users, rather than individuals. However, individuals can make substantial progress toward conservation with good information and incentives.   |  | Thank you for your comment. A number of related policies and actions are included in Adaptation Goal A-6: <i>Enhance water supply diversification and prioritize water use efficiency to build resilience to the effects of climate change.</i>  | LL (Konveio)  |
| In addition to wildfire smoke, climate change can increase exposure to ozone, particulate air pollution, and allergens. This information should be added to the air quality section.  |  | Thank you for your comment. This topic is covered in Adaptation Goal A-4: <i>Increase Awareness of and expand community resources to address the adverse health effects of air pollution.</i> Expanded analysis of local air quality impacts will be considered when the City scopes the next CAAP update.   | Kristi Henricksen Perry/350 Sacramento (Konveio, comment letter)                              |
| School and work attendance is impacted by wildfire smoke events and has an economic and public health cost. This should be noted in the wildfire smoke section.   |  | Thank you for your comment. The narrative has been revised to acknowledge potential impacts on school and work attendance of wildfire smoke events.  | Dale Steele (Konveio)   |

| Chapter 3: Climate Action Targets   |      |  |  |
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| Climate change is accelerating faster than predicted, and we cannot feel a false sense of security with a 2045 target. Should have a global carbon neutrality goal of 2035, and a more aggressive 2030 target.                      |      | The CAAP is CEQA-qualified, and therefore GHG reduction measures must be documented and substantiated. The City is not currently able to substantiate a pathway to carbon neutrality in 2030. However, the City will continue to seek opportunities to equitably accelerate our timeline to carbon neutrality.   | Glaylor Sahba (Konveio)  |
| Chapter 4: Community Engagement   |      |  |  |
| Outreach should have included questions about whether folks are willing to pay for the needed infrastructure to reduce our GHG emissions through taxes and fees.  |      | Thank you for your comment. Staff will consider this recommendation when scoping outreach tasks for the 2030 CAAP update.  | Glaylor Sahba (Konveio)  |
| SMAQMD commends the City for taking additional steps to engage underrepresented communities including youth and populations most vulnerable to climate change.  |      | Thank you for your comment.  | SMAQMD (comment letter)  |
| Topic of preserving our existing tree canopy is missing from outreach.  |      | Thank you for your comment. Policy language has been included regarding the importance of preserving our existing tree canopy, with detailed direction to be included in the upcoming Urban Forest Plan.   | Francesca Reitano (Konveio)  |
| Chapter 5: GHG Reduction Strategy   |      |  |  |
| Having a 2045 carbon neutrality goal does not align with declaring a climate emergency.   |      | The CAAP is intended to be CEQA-qualified, and therefore GHG reduction measures must be documented and substantiated. It is not currently possible to substantiate a pathway to a 2030 or 2035 carbon neutrality target. However, the City will continue to seek opportunities to accelerate our pathway to carbon neutrality as technology and the regulatory framework continue to evolve. | Dale Steele, LL, Glaylor Sahba (Konveio)   |
| Commitment to equity should be made for the distribution of avoided costs that come with decisive climate action.   |      | Thank you for your comment.  | Dale Steele (Konveio)  |
| The 6% active transportation mode share target is too low.  | TR-1 | The CAAP is intended to be CEQA-qualified, and therefore GHG reduction measures must be documented and substantiated. The 6% mode share target is based on modeling; we cannot specify a higher mode share projection with existing data and modeling.   | Dale Steele, Aurora, Jarrod Baniqued, LL, Elizabeth Barrett (Konveio)            |
| Active Transportation mode share goal is too low. More appropriate goal would be 15 percent by 2042.  | TR-1 | The active transportation mode share goal will be considered and adjusted in future updates to the CAAP. The City will continue to work to prioritize active transportation.   | Aurora, Dale Steele, Jarrod Baniqued, LL (Konveio)                               |
| To improve transit, the City could insert a section discussing acquisition of freight rail right of ways for electrification, automation, and commuter services, and buying trolleybus infrastructure.                              | TR-2 | Thank you for your comment.  | Jarrod Baniqued (Konveio)  |
| The City should remove all mention of transition to ZEVs and focus on high density downtown development instead.  | TR-3 | The CAAP and General Plan include policies to increase density that will be supportive of active transportation and transit mode shifts. The transition to ZEVs will be an important near-term pathway to reduce GHG emissions.  | Gary Yowell (Konveio)  |
| Reducing methane emissions is not effective to slow climate change.   | W-1  | Thank you for your comment.  | Gary Yowell (Konveio)  |
| Add measure to ban single use plastics in restaurants and grocery stores/delies. Plastic means the continuation of the fossil fuel industry, which means drilling, fracking, and pumping. It's time to end the era of fossil fuels. | W-1  | Thank you for your comment.  | Glaylor Sahba , Third Act Sacramento (Konveio, comment letter)                   |
| Baseline canopy should be 35% by 2030, 45% by 2045.   | CS-1 | We do not currently see a viable pathway to meet this accelerated urban canopy target. However, further direction will be provided through the Urban Forest Plan process.  | Francesca Reitano, Karen Jacques, Third Act Sacramento (comment letter, Konveio) |



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| Does W-2 include any future wastewater recycling efforts?   | WW-2 | The CAAP includes several policies and actions related to the use of recycled water, including General Plan policy <i>PFS-4-6: Recycled Water</i> , and a revision to <i>MM-5.4: Evaluate the feasibility of watering parks and landscapes with recycled water</i> <del>converting sports fields to synthetic turf and add new synthetic fields where possible</del> .  | Dale Steele (Konveio)  |
| Objective design standards are crucial to keep increased density from harming the existing tree canopy.   | E-5  | Thank you for your comment.   | Francesca Reitano, Trees for Sacramento (Konveio, comment letter)          |
| Tree maintenance/stewardship and who will bear the costs is a crucial need in disadvantaged neighborhoods.  |      | Thank you for your comment. Specific policies regarding tree maintenance and stewardship will be included in the upcoming Urban Forest Plan.  | Francesca Reitano (Konveio)  |
| Concept of preserving tree canopy should be included in Public Health and Adaptation sections of Chapter 5.   |      | Thank you for your comment. The revised CAAP now includes language regarding the maintenance of existing trees in the Public Health and Adaptation sections of chapter 5.   | Francesca Reitano (Konveio)  |
| <b>Chapter 6: GHG Reduction Measures and Actions</b>  |      |   |  |
| City will have little role in SMUD's zero carbon plan, and this action should be removed from the CAAP. There is no regulatory assurance that SMUD will meet its goal, and therefore not in compliance with CEQA requirements of being binding and enforceable.                 | E-1  | CEQA does not require that the measure be binding, but rather that it be substantiated. SMUD's commitment is substantiated by its 2030 Zero Carbon Plan.  | Katie McCammon (Konveio, comment letter)                                   |
| The City should include actions to improve energy sovereignty, including incentives for residential rooftop solar, and creative solutions encouraging solar adoption while creating jobs and personal income for residents, such as solar cooperatives.                         | E-1  | Thank you for your comment. The CAAP includes a range of actions related to solar and battery storage.  | 350 Sacramento (comment letter)  |
| The City should not be depending on SMUD for the majority of its GHG reductions. It should collaborate with SMUD, but not count on them as an accomplishment. City should be decarbonizing buildings, buses, trucks, and other fleets and installing as much solar as possible. | E-1  | SMUD's Zero Carbon Plan is not included as a City accomplishment, and many measures are dependent upon action by other agencies or individuals. Measures that will guide decarbonization of City buildings and fleet are included in CAAP <i>Chapter 10: Municipal GHG Reduction Measures</i> .   | Glaylor Sahba, Dale Steele, Third Act Sacramento (Konveio, comment letter) |
| Measure E-1 should include specific actions the City will take to support SMUD in the implementation of the 2030 Zero Carbon Plan. If renewable energy and battery storage are city goals, they should be listed as supporting actions for Measure E-1                          | E-1  | Thank you for your comment. We have retained key supporting actions in Measure E-4. These actions have independent value, but will support implementation of Measure E-1.   | SMAQMD (comment letter)  |
| The City should partner with SMUD to procure renewable electricity beyond state minimum requirements.   | E-1  | Thank you for your comment.   | House Sacramento (comment letter)  |
| The CAAP should include contingency plans in measure E-1 if the plans for SMUD to eliminate GHG emissions from the power supply are not achieved by 2030.   | E-1  | The City will continue to monitor SMUD's progress and will adjust projections in the 2030 CAAP update based on SMUD's progress toward its goal of providing carbon free electricity by 2030.  | SMAQMD (comment letter)  |
| SMAQMD recommends explaining how the 2040 GP policies LUP A.5 and LUP A.7 play a role in the City's goal of supporting SMUD in the implementation of the 2030 zero carbon plan.   | E-1  | The City has revised LUP A.7 and added it to the CAAP as <i>E-2.2: Net-Zero Energy or Net-Positive Design. The City shall assess the feasibility of requiring net-zero energy (NZE) or net positive design for new buildings and significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design in adaptive reuse projects.</i> This will help reduce future electricity demand and therefore the amount of new renewable electricity that will be required to implement the 2030 zero carbon plan. | SMAQMD (comment letter)  |
| We encourage the City to remove the mandate for all electric buildings from the CAAP based on the Ninth Circuit's April 2023 ruling against Berkeley's New Building Electrification Ordinance.  | E-2  | The City has revised Measure E-2 and E-3 to reflect the April 2023 ruling.  | North State Building Industry Association (comment letter)                 |



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| It is misguided to promote electrification. Current mining and refining technologies for key metals and minerals require fossil fuels for key processes. Electrification does not scale. All new construction and all renovations should be required to incorporate passive solar design as much as possible to reduce energy demand. | E-2/E-3 | Chapter 7 includes A-2-4: Heat Resilient Design Techniques, and the City has revised LUP A.7 and added the action to measure E-2 as action <i>E-2.2: Net-Zero Energy or Net-Positive Design. The City shall assess the feasibility of requiring net-zero energy (NZE) or netpositive design for new buildings and significant retrofitting of existing privately-owned buildings and identify incentives for NZE and net-positive design in adaptive reuse projects.</i> This will help reduce future electricity demand from new buildings. | Muriel Strand (comment letter)  |
| The City should reevaluate GHG savings for measure E-2, since title 24 code updates have advanced to all but eliminating future gas furnaces and water heaters in Sacramento's climate zone.  | E-2     | Thank you for your comment. The City is tracking the State Building Code update and will consider adopted State Building Code changes in future GHG projections.   | Katie McCammon, 350 Sacramento (Konveio, comment letter)                    |
| Add action to address embodied carbon in new construction--City of Los Angeles is a good model. House Sacramento encourages the City to leverage its purchasing power to procure low carbon cement/steel/building materials, and incentivize low-carbon construction such as mass timber.   | E-2     | The General Plan includes <i>LUP-11.7 Building Materials. The City shall support and promote the use of benign; responsibly and ethically-sourced; and low-carbon and/ or carbon-sequestering building materials and products.</i>   | Katie McCammon, 350 Sacramento, House Sacramento (Konveio, comment letters) |
| SMAQMD recommends the City continue to explore options to fund building decarbonization with a utility user tax increase of 3% to incentivize electrification of new construction and generate funding for retrofit projects. City of Rancho Cordova is proposing this.   | E-2/E-3 | Thank you for your comment.  | SMAQMD (comment letter)   |
| SMAQMD would like to see the City make a stronger commitment to ensuring that people replace their gas stoves with induction to improve indoor air quality, safety, and public health.  | E-3     | Thank you for your comment. Replacement of gas stoves with induction stoves will be further addressed in the Existing Building Electrification Strategy, which is scheduled for completion in spring 2024.   | SMAQMD (comment letter)   |
| Measure E-3 should be updated to include status update on the framework for existing building electrification.  | E-3     | Thank you for your comment. This measure has been updated to reflect the current status of the framework development.  | SMAQMD (comment letter)   |
| Goal date of 2045 is too late, not urgent enough. Goal should be 90 percent electrification by 2035.  | E-3     | The current projections are based on substantiated documentation. There is potential for accelerated electrification based on the rapidly evolving technological and regulatory framewor, improving cost-effectiveness, significant local, state, and federal funding, and potential for neighborhood scale electrification. The target for existing building electrification will be reevaluated for the 2030 CAAP update.  | Glaylor Sahba, Jarrod Baniqued, Megan Elsea (Konveio)                       |
| The City should do outreach and incentivize landlords beyond SMUD rebates. City should pay for electrification program by taxing the biggest 3% of businesses. See Seattle program nicknamed "Amazon tax". Don't leave any IRA money on the table.  | E-3     | The City does not have funding to provide incentives to landlords. However, there are significant investments at the local, state, and federal level that reduce costs for building owners; the City will continue to communicate with property and business owners regarding these incentives and rebates. In addition, the City will continue to actively pursue appropriate funding oppourtunities to support electrification in Sacramento.  | Megan Elsea (Konveio)   |
| Electric appliance retrofits are expensive and will be a hardship for majority of homeowners. The City needs to spend considerable time and funds to make sure the transition is equitable. Sierra Club supports 350 Sacramento's recommendations re: retrofits.  | E-3     | Thank you for your comment. Equity considerations are central to the development of the Existing Building Electrification Strategy, which is scheduled for completion in spring 2024.  | Sierra Club (comment letter)  |

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| Measure E-3.1 should be edit to say, "develop a comprehensive existing building electrification strategy that identifies the associated costs and addresses potential equity impacts prior to implementation of mandatory requirements."   | E-3.1 | Thank you for your comment. Equity considerations are central to the development of the Existing Building Electrification Strategy, which is scheduled for completion in spring 2024.  | SacEV (comment letter)                                   |
| An Existing Building Electrification ordinance should include provisions for EV charging infrastructure: If a service feed is reviewed, capacity checks should include future EV charging. Sizing of panels and transformers should include sufficient capacity for adding EV charging, and all residential sales should have EV capable infrastructure installed when a home is sold.   | E-3.2 | Thank you for your comment. This will be considered in revisions to the Existing Building Electrification Strategy.  | SacEV (comment letter)                                   |
| An Existing Building Electrification Ordinance needs a definite start date. 350 recommends 2025, with conditions set for exemptions where warranted based on economic and technical feasibility. Additional actions are needed to facilitate efficient permitting, including more permit office staff, reduced fees for heat pump permits, requiring electrification readiness measures for electrification, upgrading permit database to improve efficiency of processing.  | E-3.2 | Thank you for your comment. These specific recommendations will be considered as part of revisions to the draft Existing Building Electrification Strategy.  | Katie McCammon, 350 Sacramento (Konveio, comment letter) |
| If the City cannot ban gas appliances, it should pass a high carbon tax at point of sale to disincentivize replacements that are not electric  | E-3   | Thank you for your comment. Detailed policies regarding existing building electrification will be covered in the Existing Building Electrification Strategy.   | Glaylor Sahba (Konveio)                                  |
| The City should promote energy efficiency to all residences to decrease wasted electricity.  | E-3.3 | Thank you for your comment. In partnership with SMUD, the City has made the Xerohome platform available to all City residents. Xerohome is a custom home energy modeling platform that gives users information about cost effective upgrades they can make to their home, including energy efficiency and electrification. | Glaylor Sahba (Konveio)                                  |
| The City should develop actions to ensure that lower income/multi-unit tenant dwellings get the ability to transition from gas to electric appliances, including acknowledgement of the need for incentives for landlords to upgrade these buildings.  | E-3.3 | Thank you for your comment. This is being incorporated into the Existing Building Electrification Strategy.  | Sierra Club (Konveio)                                    |
| Additional implementation actions are needed: staff should create a comprehensive detailed list of all low income housing within the city to survey the types of heating equipment and suitability for near term replacement. The City should work with partners on joint funding applications to LIWP and other sources of funding. Identify homes for pilot of window heat pumps and plug in heat pump water heaters. Create a warehouse of plug in HPWH and make them available during emergency failures of gas water heaters, provide education about heat pumps, particularly with rental inspection notifications. Provide education on dryers and stoves through DOU and RHIP. | E-3.3 |  | Katie McCammon, 350 Sacramento (Konveio, comment letter) |
| The City should leverage its educational channels through DOU bill inserts and the rental housing inspection program to share information about the benefits of electric appliances (including stoves and dryers) as well as available incentives.   | E-3.3 | Thank you for your comment. These specific recommendations will be considered as part of revisions to the draft Existing Building Electrification Strategy.  | 350 Sacramento (comment letter)                          |

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| Strongly support measure E-3, and encourage the City to begin now to educate residents, particularly landlords that these requirements are coming. Encourage the City to implement regulation requiring applicants doing renovations to update their electrical service to accommodate future electrification to make the retrofit process smoother later. Additional staff will be needed to make the permitting process smoother. | E-3   | Thank you for your comment.  | Karen Jacques (comment letter)  |
| The City must develop a baseline of existing equipment in the City, and do more granular tracking of appliance change outs through the permit system/RHIP in order to be able to report on progress toward the goal. The permit database needs to be updated to separately identify gas units being replaced by heat pump space heating equipment.  | E-3   | Thank you for your comment. These specific recommendations will be considered as part of revisions to the draft Existing Building Electrification Strategy.  | 350 Sacramento (comment letter)   |
| The assumptions re: GHG emissions reductions for measure E-3 need to be reexamined. The model should account for a certain level of adoption failure, particularly in the early years following a mandatory ordinance. In addition, the lifetime of water heating appliances should be set higher. (Table adjustment provided in full comment letter)   | E-3   | Due to the April, 2023 ruling in California Restaurant Association v. City of Berkeley and the current legal uncertainty, the City has reduced the expected emissions reductions from existing building electrification to 10% reduction below forecasted levels by 2030. This accounts for a potentially slower adoption rate.  | 350 Sacramento (comment letter)   |
| Skepticism that air quality impacts of cooking with gas are as bad as RMI says. CAAP should mention solar cooking, which has been advocated for by Sacramento's own Solar Cookers international.  | E-3   | Thank you for your comment.  | Muriel Strand (comment letter)  |
| The City should be aggressively converting all gas powered landscaping equipment to electric to lead the way for remaining public/private conversions.  | E-3.4 | In response to CARB guidance, the Park Maintenance Division (PMD) expects to be fully compliant with CARB's directives and will discontinue the purchase of all small off-road engines in 2024. Park Maintenance has tested the equivalent electric equipment available from multiple manufacturers and is generally pleased with the equipment's performance capabilities. PMD still maintains a sizable inventory of small off-road engine equipment (SORE) and may purchase additional SORE equipment through the end of 2023. Examples of such equipment include blowers, line trimmers, edgers, and chain saws. Existing SORE equipment and any additional equipment purchased in 2023 will be replaced with electric equipment beginning 2024 as equipment reaches the end of its useful life. | Dale Steele, Muriel Strand (Konveio, comment letter)  |
| The City should develop an ordinance that provides a buyout program of all gas powered lawn equipment by 2026. Implement carbon tax at point of sale to heavily incentivize electric equipment. Fund with IRA or CARB funding/grants.   | E-3.4 | General Plan Policy ERC A-6 includes studying the feasibility of a landscape maintenance ordinance to facilitate the transition away from gas powered landscaping equipment.   | Glaylor Sahba (Konveio)   |
| The CAAP should include Mow Better's goal to eliminate the use of gas powered lawn equipment.   | E-3.4 |  | Trees for Sacramento (comment letter)   |
| I appreciate inclusion of PACE program and other info on City website.  | E-3.6 | Thank you for your comment.  | Glaylor Sahba (Konveio)   |
| Recommendation that E-4 GHG savings be subtracted from E-1 savings or shift to the adjusted forecast. Local renewable generation will help SMUD avoid renewable purchases far afield, and boost adaptation goals. This is important to act on quickly, as GHG impacts will go away after 2030 (if SMUD succeeds in its plan).   | E-4   | Thank you for your comment. Measure E-4 is supportive of the other Built Environment measures, and related GHG emissions reductions are accounted for in E-1.  | Katie McCammon, Rick Codina, 350 sacramento (Konveio, ecomment from 8/22/23 City Council meeting, comment letter) |
| The City can support grid reliability and resiliency by siting solar energy generation and battery storage near multi-unit residential buildings and community centers.   | E-4   | Thank you for your comment.  | SMAQMD (comment letter)   |

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| The CAAP should credit the GHG savings attributable to displacing gas-fired generation from SMUD's fleet of power plants, as well as by reducing purchases from its current contract with Calpine's Sutter Energy Center.  | E-4         | These investments are integral to SMUD achieving its 2030 Zero Carbon Plan. The associated GHG reduction projections are captured in Measure E-1.   | Rick Codina, 350 Sacramento (ecomment at 8/22/23 City Council meeting, comment letter) |
| The City should negotiate a power purchase agreement with SMUD for City solar generation. Current rate options have a great advantage of providing high revenue from offset consumption.   | Measure E-4 | Thank you for your comment.   | Rick Codina, 350 Sacramento (ecomment at 8/22/23 City Council meeting, comment letter) |
| The City should streamline the permit process to facilitate solar and storage projects on private property.  | E-4         | The City provides streamlined permitting for solar and storage in compliance with AB 2188.  | Katie McCammon (Konveio)   |
| The City should align with CARB's 2022 Scoping Plan by "deploy(ing) renewable energy production and energy storage directly in new public projects and on existing public facilities".   | E-4         |   | Rick Codina, 350 Sacramento (ecomment at 8/22/23 City Council meeting, comment letter) |
| The City should aggressively transition to battery storage and solar for all municipal facilities. Add solar EV charging and battery storage at the solar farm in Sutters Landing park.  | E-4.3       | The City is exploring opportunities for solar and battery storage on a pilot basis in collaboration with SMUD, including a cost benefit analysis for ongoing operational considerations. Testing technology and identifying suitable funding are important first steps. The City does not own/operate the solar system at Sutter's Landing. YPCE has a third party lease agreement. | Dale Steele, House Sacramento (Konveio, comment letter)                                |
| There is not enough information about expanding rooftop solar and home geothermal or wind outside of SMUD. What are the City's projections regarding demand for home renewables outside of SMUD?   | E-4.1       | Please see Measure E-4 for related CAAP direction.  | Jarrold Baniqued (Konveio)   |
| The City should take learnings from pilot projects and build a network of microgrids. This blueprint could then be offered to churches, community centers, and schools to build resilience centers. The City should use IRA funding to do bulk purchasing to subsidize the costs for the organizations.  | E-4.4       | The City has secured funding to expand Pannell Community Center as a resiliency center. Project design is underway with SMUD. Findings from this work will help inform both City and SMUD strategies to expand resiliency functions of other facilities that serve emergency response functions. Pannell will be a first pilot, to inform the City's longer term strategy.          | Glaylor Sahba (Konveio)  |
| This measure to prioritize infill development in the City corresponds with SacRT's own vision and plans for transit oriented development (TOD). As the region's largest transit provider, SacRT is always enthusiastic to partner with the City on TOD opportunities and agrees that mixed-use developments and high density housing to infill existing urban areas in proximity to transit service is a critical method to reduce VMT and support our shared climate goals. | E-5         | Thank you for your comment  | Sacramento Regional Transit (comment letter)   |
| SMAQMD recommends greater synergy between the 2040 GP and the CAAP for infill growth policies and measures. SMAQMD supports a more vigorous density metric to promote growth around transit than those used in the GP and CAAP. The CAAP should directly reference the corresponding GP policies that achieve the targets for measure E-5.   | E-5         | Thank you for your comment.   | SMAQMD (comment letter)  |
| The City should change the percentage of infill growth from 90% to 99%.  | E-5         | Thank you for your comment.   | Glaylor Sahba (Konveio)  |

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| Sierra Club supports the recommendations from Friends of Swainson's Hawk, including maintaining the City's commitment to the current boundary in North Natomas, supporting the County Urban services boundary and county farmland and open space protection policies, and protecting the Natomas Basin Conservation Plan.   | E-5   | Thank you for your comment.  | Sierra Club, ECOS, Trees for Sacramento (comment letters) |
| The City must show more commitment to land use changes to be successful in reducing emissions. The City should aggressively pursue changes through incentives and regulations, and not rely on private development to voluntarily comply. Measure E-5 is not enforceable as written, and the City seems reluctant to use its regulatory power.  | E-5   | Thank you for your comment. A range of specific land use changes are proposed in the Land Use and Placemaking Element of the General Plan, of which Measure E-5 is supportive. | Third Act Sacramento (comment letter)                     |
| Very disappointing to see the City helping to lead an environmental study of the annexation of greenfield and farmland and subsequent to warehouses as part of the Airport South Industrial Proposal. This land is zoned for agriculture, and lies outside the Sacramento County Urban Services Boundary. The boundary was established in 1993 and was meant to be a permanent boundary to prevent greenfield development.  | E-5   | Thank you for your comment.  | ECOS, Sierra Club (comment letter)                        |
| The actions in E-5 are vague and unquantifiable. This is a missed opportunity--land use patterns should change as City priorities change, and decisive action is needed. Instead of promoting infill, the City should disallow sprawl. 85% of current VMT rates should not be acceptable for new development.   | E-5   | Thank you for your comment. A range of specific land use changes are proposed in the Land Use and Placemaking Element of the General Plan, of which Measure E-5 is supportive. | Citizens Climate Lobby (comment letter)                   |
| Supportive of increased density, but concerned about its impact on urban tree canopy without some modification. Most trees are on private property, specifically land that is currently zoned R-1. The City should adopt a set of objective design standards in order to protect trees as we add density to these zones. These could include maximum footprint size of new units, requiring a plot plan that leaves room for trees, or if there are no trees on a parcel, specifying the number that must be planted. | E-5   | Thank you for your comment   | Karen Jacques (comment letter)                            |
| From a sustainability perspective, it's much better to expand/reuse existing buildings rather than building new. Consider ways the City could support additions/adaptive reuse.   | E-5   | Associated direction is provided in the General Plan, notably in General Plan actions LUP 10.1 and HCR 1.12.   | Karen Jacques (comment letter)                            |
| Anti-displacement policies are very important to include.   | E-5.1 | Thank you for your comment.  | Glaylor Sahba (Konveio)                                   |

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| <p>SacRT supports the plan to enable development of 29,000 new multi-unit dwellings that are public transit accessible (within 1/2 mile of public transit) by 2040 through continuing the City's ministerial/staff level review of infill housing, reduced fees, and identification of local funding sources. However, SacRT would like to see the City enforce some types of transit supportive conditions of approval. Although the goal of the ministerial review and approval process is intended to be simpler and more timely than other project approvals, SacRT believes that conditioning a project to provide access to nearby bus stops and light rail stations is yet another way to make transit easier and attractive to use, which benefits all parties involved, as well as supports the region's larger climate goal to reduce VMT and GHG.</p> | <p>E-5.2</p> | <p>Thank you for your comment. The CAAP and the General Plan include a range of actions to incentivize development near transit, including Policy LUP-4.1 (Transit-Supportive Development) which was revised to say: " The City shall encourage increased residential and commercial development intensity within <del>one-quarter mile</del> ½-mile of existing <del>high-frequency bus stops</del> and <del>existing and</del> planned light rail stations and, commuter rail stations, <del>and high-frequency bus stops to</del> support more frequent, reliable transit service and vibrant, walkable neighborhoods."</p> | <p>Sacramento Regional Transit (comment letter)</p>   |
| <p>Allowing high density development within .25 miles of transit throughout the city will result in canopy loss and loss of historical resources. The City should assess where this type of development is appropriate.</p>  | <p>E-5.3</p> | <p>Thank you for your comment.</p>   | <p>Francesca Reitano, Karen Jacques (Konveio)</p>   |
| <p>SacRT supports this plan to enable the development of 8,700 new affordable by design housing types by 2040 within 1/4 mile of transit by updating the City code to allow and reduce barriers to these housing types. Since many of the SacRT riders are low-income, most are also transit dependent; therefore, being within a closer proximity to transit service is vital. SacRT agrees with this proposed update to the City Code, as it will be essential for these developments to come to fruition.</p>   | <p>E-5.3</p> | <p>Thank you for your comment</p>  | <p>Sacramento Regional Transit (comment letter)</p>   |
| <p>Supportive of E-5.4. Adding density along corridors exposes people to more pollution, is environmentally unjust, and will result in greater VMT. Upzone established neighborhoods--there are more important things than resale value and protecting petty aesthetic preferences of existing homeowners.</p>   | <p>E-5.4</p> | <p>Thank you for your comment.</p>   | <p>Steve Rosen (comment letter)</p>   |
| <p>Not supportive of E-5.4--do not want to see increased density because it will damage tree canopy.</p>   | <p>E-5.4</p> | <p>Thank you for your comment.</p>   | <p>Matthew King, James Falcone, Suzy Wahlborg, Karl Wahlborg, Angie Smith, Charles Conner, Ilsa Hess, J Patrick Kelly, Chrstie Munson, Lynn Orion, Richard Harrison, ZH Harrison (eComments from 8/22/23 City Council meeting, comment letter), Trees for Sacramento (comment letter)</p> |
| <p>The CAAP should commit to preserving the Sacramento County Urban Services Boundary, which was put into place in 1993 to prevent greenfield development</p>  | <p>E-5.4</p> | <p>Thank you for your comment.</p>   | <p>ECOS (comment letter)</p>  |

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| <p>The plan sets commendable targets for infill development, but it ignores the inadequate capacity of underground infrastructure (storm, sewer, water) which causes high density infill development to remain financially infeasible for many developers. The CAAP should address this insufficiency and include actions to support an increased capacity for "backbone infrastructure" to enable infill development.</p> | <p>E-5.4</p>        | <p>The General Plan includes a variety of policies related to infrastructure to support infill development, including LUP 4.2 and EJ-5.5.</p>   | <p>ECOS (comment letter)</p>   |
| <p>Instead of allowing a greater array of housing types, the City should ban short term rentals of ADUs and other whole units.</p>   | <p>E-5.4</p>        | <p>Thank you for your comment.</p>  | <p>James Falcone, Angie Smith, Charles Conner, Ilsa Hess, J. Patrick Kelly (eComments from 8/22/23 City Council meeting)</p> |
| <p>Add action to E-5.1 or E-5.4 to have staff review additional planning regulations that can be detrimental to new housing (minimum lot sizes, setbacks, etc) and have staff propose changes.</p>   | <p>E-5.1, E-5.4</p> | <p>Thank you for your comment. This direction is being set in the General Plan, particularly in the Land Use and Placemaking Element.</p>   | <p>Matt Anderson (comment letter)</p>  |
| <p>6% mode share is too low--higher percentage should be possible when considering ebikes and increased incentives/infrastructure. All active transportation performance indicators are too low. City should identify higher targets for modeshare.</p>  | <p>TR-1</p>         | <p>The CAAP uses a VMT reduction metric rather than percent of trips to calculate the active transportation mode share. However, it is possible to convert from VMT to trips using an average trip distance. When an average trip distance of 2 miles is applied, the 4% VMT mode shift identified by the CAAP would result in a 30% trip mode share, consistent with the Mayors Commission on Climate Change. A 30% bike mode share equates to approximately 56 million miles or 28 million trips traveled by bike annually.</p>   | <p>Dale Steele, SABA, Sierra Club (Konveio, comment letters)</p>   |
| <p>e-bikes have become affordable and are now an easy target for zero emission transportation.</p>   |                     | <p>The City agrees, and has made revisions to layer in additional policy direction regarding e-bikes, including the following:<br/> <i>MM-9: Encourage an increase in the number of employee-owned EV, <del>and</del> plug-in hybrid electric vehicles, and e-bikes to 28% by 2030 and 100% by 2045.</i><br/><br/> <i>Added supportive action MM-9.4: Provide secure and enclosed parking for bicycles and e-bikes at City facilities as funding becomes available.</i><br/><br/> <i>TR-1.4: Conduct a study to identify educational barriers and provide education and outreach to the community on active transportation options in the City including a travel training program and incentivize a spectrum of transportation options that includes public and private shared and active services, including e-bikes.</i></p> | <p>Dave Morrow (comment letter)</p>  |
| <p>Combining key performance indicators B and E and indicating if there are plans to update the 2016 bicycle master plan in the near term, and combining performance indicators C, D, and F and indicating if there are plans to update the 2006 pedestrian master plan would provide more clarity on measure TR-1.</p>  | <p>TR-1</p>         | <p>The City is preparing the Streets For People: Active Transportation Plan, which will update the Bicycle Master Plan and Pedestrian Master Plan, combining these documents into a comprehensive active transportation plan. The City has combined indicators C and D as follows: <i>Install or improve 20,000 feet of pedestrian infrastructure and at least 70 pedestrian crossings by 2030.</i></p>   | <p>SMAQMD (comment letter)</p>   |



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| Shade trees are necessary infrastructure for people to be able to walk/bike/roll safely in extreme heat. This is particularly needed in lower income neighborhoods--canopy takes time to develop.   | TR-1 |  | Karen Jacques (comment letter)   |
| The City should coordinate with the urban forestry team to develop an objective design standard for shade trees along roadways. Pedestrian network and roadway improvement projects should include cool pavements, particularly in disadvantaged neighborhoods most impacted by urban heat.   | TR-1 | The City has revised <i>ERC-Action 11 (A-2-8): Street Standards for Tree Canopy – The City shall update Street Standards <u>with bjective design standards for shade trees along roadways</u> to optimize tree canopy and provide solutions for various street functions and conditions. [Draft General Plan ERC-Action 11]</i>  | Trees for Sacramento, SMAQMD (comment letters)                             |
| The City should ensure that the Transportation Priorities Plan and Streets for People Plan are used as guidance on how to improve bicycle and pedestrian infrastructure to create a safe, connected, low-stress, complete bicycle network.  | TR-1 | The City has added the following action to the CAAP: <i>Complete and adopt the Streets for People: Active Transportation Plan, which will update and consolidate the Bicycle Master Plan and the Pedestrian Master Plan.</i>   | SABA (comment letter)  |
| The CAAP should explicitly include strategies for speed reduction, roadway design, additional tree canopy, and re-design with Vision Zero and Complete Streets requirements. The concept of complete streets in the plan is a step in the right direction, but there is not enough specificity, and if it's not written into the plan, it won't get done. | TR-1 | Thank you for your comment. The General Plan Mobility Element contains further policy direction. More detailed strategies for active transportation infrastructure will be included in the forthcoming Streets for People: Active Transportation Plan.   | SABA, Sierra Club (comment letter)   |
| Safety is a primary barrier to active transportation. Sacramento needs a connected network of protected bike lanes, and more bike/pedestrian bridges.   | TR-1 | The City has revised <i>TR-1.3: Conduct a study to identify the barriers to active transportation, including network gaps and other issues affecting pedestrian and bicyclist safety, by 2025. <del>and remove them by 2030</del></i>  | Dave Morrow (comment letter)   |
| The CAAP should include the creation of Low/Zero Emissions Zones. These zones are a clean air strategy, where walking/biking/transit is prioritized, and only low/zero-emissions vehicles are allowed. The CAAP should include pedestrian zones and superblocks.  | TR-1 | Thank you for your comment.  | SABA (comment letter)  |
| The CAAP should take a bold step and eliminate parking in the downtown area, and stop subsidizing parking throughout the city. Sacramento should be reducing/eliminating parking, especially near transit.  | TR-1 | Thank you for your comment. The General Plan includes M-2.17: Parking Management Strategy, which identifies eliminating parking minimums and establishing parking maximums along established transit corridors as possible program components. In addition, the City has begun work on the Revisions to Vehicle and Bicycle Parking Regulations project, which will evaluate possible revisions to parking requirements throughout the city; this project is scheduled to be completed in late 2024. | SABA (comment letter)  |
| The City should create incentives for individuals to purchase e-bikes, and for businesses to purchase e-cargo bikes.  | TR-1 | The City has added this new CAAP action: <i>TR-1.7: Collaborate with public and private partnerships to provide incentives for residents to purchase e-bikes.</i>  | SABA (comment letter), Councilmember Kaplan (8/22/23 City Council meeting) |
| Consider reviewing/increasing active transportation targets. If 6% is deemed appropriate, consider adding "triple active transportation mode share" as seems to be suggested by the calculations. Continuing to rely on cars won't get us to carbon neutrality and will disproportionately impact disadvantaged communities.                              | TR-1 | Thank you for your comment.  | Matt Anderson (comment letter)   |

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| ZEV measures in the CAP are specific, actionable, and measurable. The same is not true for active transportation. The City should take bolder action including: reducing street size in favor of cut outs for city trees, traffic calming street designs for safety, increasing separated bike lanes, increasing bike parking, prioritizing bikes, buses, and people by closing direct routes to cars, and connecting major destinations such as light rail stations to bike and walking paths. | TR-1   | Thank you for your comment. The CAAP includes a range of specific actions and performance indicators related to active transportation, and additional policies and actions are included in the 2040 General Plan. The Streets for People Active Transportation Plan will also include more specific policies related to active transportation infrastructure.   | Kay Crumb (comment letter)   |
| Consider alternate/additional opportunities to track active transportation mode share. Traffic cameras that are used to track cars can also be used to estimate bicycle counts.   | TR-1   | Thank you for your comment.   | Matt Anderson (comment letter)   |
| Actions to support a Safe Routes to school program should be added to the CAAP.   | TR-1   | The City has added this new action: <i>TR-1.8: Assess opportunities to develop and support Safe Routes to School programming.</i>   | Matthew King, John Rias Morales, Amy Gardner, Jack Grimaldi, Liz Johnson (eComments from 8/22/23 City Council meeting) |
| Civic Thread strongly urges the City to secure and dedicate funding to establish a Safe Routes to School Coordinator whose primary responsibility will be developing and executing a Safe Routes to School Action Plan to create a clear roadmap for sustaining policies and programs.  | TR-1   | The City has added this new action <i>TR-1.8: Assess opportunities to develop and support Safe Routes to School programming.</i>  | Civic Thread (comment letter)  |
| Shade trees are needed to enable active transportation, particularly in lower income areas where canopy is low. The highest temperature locations in the city are also places with sprawl, low canopy, poor infrastructure to support active modes.   | TR-1   | The City has made the following revision to <i>A-2-8: Street Standards for Tree Canopy – The City shall update Street Standards <u>with objective design standards for shade trees along roadways</u> to optimize tree canopy and provide solutions for various street functions and conditions. [Draft General Plan ERC-Action 11]</i>   | Karen Jacques, Jeffrey Lu (eComment from 8/22/23 City Council Meeting, comment letter)                                 |
| Mode shift goals are unrealistic if we don't take additional actions. Adding bike lanes is not enough--we also must take actions to make car travel less attractive. These should be included in TR-1. Examples in the appendix of other cities are not relevant--those are college towns that have prioritized bike travel and made driving worse through a number of measures not mentioned in this CAAP.   | TR-1   | Thank you for your comment. More specific actions supportive of mode shift to active transportation will be included in the forthcoming Streets for People: Active Transportation Plan.   | Third Act Sacramento, Citizens Climate Lobby (comment letter)  |
| House Sacramento echos the sentiment that we will not achieve necessary VMT reductions without additional actions to make active modes better and driving more expensive and less convenient. They encourage the city to raise parking fees, implement more enforcement of parking violations, speed cameras, congestion pricing and/or advocate at the state level to implement these measures.  | TR-1   | Thank you for your comment. More specific actions supportive of mode shift to active transportation will be included in the forthcoming Streets for People: Active Transportation Plan. In addition, the City has begun work on the Revisions to Vehicle and Bicycle Parking Regulations project, which will evaluate possible revisions to parking requirements throughout the city; this project is scheduled to be completed in late 2024. | House Sacramento (comment letter)  |
| Securing funding for Active transportation must be a priority, the city must invest heavily in order to make progress.  | TR-1.5 | Thank you for your comment.   | Citizens Climate Lobby (comment letter)  |
| Complete streets policies should entail no new pavement. Pavement is land that is unavailable for urban farming and carbon sequestration.   | TR-1   | Thank you for your comment.   | Muriel Strand (comment letter)   |

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| Implementation of active transportation measures/actions should not rely on outdated plans and more studies, and vague actions.   | TR-1           | The City has added this action, to reflect the effort underway to update active transportation plans: <i>TR-1.6: Complete and adopt the Streets for People: Active Transportation Plan, which will update and consolidate the Bicycle Master Plan and the Pedestrian Master Plan.</i>      | Kay Crumb (comment letter)                         |
| SMAQMD recommends greater synergy between the GP and the CAAP with regard to transportation measures, particularly those related to pedestrian safety. The study described in TR-1.3 should include pedestrian and bicyclist safety, which is a major barrier to mode shifts.   | TR-1.3 and 1.4 | The City has revised <i>TR-1.3: Conduct a study to identify the barriers to active transportation, including network gaps and other issues affecting pedestrian and bicyclist safety, by 2025. <del>and remove them by 2030</del></i>  | SMAQMD (comment letter)                            |
| Happy to see focus on pedestrian safety. Drivers still treat three lane streets like freeways. We need reduced driving lanes and buffered bikeways on these streets, particularly W and X streets.  | TR-1/TR-2      | Thank you for your comment.  | Karen Jacques (comment letter)                     |
| 350 Sacramento understands why GHG reductions metrics were removed from TR-1 and TR-2 for CEQA compliance, but recommends that they be retained for compliance in new development applications.   | TR-1/TR-2      | Thank you for your comment.  | 350 Sacramento (comment letter)                    |
| SacRT is particularly interested in partnering with the City to implement this measure (TR-2). SacRT agrees with the intent, specifically efforts to plan for at least an 11 percent transit mode share by 2030, given that sufficient funding can be obtained to implement the essential infrastructure. Although this measure is very optimistic, SacRT believes that it can be achievable through strong collaboration with the City and substantial funding support. Transit infrastructure improvements include projects such as transit lines, signal priority, parking maximums, and other efforts that are needed to make public transit more accessible, timely, and attractive. | TR-2           | Thank you for your comment   | Sacramento Regional Transit (comment letter)       |
| Public transit mode share goal should be increased (not just maintained) for 2045.  | TR-2           | It was not possible to substantiate increased public transit mode share beyond 2030 at this time. However, the public transit mode share goal between 2030 and 2045 will be reevaluated in the next update to the CAAP.  | Dale Steele (Konveio)                              |
| The City should collaborate with SacRT and school districts to electrify bus fleets.  | TR-2           | Thank you for your comment.  | House Sacramento (comment letter)                  |
| The City relies on action of entities outside its control for many actions, including TR-2. There is no evidence that there are contractual agreements with these outside entities, including SacRT. The actions say that the City will "support" but hasn't defined what support is, or outlined a funding mechanism, which makes the feasibility of the plan unknown. GHG reductions can't be quantified with general intention to improve transit. Changes in land use and other policies will be required to change transportation patterns, and Citizens Climate Lobby is looking to the City to adopt more evidence based approaches to transportation.                             | TR-2.4         | Thank you for your comment. The General Plan and the CAAP both contain a range of policies supporting specific land use changes and improvements to infrastructure. The City will continue to collaborate with SacRT as it implements the General Plan and CAAP to meet our transit goals. | Citizens Climate Lobby, Kay Crumb (comment letter) |

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| There should be more narrative about eliminating parking minimums in the main TR-2 text, and connect it to infill development.   | TR-2.2  | The General Plan includes further direction regarding eliminating parking minimums. In addition, the City has begun work on the Revisions to Vehicle and Bicycle Parking Regulations project, which will evaluate possible revisions to parking requirements throughout the city.   | Jarrold Baniqued (Konveio)   |
| The Performance Indicator for TR-2.2 should include a metric for conversion of existing parking for public use.  | TR-2.2  | Thank you for your comment.   | Dale Steele (Konveio)  |
| A map showing priority transit corridors would be helpful context for TR-2.3. Encouraging SacRT to also provide reduced transit fares would incentivize behavioral shifts to transit.  | TR-2.3  | Thank you for your comment.   | SMAQMD (comment letter)  |
| The City should further incentivize EV carpooling by offering free parking in City lots to EV carpoolers (city staff). Incentivize staff to use mass transit or active transportation for commuting.   | TR-2.6  | Thank you for your comment. The City currently provides reduced parking rates for EVs in certain situations, and also provides free EV charging in several City parking structures. Municipal Measures MM-8 and MM-9 include supports for staff use of mass transit and active transportation, and EV use.  | Glaylor Sahba (Konveio)  |
| The City should continue to prioritize mobility hubs in lower income neighborhoods which include solar shading, to improve access to EV charging.  | TR-2.6  | TR-3.5 includes direction to collaborate on mobility hub pilot efforts with special consideration for proximity to low-income/disadvantaged communities and multifamily housing.  | SMAQMD (comment letter)  |
| There should be ZEV carshare options in every neighborhood.  | TR-2.6  | Carsharing in Sacramento is primarily a market-driven private sector endeavor. Our Community Car Share (OCCS), which is managed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) with California Air Resources Board grant funding, is the only public EV carshare program in Sacramento. OCCS is specifically targeted to low-income multi-family housing developments. The City and SMAQMD are trying to find a sustainable path forward for OCCS that would extend beyond the residents of targeted housing developments while still serving low-income families. TR-2.6 has been revised: <i>Continue to support electric car sharing options to offset at least 1 million VMT per year in the City of Sacramento through 2030, with focused effort to support access to car sharing services for low-income households.</i> | Karen Jacques (comment letter)   |
| SMAQMD recommends adding heat mitigation such as increased tree shading, solar shading, and/or installation of cool pavements and cool walls at transit stops to improve rider comfort and accessibility.  | TR-2.10 | The CAAP includes A-2-1 Heat Reduction in the Public Realm, which includes actions related to heat mitigation near transit stops.   | SMAQMD (comment letter)  |
| What was the outcome of the investigation of a TNC user tax?   | TR 2.13 | Investigation of the TNC user tax is included in the CAAP as an action, which is not yet complete.  | Larry Larsen (Konveio)   |
| SacRT considers this action to investigate and lobby for the development of a TNC user tax an interesting concept. A tax that would put a small fee on the use of Uber, Lyft, and others to generate funds to pay for transit and transportation infrastructure and related programs is an attractive notion that would ultimately benefit the entire region if implemented. | TR-2.13 | Thank you for your comment  | Sacramento Regional Transit (comment letter)                             |
| ZEV adoption goals are too low--we have almost achieved these without any action. 2045 is too late for commercial vehicles. EV Sales in Sacramento have averaged 50% year over year growth. Continuing 50% growth each year would result in 39% ZEV adoption by 2030, substantially higher than the CAAP's 28%.  | TR-3    | The ZEV goals are a percentage of all vehicles. Achieving 28% EV adoption for all on-road passenger vehicles would require that 75% of new vehicle sales are EV by 2030. This is in line with ambitious state goals.  | Megan Shumway, Dale Steele, Megan Elsea, SacEV (Konveio, comment letter) |
| Couple EV charging with solar canopies in parking lots to improve comfort and offset cost of charging.   | TR-3    | Thank you for your comment.   | SMAQMD (comment letter)  |

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| Amend the Planning and Development code to incentivize charging in both existing and new developments. CalGreen charging requirement already exceeds the requirement outlined in the CAAP. The City should continue its leadership in supporting EV adoption by supporting tier 2 of the non-res CalGreen code for workplace charging.  | TR-3.1  | Thank you for your comment. The CAAP has been revised to align its standards for EV charging with CalGreen requirements. CalGreen requirements are being updated through the 2025 code update, and appear likely to include significantly increased requirements for EV charging. | SacEV (comment letter)  |
| The CAAP should align with Sac County CAP GHC-19.   | TR-3.10 |   | SacEV (comment letter)  |
| The City should only allow gas station permits that include a larger number of EV chargers to gas pumps, and stipulate that they phase out gas pumps by 2030. Require that all existing gas stations phase in EV chargers and prepare to phase out fossil fuels.  | TR-3.2  | The General Plan includes LUP 4.13, which has been revised to require a 1:1 EV charger to fuel pump ratio for new gas pumps.  | Glaylor Sahba (Konveio) |
| We support this measure, particularly expansion of DCFC near low income and disadvantaged communities.  | TR-3.2  | Thank you for your comment.   | SacEV (comment letter)  |
| Request amendment of TR-3.2: "Continue to support a variety of public and public/private partnerships to provide more publicly accessible chargers throughout the City <b>prioritizing low-income and disadvantaged communities.</b> "  | TR-3.2  | The City has revised <i>TR-3.2: Continue to support a variety of public and public/private partnerships to provide more publicly accessible chargers throughout the City <b>prioritizing low-income and disadvantaged communities.</b></i>  | Councilmember Kaplan    |
| Coordination is needed between DCFC providers, SMUD, and CVRP administrators to ensure that residents in DACs have a charging cost that is similar to that for single family home charging.   | TR-3    | Thank you for your comment.   | SacEV (comment letter)  |
| Convenient on-street charging is needed to support families in homes without off street parking. City should pilot a range of innovative solutions.   | TR-3    | New action TR-3.12: <b>Assess opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios.</b>   | SacEV (comment letter)  |
| Charging infrastructure is critical for adoption of EVs. The state building code perpetuates inequities in access to EV chargers for people who live in Multi-unit buildings, with only 3% requirement for EV charging infrastructure. Access to charging at home is most convenient, safe, certain, and economical--attributes that drive adoption of EVs. Public and workplace charging is needed for residents of MFH who don't have access to charging at home. | TR-3    | Thank you for your comment. Increased requirements for EV charging in multi-unit developments are proposed in the 2025 update to CalGreen, with which the CAAP aligns.  | SacEV (comment letter)  |
| Resources must jointly be invested in partnership with SMUD, SACOG, and SMAQMD to ensure high levels of public charging that prioritize access for those who do not have access to charging at home. It's essential that the prices of DC fast chargers be significantly less than the price of gasoline on a per mile basis in order to support EV adoption.   | TR-3    | Thank you for your comment.   | SacEV (comment letter)  |
| The City should partner with SMUD to identify ways that low income and DAC residents can be provided with the same low-cost rates and pricing for electricity at public DC fast charging stations as the off-peak rates that residents of single family homes have access to.   | TR-3    | Thank you for your comment.   | SacEV (comment letter)  |

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| Set building codes in new MFH and workplace construction to include charging infrastructure for all residents.   | TR-3   | There are significant changes in the 2025 triennial update to CalGreen, including expanding requirements for EV Charging infrastructure in new multi-family housing. The CAAP will align with these requirements.  | SacEV (comment letter)                  |
| Provide workplace charging incentives to encourage residents to transition to EVs, particularly those in DACs without access to home charging.   | TR-3   | Thank you for your comment. There are a range of incentives for the installation of chargers through SMUD, SMAQMD, and the State of California. The City offers permit streamlining and incentives for the installation of EV chargers through the Planning and Development Code.  | SacEV (comment letter)                  |
| Provide widespread education on EV adoption  | TR-3   | Thank you for your comment.  | SacEV (comment letter)                  |
| Include maintenance of EV chargers as part of 311.   | TR-3.3 | Maintenance issues for City-owned EV chargers are reportable through 311.  | Dale Steele (Konveio)                   |
| The City should provide monthly parking discounts for EV drivers. This can help offset inequity for those who lack the ability to charge at home. Workplace charging program costs should include consideration of flat monthly fee options that minimize costs for EV drivers and for the city, or pricing options that do not exceed the cost of charging at home (rather than providing free charging at city facilities, which can encourage those who DO have home access to take up charging space at work). | TR-3.3 | The City provides discounts for parking to EV drivers, and free charging in multiple City parking facilities. Further consideration of flat monthly fee options may be considered as part of developing a parking management toolkit in the Revisions to Vehicle and Bicycle Parking Requirements project.   | SacEV (comment letter)                  |
| Charging infrastructure should be reviewed to support employers and employees. Consider options for low level 2 or level 1 chargers so workplaces can provide more chargers that do not require employees to move their cars in the middle of the day.   |        | Thank you for your comment.  | SacEV (comment letter)                  |
| Consider adding hydrogen fuel cell vehicles and related infrastructure to new mobility hub projects.   | TR-3.5 | The City has revised this action to include reference to hydrogen fueling infrastructure at mobility hubs: <i>TR-3.5: Collaborate on e-mobility hub pilot efforts, in partnership with other agencies and local groups, with special consideration for proximity to low-income/disadvantaged communities and multifamily housing-, and encourage a range of zero-emission technologies, including EV and hydrogen infrastructure."</i> | SMAQMD (comment letter)                 |
| TR-3.6 should include working with SMUD to provide customer bill peak demand information for performing load calculations, specific measurement and department verification of state streamlining requirements to identify areas of improvement, and an ombudsman to assist contractors with the permit process.   | TR-3.6 | Thank you for your comment. This will be considered further as the City prepares the Existing Building Electrification Strategy.   | SacEV (comment letter)                  |
| It is a better investment for the City to fund active transportation infrastructure rather than EV charging infrastructure. We have to shift away from single occupancy vehicles and reduce VMT.   | TR-3.7 | The CAAP reflects the Mayors Commission on Climate Change recommendation and includes a funding priority heirarchy that priroitizes active transportation, followed by transit and shared mobility, and finally ZEVs.  | Citizens Climate Lobby (comment letter) |



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| The City's parking program has been successful for many years, but is no longer working to incentivize EV adoption due to increase congestion at city chargers. SacEV supports CAAP plan to increase fees for non-EV drivers to achieve a revenue neutral facility. However, relying on increased turnover with EV charging facilities is bad for businesses and workers. | TR-3.7  | Thank you for your comment. Municipal Measures MM-9 include supports for increased staff EV adoption.   | SacEV (comment letter)   |
| Support this action--crucial to EV adoption   | TR-3.8  | Thank you for your comment.   | SacEV (comment letter)   |
| Evaluate permit requirements and streamline to improve adoption.  | TR-3.9  | Thank you for your comment. The City's EV infrastructure permitting process is already highly streamlined, in compliance with AB 1236.  | Dale Steele (Konveio)  |
| SMAQMD commends GP policy LUP 4-13 and recommends incorporating this policy language into action TR-3.6 to streamline the EV infrastructure permit process.   | TR-3.6  | Thank you for your comment. The EV infrastructure permitting process is already highly streamlined in compliance with AB 1236.  | SMAQMD (comment letter)  |
| Specific actions to add: each city newsletter should include at least two items on EVs. Every city sponsored event should educate community members about EVs. City venues should be made available for EV education for free, providing demonstration Evs at any event should not incur additional fees such as parking permits.   | TR-3.10 | Thank you for your comment.   | SacEV (comment letter)   |
| TR-3.10 provides opportunity to educate public about vandalism of EV charging infrastructure and consequences.  | TR-3.10 | Thank you for your comment.   | SMAQMD (comment letter)  |
| SMAQMD recommends including measures to address the electrification of medium and heavy duty vehicles.  | TR-3    | The City has proposed a new action: <i>TR-3.13: Support regional heavy-duty fleet decarbonization with agency and private partnerships and planning efforts, joint fuel and infrastructure procurement, innovative public-private initiatives such as the California Mobility Center, and the continued streamlining of infrastructure development.</i> | SMAQMD (comment letter)  |
| Identify additional climate resiliency hubs which may be and progress and their purpose: La Familia Counseling Center   | pg 114  | Thank you for your comment.   | Sacramento County Public Health (Konveio)  |
| We need to focus on urban organic farming because conventional farming takes too much energy, as does trucking food long distances.   |         | Thank you for your comment. There are a range of related policies included in the Environmental Justice Element of the General Plan focused on urban agriculture, including EJ-2.8 Community and Home Gardening, EJ-2.9 Urban Agriculture in New Development, and EJ-2.10 Urban Agriculture Incentive Zone.   | Muriel Strand (comment letter)   |
| The CAAP clearly covers trees--how does it address other types of vegetation with regard to carbon sequestration? Examples: green roofs, green walls, improved soil. These also have other co-benefits. CAAP should include discussion of the role of grasslands in promoting carbon sequestration.   | CS-1    | The State has not finished natural and working lands section of the scoping plan, which includes guidance on quantification of carbon sequestration of grasslands. The City will consider incorporating that into the next CAAP update.   | Katie McCammon, Kristi Henricksen Perry/Sac 350, Dan Meier (Konveio, comment letter) |



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| <p>Include implementation of Parks Plan 2040 as part of CS-1. This is particularly important in areas with limited tree canopy cover (north and south Sacramento). The City should also assess the benefits of adding green infrastructure, parks, and open space in flood prone and repetitive loss areas of the city.</p> | <p>CS-1</p>   | <p>The City has proposed the following new action: <i>A-3-27: Identify opportunities, where feasible and consistent with the park site plan without reducing programmable parkland acreage, to add green infrastructure in parks and open space, including trees, to improve flood mitigation capacity in flood prone areas.</i> The City has also made the following edit to CS-1.1: <i>Implement the Urban Forest Plan and Parks Plan 2040 with a goal to achieve 25% urban canopy cover by 2030 and 35% by 2045. Prioritize tree planting in areas with the lowest average tree canopy cover and explore strategies to reduce barriers to tree planting in disadvantaged areas and improve tree health.</i></p> | <p>Trees for Sacramento, SMAQMD (comment letters)</p>                             |
| <p>Consider implementing a parking lot retrofit program that incentivizes tree shading enhancements to ensure additional shading at existing parking lots.</p>  | <p>CS-1</p>   | <p>The CAAP Adaptation Chapter includes related direction, including A-2-7: <i>Parking Lot Shade Ordinance Update – The City shall update the Parking Lot Shade Ordinance and Guidelines to ease compliance, improve site plan review and inspection, monitoring, and to strengthen requirements for ongoing maintenance and replacement of trees in parking lots. Identify when and how shading requirements may be satisfied through alternate methods such as canopies and solar arrays. [Draft General Plan ERC-Action 10].</i> Further direction for the parking lot shading ordinance may be set by the Urban Forest Plan, which will be available for public review in 2024.</p>                            | <p>SMAQMD (comment letter)</p>  |
| <p>The City should adopt and enforce an aggressive parking lot maintenance of shade ordinance with funding for real enforcement and real tree planting to achieve the standards.</p>  | <p>CS-1</p>   | <p>The CAAP Adaptation Chapter includes related direction, including A-2-7: <i>Parking Lot Shade Ordinance Update – The City shall update the Parking Lot Shade Ordinance and Guidelines to ease compliance, improve site plan review and inspection, monitoring, and to strengthen requirements for ongoing maintenance and replacement of trees in parking lots. Identify when and how shading requirements may be satisfied through alternate methods such as canopies and solar arrays. [Draft General Plan ERC-Action 10].</i> Further direction for the parking lot shading ordinance may be set by the Urban Forest Plan, which will be available for public review in 2024.</p>                            | <p>Trees for Sacramento (comment letter)</p>                                      |
| <p>The City should not count sequestration of implementation of urban forest plan if it is not counting loss of sequestration through land conversion through greenfield development.</p>   | <p>CS-1-1</p> | <p>Thank you for your comment.</p>   | <p>ECOS (comment letter)</p>  |
| <p>What is the health of the existing canopy?</p>   | <p>CS-1</p>   | <p>In 2018, the City conducted an Urban Tree Canopy Assessment (UTC) to assess existing tree canopy on both private and public property through which canopy health was analyzed using near-infrared imagery and Normalized Difference Vegetation Index (NDVI) transformation. The UTC found that across Sacramento, about 76.9% of the tree canopy is in fair to very good condition. Analysis of and recommendations for existing tree canopy will be further discussed in the Urban Forest Plan.</p>  | <p>Dale Steele (Konveio)</p>  |
| <p>We need an Urban Forest Plan now! Stakeholder outreach was insufficient and needs to be reinstated with a more diverse stakeholder group. This plan was promised in 2018 and a draft has not been circulated.</p>  | <p>CS-1</p>   | <p>Public review and associated outreach efforts of the draft urban forest plan will begin in early 2024 with plan adoption expected in Spring of 2024.</p>  | <p>Karen Jacques , Dan Meier, Trees for Sacramento (Konveio, comment letters)</p> |
| <p>Tree canopy goal should be to plant one fast-growing native tree per person per year for six years. Our canopy goal is not ambitious enough, and we have too many non-native trees.</p>  | <p>CS-1.4</p> | <p>The Sacramento Urban Forest Plan will include more detailed direction about tree planting, and includes actions to support canopy goals.</p>  | <p>Third Act Sacramento (comment letter)</p>                                      |
| <p>Educational materials about tree species that are adapted to Sacramento's climate should include information about native species</p>  | <p>CS 1.3</p> | <p>The City has revised CS-1.3 to reflect this direction: <i>Develop online educational materials by 2025 about native tree species and species that are adapted to Sacramento's climate and resilient to drought and climate change.</i></p>  | <p>Karen Jacques (Konveio)</p>  |

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| Recommend amendment of action: "Develop online educational materials <b>by 2025</b> about tree species that are adapted to Sacramento's climate and resilient to drought and climate change."   | CS-1.3 | The City has revised CS-1.3 to reflect this direction: <i>Develop online educational materials <b>by 2025</b> about <b>native tree species</b> and species that are adapted to Sacramento's climate and resilient to drought and climate change.</i> | CM Kaplan (8/22/2023 City Council meeting)   |
| Staff should consider adding CS-1.5: Prioritize urban canopy in city projects and require all city planning documents for the public right of way to identify the location of trees (or something similar as staff see fit).                    | CS-1.4 | Thank you for your comment.  | Matt Anderson (comment letter)   |
| City should coordinate with SMUD/Sacramento Tree foundation to ensure that the trees available through their program are consistent with the Urban Forest Plan.   | CS-1.4 | Thank you for your comment. The City will continue to coordinate with SMUD and CBO partners throughout implementation of the Urban Forest Plan.  | Dan Meier (Konveio)  |
| Update the CAAP to include progress in achieving key performance indicators C and D to adopt edible food recovery ordinance and prepare edible food recovery plan by 2025. Consider combining these indicators.                                 | WW-1   |  | SMAQMD (comment letter)  |
| The action W-1.1 is slated for Phase 3. The Plan does not define phase three--this should be pulled forward to phase 1.   | W-1.1  |  | ECOS (comment letter)  |
| Consider expanding food waste diversion program to multi-family residential customers since multi family residential are also required to divert organic waste per SB 1383.   | W-1.4  |  | Thank you for your comment. WW-1 has been revised to reflect implementation of SB 1383 requirements. |
| The CAAP does not adequately credit trees and green space for avoidance of water-related emissions, and does not recognize how this avoidance can be increased in the future.   | WW-1   | Thank you for your comment.  | Trees for Sacramento (comment letter)  |
| SMAQMD recommends adding per capita water use as a key performance indicator to better monitor progress in achieving statewide water usage targets.   | WW-1   | Thank you for your comment.  | SMAQMD (comment letter)  |
| <b>Chapter 7: Adaptation</b>  |        |  |  |
| Recommend adding "Individuals who are durable medical equipment (DME) dependent --implications for extreme weather events, prolonged power outages, community integration, and health."   |        | The Vulnerable Populations section of Chapter 7 has been revised to include individuals who are durable medical equipment dependent.   | Sac County Public Health (Konveio)   |
| Increasingly severe weather is already impacting Sacramento. The City needs to have a stronger plan for adaptation, including more emphasis (and detail) on public health, as well as more implementation details for the adaptation measures.  |        | Thank you for your comment. The City will consider scoping expanded analysis of public health impacts in the next CAAP update.   | Sierra Club (comment letter)   |
| The City should consider transformative programs such as Blue Zones Projects  |        | Thank you for your comment.  | 350 Sacramento (comment letter)  |
| The City should prioritize policies that facilitate a regenerative economy, making net zero, healthy, low consumption options both inexpensive and convenient. This should include water sovereignty, food sovereignty, and energy sovereignty. |        | Thank you for your comment.  | 350 Sacramento (comment letter)  |

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| We need to totally reimagine the city to be a place where we can work/play/worship, etc within walking and biking distance of where we live. We can't both make it more convenient/cheaper to have a ZEV AND see mode shift.   |                        | Measure E-5 and a range of General Plan policies and actions will support land use changes that will make it easier and more convenient to walk, bike, and transit to many more destinations. Land use changes take time, and the ZEV transition will be an important intermediate step to reduce emissions locally and globally.   | 350 Sacramento (comment letter)  |
| Letters articulating the Campaign for Natural Areas, which requests that 1392 acres of the City of Sacramento's Parks become designated as a Natural Area (32-43% of current park acreage). Inclusion of a Natural Areas program in the GP should include a survey, a series of public workshops, and a 60-90 day public comment period on proposed natural areas designations ahead of City Council action. If this cannot be included in the 2040 GP update, it should be included in the 2045 GP. |                        | Thank you for your comment. The Parks Plan 2040, which is a subsequent project under the General Plan, will include a Key Direction with implementation actions to direct YPCE staff to analyze the park system's natural areas for preservation.   | Michael Corley, Joshua Everett, Klynton Kammerer, Matthew King (comment letters) |
| Concern about individuals ability to evacuate in the event of an emergency if they do not own a car. The City needs to have a disaster plan that match and meet its transit and mobility plan.   | A-5 (PFS-2-3)          | Thank you for your comment.   | Francesca Reitano (Konveio)  |
| How is electromagnetic emissions and exposure to electronic devices affecting climate, public health, and safety?  |                        | Thank you for your comment.   | Martin Homec (Konveio)   |
| We need a procedure for permitting composting toilets. Putting human waste in the river is very very bad engineering.  |                        | Thank you for your comment.   | Muriel Strand (Konveio)  |
| There is no mention in the adaptation chapter of state authorization of energy efficiency reducing electric demand to provide for more capacity in times of need.  |                        | Energy efficiency will continue to be important, and is reflected in the Built Environment measures in Chapter 6.   | Martin Homec (Konveio)   |
| The City should mandate that sidewalk replacements, plazas, patios be done with permeable material.  | A-1-2                  | The CAAP includes the following action, with a revision from the public review draft: <i>A-3-26: Flood Resilient Design Techniques – The City shall <del>evaluate the feasibility of updating</del> update design guidelines, standards, and the municipal code to promote building materials and site design techniques that minimize the disruption of and speed recovery from flood impacts.</i>   | Karen Jacques (Konveio, comment letter)  |
| The City should reach out to schools--many schools have no trees, and asphalt can reach dangerous temperatures on extreme heat days.   | A-1 (ERC-8-2)          | Thank you for your comment.   | Karen Jacques (Konveio)  |
| There are not enough provisions for preservation of existing canopy in order to meet the canopy expansion goals in ERC-3-2. Allowing ministerial approval will result in canopy loss. Objective design standards are needed to prevent existing trees from being cut down.   | A-2 (ERC-3-2, ERC-3-3) | The City made the following revision to reflect the importance of tree maintenance to achieving our tree canopy goals: <i>ERC-3-2: Tree Canopy Expansion. The City should strive to achieve a 25 percent urban tree canopy cover by 2030 and 35 percent by 2045. Prioritize tree planting and tree maintenance in areas with the lowest average canopy cover and explore strategies to reduce barriers to tree planting in disadvantaged communities and improve tree health.</i> | Francesca Reitano (Konveio)  |
| In achieving our canopy expansion goals, existing tree canopy is even more important than planting new trees.  | A-2 (ERC-3-2, ERC-3-3) |   | Sierra Club (comment letter)   |

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| When updating the tree list, the City should take into account pollen production and carbon sequestration potential.  | A-2 (ERC-3-5)    | The City has proposed the following revision to ERC-3-5: <i>Tree List. The City shall maintain and update a list of desirable trees that suit soil and climate conditions in specific areas of Sacramento. <del>Continue to explore and promote</del> Consider carbon sequestration potential of selected species. Select tree species that demonstrate greater adaptiveness to projected climate change impacts, including the ability to thrive:</i> <ul style="list-style-type: none"> <li>• <i>in</i> higher temperatures;</li> <li>• <i>with</i> reduced water use;</li> <li>• <i>with</i> grey and recycled water, and;</li> <li>• <i>with increased</i> pest and disease prevalence <del>resistance</del>.</li> </ul> | Kristi Hendricksen Perry, 350 Sacramento (Konveio, comment letter)  |
| Should include actions around anti-idling education/enforcement   | A-2              | The CAAP includes Municipal Measure MM-2.5 Anti-idling Policy – <i>Expand and enforce existing anti-idling policies on all City vehicles.</i>  | Dale Steele (Konveio)   |
| Encouraging tree planting by private developers is not enough. There need to be requirements.   | A-2-6 (ERC-3-11) | The CAAP includes A-2-6, Minimum Tree Requirements, which includes updating minimum standards for tree planting in private development. (General Plan ERC-A-9)   | Trees for Sacramento, Francesca Reitano (comment letter, Konveio)   |
| The City should prepare a landscape manual AND (not or) enhance landscape standards   |                  | Thank you for your comment.  | Francesca Reitano (Konveio)   |
| In disadvantaged neighborhoods, the City should help to maintain and water private trees--these neighborhoods were planned without park strips so tree plantings will need to happen on private property in order to expand canopy. | A-2, ERC-3-6     | The City currently maintains trees on private property where there is a public easement, but is legally prohibited from maintaining trees on private property where public easements do not exist. Policy recommendations in the Urban Forest Plan will address expanding partnerships with community-based organizations and private property owners to support and incentivize tree planting and maintenance activities on private property, prioritized in disadvantaged and low tree canopy neighborhoods.   | Francesca Reitano, Karen Jacques (Konveio)                          |
| The City should promote not just new technologies but also nature based solutions for heat/pollution into project design. Examples of places that have already done this: Birmingham, UK, Shanghai, Hermosillo and Sonora Mexico.   | A-2 (ERC-4-3)    | The City has revised A-2-14: <i>Heat Reduction in Parks – The City shall increase parkland tree plantings <u>and other-nature based solutions</u> in passive landscape areas, especially in under-canopied neighborhoods. Other heat-reducing public amenities such as drinking fountains, water mister/spray areas, and shade structures will continue to be installed and maintained to mitigate urban heat island effects. [New Proposed Action]</i>  | Kristi Hendricksen Perry, LL (Konveio)                              |
| The City should utilize green roofs to reduce urban heat island effect and capture pollutants from stormwater   | A-2-3            | Thank you for your comment. Staff have revised ERC-8-1 in the General Plan and CAAP to include specific mention of cool roofing and other cool building materials.   | Kristi Hendricksen Perry , 350 Sacramento (Konveio, comment letter) |
| The City should require new developments to include parkway strips to allow for tree planting that will shade the public right of way.  | A-2-6            | The CAAP includes two policies related to trees along the public right of way: A-2-8 Street Standards for Tree Canopy and A-2-6 Minimum Tree Requirements.   | Karen Jacques (Konveio)   |
| This goal/actions are strong evidence of the importance of preserving existing tree canopy and planting new trees.  | A-2-6            | Thank you for your comment.  | Karen Jacques (comment letter)                                      |
| Recommendation that the City implement an urban planning model that aims to absorb, clean, and use rainfall in an ecologically friendly way to reduce flooding, pollution, and water scarcity in urban areas.                       | A-3-2            | The City has added a proposed new action: <i>A-3-27: Identify opportunities, where feasible and consistent with the park site plan without reducing programmable parkland acreage, to add green</i>  | Kristi Hendricksen Perry, 350 Sacramento (Konveio, comment letter)  |

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| The Plan largely overlooks the benefit of green space for water conservation. Water runoff on hardscape, including storm water runoff, exacerbates groundwater depletion, as the water could be filtered by trees and green spaces into the aquifer. More density=more hardscape=less groundwater. It is essential that the city plan wisely, for drought protection and to avoid groundwater depletion.        | A-3-2 (ERC-5-2) | <i>infrastructure in parks and open space, including trees, to improve flood mitigation capacity in flood prone areas.</i> In addition, ERC-5-2 was revised: <i>Reducing Storm Runoff. The City shall <del>encourage</del> require project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.</i> | Trees for Sacramento (comment letter)   |
| The City should consider if there are properties that are a fit for managed retreat, given the propensity for repeated flooding.  | A-3-3           | Proposed new action: <b>A-3.28: Assess opportunities to acquire new open space and parkland in flood prone and repetitive loss areas of the city.</b>   | Karen Jacques (Konveio)   |
| The City should consider additional opportunities/actions to improve air quality including programs to provide residents with free emissions testing and repairs for vehicles, info about EV ownership, improved EV charging infrastructure, etc. Look to other cities that have implemented successful programs through effective partnerships. See 350 comment letter for example programs from other cities. | A-4-1 (EJ-A.2)  | Thank you for your comment.   | Kristi Hendricksen Perry, 350 Sacramento (Konveio, comment letter)                                    |
| Anti-idling education should be included as an action under A-4.  | A-4-3           | The CAAP includes measure MM-2.5 Anti-idling Policy – Expand and enforce existing anti-idling policies on all City vehicles.  | Dale Steele (Konveio)   |
| The City should consider an emergency response protocol that would prohibit work/school and urge residents to stay home during extreme heat events. Public resources such as pools should be open during these times, and City should consider ways to improve swimming opportunities along the river.  | A-5 (ERC-8-8)   | Thank you for your comment.   | Kristi Hendricksen Perry, 350 Sacramento (Konveio, comment letter)                                    |
| We must have resiliency hubs that are connected to off-the-grid power sources spread throughout the city so people can access them easily in an emergency. All should be equipped with EV chargers.   | ERC-9-7         | The City has already secured federal funding to expand Pannell Community Center as “resiliency center”. Project design is underway with SMUD. Findings from the work will help inform both City and SMUD strategies to expand resiliency functions of other facilities that serve emergency response functions. Pannell will be a first pilot, to inform the City’s longer term strategy  | Karen Jacques (Konveio)   |
| Extreme heat should be considered a disaster and included in disaster planning  | PFS-2-8         | Thank you for your comment.   | Kristi Hendricksen Perry , 350 Sacramento (Konveio, comment letter)                                   |
| Evacuation planning should plan for evacuation of companion animals.  | A-5-16          | Thank you for your comment.   | Karen Jacques (Konveio)   |
| Measure should be revised to require project designs (not encourage) to minimize drainage concentrations, minimize impervious coverage, etc.  | ERC-5-2         | This policy has been revised: <i>ERC-5-2: Reducing Storm Runoff. The City shall <del>encourage</del> require project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.</i>   | Francesca Reitano, Kristi Hendricksen Perry , Karen Jacques, 350 Sacramento (Konveio, comment letter) |
| Clarify this action to include groundwater recharge as part of "water supply reliability".  | PFS-4-4         | Thank you for your comment.   | Dale Steele (Konveio)   |
| The city should prohibit Nestle from taking water for corporate profit.   | PFS-4-5         | The City's Department of Utilities requires the water delivered to customers be used in a manner that is not considered wasteful or unreasonable, in alignment with the State of California's Reasonable and Beneficial Use Doctrine. Water rates are uniform and do not discern between water use practices or names of companies. There are a variety of commercial activities in the City that use water as part of its product line.  | Francesca Reitano, LL, Karen Jacques (Konveio)  |

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| Suggestion that the most cost effective ways to replenish groundwater resources in Sacramento is through less hardscape, more green space and trees.   | A-6-2 | Thank you for your comment. There are several actions in the CAAP that support this objective.   | Francesca Reitano (Konveio)   |
| The CAAP should set clear targets and a timeline for the use of nonpotable reclaimed water for landscape irrigation.   | A-6-3 | MM-5.4 has been revised to set direction for recycled water use: <i>Evaluate the feasibility of watering parks and landscapes with recycled water. <del>converting sports fields to synthetic turf and add new synthetic fields where possible.</del></i> Further, the City's Department Of Utilities, with engagement from YPCE, has completed a business case evaluation for the Recycled Water Program that included the potential for grant funding and the ongoing need to comply with Proposition 218. Available funding to support the additional infrastructure, long term operations and maintenance costs, and program level support presents a current restriction to any program expansion. Parties will continue to evaluate opportunities for expansion that are both financially feasible and provide an appropriate level of service to customers.   | ECOS (comment letter)   |
| The City should incentivize more lawn removal to reduce water use and noise and air pollution caused by the use of lawn care equipment. Property owners should receive incentives for any amount of lawn replacement, even just mow strips, to set an example for moving toward drought-tolerant landscaping.  | A-6-3 | New housing has new development standards that require water efficient landscape. The City is also evaluating the development of aggressive new regulations on water efficiency. Portions of these developing regulations contemplate prohibitions of purely ornamental turf on certain commercial use areas. The City would evaluate the need to enact new ordinances as needed so as to comply with the law. The City promotes water efficient landscapes and river friendly environments, habitat, and a healthy tree canopy. Dramatic decrease or cessation of water use must be carefully considered to avoid redirecting impacts to trees, water quality in municipal utilities, or the desire to maintain livable spaces. We do not have any agricultural users within the City. We have a number of incentive programs for our Commercial, Industrial, Institutional customers, as noted on our website. Though AB 1668 and SB 606 legislation is not finalized, we expect that we will be required to classify and track the water use for our CII customers. | Trees for Sacramento (comment letter)   |
| Incentives are not enough, the City should prohibit the installation of residential turf and mandate turf removal by a specific date. The city should pay for removal and replacement with plants that will shade soil and be low maintenance/heat tollerant and improve soil quality. The City should mandate that all households reduce their water consumption by a certain date, and set up tiered pricing for water to incentivize conservation. Require corporations, industry, and agriculture to reduce their water use by at least 50%. | A-6-3 |  | Kristi Hendricksen Perry, LL , 350 Sacramento , ECOS (Konveio, comment letters) |
| <b>Chapter 8: Implementation and Monitoring</b>  |       |  |   |
| Many of the performance indicators in the CAAP do not account for the impacts of CAAP action, but instead incorporate broader state/national trends (such as ZEV adoption). In order to monitor the CAAP effectively, the targets need to be specific, quantifiable, and measureable and account for baseline trends. More quantitative performance indicators are needed.   |       | The CAAP accounts for state trends in the adjusted forecast.   | ECOS (comment letter)   |
| More accountability measures are needed. Add goal dates and interim milestones for measures so the public can hold the City accountable. Too many actions call for the city to "support" --the City should be facilitating, implementing, and improving. Measures must be specific and enforceable.  |       | Thank you for your comment. Staff have strengthened language on a number of actions. Phase 1 actions are in process now, and Phase II actions will begin by 2030. Staff provide quarterly climate updates to City Council to report on progress, and greater detail will be provided as we move to implementation.   | 350 Sacramento, Citizens Climate Lobby, Sierra Club (comment letters)           |
| We need to stop using old data and outdated targets. The 2045 target was established in 2006, and is outdated.   |       | Thank you for your comment.  | Third Act Sacramento (comment letter)   |
| Staff should include the development of a rolling 2-3 year project list with funding sources and deadlines and tracking on progress toward 2030 deadline.  |       | The City creates and follows the Climate Implementation Work Plan, which identifies near term priorities. The City will also begin reporting on CAAP progress annually in 2024.  | 350 Sacramento (comment letter)   |



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| <p>Given the key importance of tree canopy to the future health of the City and its residents, this function of municipal government must be elevated in the management structure of the City. Urban Forestry should be removed from the Public Works Department and included in a new department committed to the implementation of the Climate Action and Adaptation Plan.</p>   |  | <p>Thank you for your comment. <i>GOAL A-1: Strengthen City government capacity for integrated, holistic climate adaptive strategies and to reduce climate risks.</i> provides some related guidance.</p>  | <p>Trees for Sacramento (comment letter)</p>                          |
| <p>For the CAAP to be effective, decision-makers must center the climate crisis in all decisions. This takes vision, long term thinking, problem solving, creativity, and courage. All growth must be infill, no new gas stations, gas powered lawn equipment must be prohibited, transit must be reliable and affordable or free. We can't continue to kick the can to future generations.</p>  |  | <p>Staff is advancing this priority with the resources available. There are sustainability analyst positions in a number of City departments, in addition to the office of Climate Action and Sustainability and the Climate and Sustainability Team within the Long Range Planning Section of Community Development. <i>GOAL A-1: Strengthen City government capacity for integrated, holistic climate adaptive strategies and to reduce climate risks.</i> provides some related guidance.</p> | <p>Third Act Sacramento (comment letter)</p>                          |
| <p>In actions wherein the City "supports, promotes, or encourages" a program led by another agency, the City should justify the inclusion in the City CAAP. Actions should clearly describe the City's role in the partnership, including what additional value the City's involvement will bring to the program which would otherwise be absent.</p>  |  | <p>Thank you for your comment</p>  | <p>ECOS (comment letter)</p>  |
| <p>Actions regarding education and outreach should be directly linked to the success of the measure. Performance indicators for these CAAP actions should not consist only of developing materials, but should instead commit to reaching a targeted number of Sacramento residents and measurably impact that broader performance indicator of the associated measure. Outreach efforts should be focused on reaching lower income/minority communities, and made available in multiple languages.</p>  |  | <p>Thank you for your comment. This is something we can incorporate into our reporting moving forward.</p>   | <p>ECOS (comment letter)</p>  |
| <p>The Office of Climate Action and Sustainability is unacceptably understaffed. Hiring new staff is the first and most important action the City must take in order to implement the CAAP. Using CivicSpark fellows is misguided --full time staff are needed for stability, continuity, and to build institutional memory. We recommend at least 6 additional staff.</p>   |  | <p>The Office of Climate Action and Sustainability is adding one new position, and has been moved into Public Works to expand capacity.</p>  | <p>Third Act Sacramento, Citizens Climate Lobby (comment letters)</p> |
| <p>The CAAP is missing a substantial implementation plan. It needs the "how, when, by whom, at what cost, and with what resources" outlined clearly. Sacramento is behind many other cities in implementation, and missing the boat on a lot of funding opportunities. City council needs to step up and prioritize climate action with the budget. Councilmembers should be visiting these successful projects, consulting with peers in communities, and speaking with state and federal representatives to ensure that Sacramento is taking advantage of all available funding streams.</p> |  | <p>Thank you for your comment.</p>   | <p>Laurie Heller (comment letter)</p>                                 |



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| A powerful carbon pricing strategy would be very effective in inducing substantial and speedy changes. This would require all goods and services to be priced in units of embedded GHG emissions, as well as in dollars.   |  | Thank you for your comment.  | Muriel Strand (comment letter)   |
| SMAQMD recommends tracking funding in the City's budget to ensure climate action measures are sufficiently funded, and pursuing a dedicated revenue source such as the City of Rancho Cordova's proposed utility user tax on natural gas.  |  | Thank you for your comment.  | SMAQMD (comment letter)  |
| Without funding, the CAAP will not be implemented. Elected leaders have a responsibility to present the risks, and to do their best to come up with solutions. They must make difficult decisions, even if it means proposing unwelcome taxes, fees, ordinances, and regulations. It takes dedicated grant writers and money to accomplish our goals. Grant writers should be hired in addition to OCAS staff. |  | The City maintains multiple consultant contracts to assist with grant applications and project delivery. In 2023, the Office of Climate And Sustainability retained two on-call consultants for climate-related needs, including grant assistance. | Third Act Sacramento (comment letter)  |
| Climate Action Plans are not enough--Sacramento needs funding. We need policies and leaders who will implement these plans, and champion hitting the targets and goals outlined in these plans, preferably well ahead of target dates.   |  | Thank you for your comment.  | SABA (comment letter)  |
| Does the City have a plan to divest from banks and investment companies that fund fossil fuel development? If this exists, it should be called out in the CAAP. If not, the GHG impact should be included in the CAAP.   |  | Thank you for your comment.  | Dale Steele (Konveio)  |
| The CAAP should also include a section on avoided costs--the cost of inaction is extremely high, and needs to be accounted for here to get a true sense of what is going on.   |  | Thank you for your comment. This topic is included qualitatively in the CAAP. Quantitative evaluation will be considered in future updates.  | LL, Dale Steele (Konveio)  |
| House Sacramento encourages caution about expanding development impact fees to pay for CAAP measures, because it has the potential to disincentivize infill development. They support restructuring impact fees to support more climate friendly development proposals.  |  | Thank you for your comment.  | House Sacramento (comment letter)  |
| The City should present a tangible funding and financing plan for the CAAP. Add more implementation details and milestones in the outlined actions, include more measures that boost accountability and institutionalize climate action within the city.   |  | Thank you for your comment. <i>GOAL A-1: Strengthen City government capacity for integrated, holistic climate adaptive strategies and to reduce climate risks</i> provides some related guidance.  | Kate Wilkins/Sierra Club Sacramento, 350 Sacramento, Citizens Climate Lobby (eComments from 8/22/23 City Council meeting, comment letters) |
| The plan should be upfront about its financial cost and clearly prioritize City actions according to cost-effectiveness in terms of emissions reductions per dollar.   |  | The City will consider scoping more robust financial and cost-effectiveness analysis in the next CAAP update. Subsequent work, including the Existing Building Electrification Strategy, will emphasize cost-effectiveness in phasing.             | ECOS (comment letter)  |
| The plan should address funding for underground infrastructure needed for infill development. This should be addressed through a future taxing ballot measure or federal/state funding through SACOG's Green Means Go initiative. The CAAP should acknowledge partnership with SACOG as a means of furthering infill development.  |  | Thank you for your comment. Please see the General Plan, notably the Land Use and Placemaking Element, for related policy direction.   | ECOS (comment letter)  |
| Providing global costs of inaction is not useful. There should be a breakdown of actual cost estimates for Sacramento--doing nothing in each action category, alongside the cost given for each measure to get at the avoided costs. Include health and human costs, migration costs, ecosystem costs, and not just property costs.  |  | Thank you for your comment. This topic is included qualitatively in the CAAP. Quantitative evaluation will be considered in the next CAAP update.  | Dale Steele (Konveio)  |
| <b>Chapter 9: Community Action and Sustainability</b>  |  |  |  |

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| The CAAP relies too heavily on ZEV adoption--we need to drastically reduce car use entirely, not just switch to ZEVs. To adequately address climate change we need transformation, not small tweaks.   | Community Action | Thank you for your comment.  | LL (Konveio)                          |
| Encouraging renters to talk to their landlord about upgrades is not helpful. We should not be putting the onus on tenants--the City should require landlords to make the upgrades needed.  | Community Action | Thank you for your comment. The Community Action section also includes a range of actions that homeowners and property owners can take, including installing solar and battery storage, converting to electric appliances, installing water wise landscaping, and improving building energy efficiency.  | LL (Konveio)                          |
| The City should develop opportunities to build hope while taking climate action including: high school partnerships for students to complete climate work, community college and university partnerships to provide projects for practicum and thesis requirements, gap year program for high school students, citywide "climate corps" program. | Community Action | Thank you for your comment.  | 350 Sacramento (comment letter)       |
| There is so much that can be done to reduce emissions through conservation. Individual actions may seem negligible, but they are important. We should be providing more education about working from home, reducing car use, drying clothes in the sun, and other lower-consumption activities.  | Community Action | Thank you for your comment.  | Third Act Sacramento (comment letter) |
| Wherever possible, provide links to local and state funding opportunities to make more sustainable purchases more affordable. Include link to the Clean Cars 4 All program, for example.   | Community Action | Thank you for your comment. This will be a pursued throughout CAAP implementation.   | SMAQMD (comment letter)               |
| The City should mandate that employees can work from home whenever appropriate to reduce VMT and GHG emissions. Propping up real estate values is not a necessity. Convert offices to affordable housing and parking lots to parks and walkable spaces.  | Community Action | Thank you for your comment. Policy regarding telecommuting is included in Municipal Measure MM-8.8. Specific provisions for telecommuting are negotiated through union contracts.  | LL (Konveio)                          |
| <b>Chapter 10: Municipal GHG Reduction Measures</b>  |                  |  |                                       |
| The City should be more aspirational in its targets in keeping with the declared climate emergency. Municipal targets should be 2030.  | MM-1             | The CAAP is CEQA-qualified, and therefore GHG reduction measures must be documented and substantiated, which does not allow for acceleration of the carbon neutrality goal to 2030.  | Dale Steele (Konveio)                 |
| The City should have much earlier targets for municipal buildings and other holdings where it has direct control.  | MM-1.1           | The City is evaluating opportunities to electrify municipal facilities as resources are identified.  | Dale Steele (Konveio)                 |
| City should install LED street lights  | MM-1.4           | LED retrofits for streetlights is an action in the CAAP Municipal Measures: <i>MM-1.4: Streetlights--Retrofit all post-top streetlights to LED and remaining streetlights as feasible by 2030.</i>   | House Sacramento (comment letter)     |
| Can this target be accelerated with presence of IRA?   | MM-2             | The City is expanding and electrifying the fleet. While cost is a major barrier to fleet electrification, the Inflation Reduction Act will support City acquisition of EVs with a per vehicle rebate that aligns with the rebates available for private companies and individuals.   | Dale Steele (Konveio)                 |
| City fleets and busses should be fully electric to the extent possible. The City should procure renewable natural gas to bridge the gap for larger scale building needs.   | MM-2             | The City is expanding and electrifying the fleet. Future expansion is dependent on the expansion of private fleet charging at City facilities; funding constraints are an issue. Private fleet chargers are not typically available or prioritized in competitive funding or many of the rebate programs. But we continue to track funding, and identify opportunities as they arise. The City uses renewable natural gas in fleet vehicles. | House Sacramento (comment letter)     |
| The City should incentivize, not just encourage, active transportation modes, transit, and carpooling for City business. The City should establish metrics to reduce VMT to demonstrate leadership and rapid results.  | MM 3.2, 8.2      | Thank you for your comment.  | Dale Steele (Konveio)                 |

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| SMAQMD recommends adopting strategy to replace artificial turf with natural turf and watering play fields with recycled water from Regional San (purple pipe)  | MM 5.4    | Action has been revised: MM-5.4: Evaluate the feasibility of <del>watering parks and landscapes with recycled water</del> <del>converting sports fields to synthetic turf and add new synthetic fields where possible.</del>   | SMAQMD (comment letter)                             |
| The City should evaluate existing paved and unpaved areas at Sutter's Landing Regional Park and develop a restoration plan with carbon sequestration as an environmental service.  | MM 6      | The paved areas are engineered caps over the closed landfill at Sutter's Landing Regional Park. There is very limited potential for planting or removing the paved areas at the park for street trees. The city has installed trees in raised pots, but has had limited success.   | Dale Steele (Konveio)                               |
| The City should not boast about its tree canopy, as we are losing canopy at a rapid rate. We need to focus on tree maintenance and stretch goals for canopy cover.   | MM 6      | Thank you for your comment. The Sacramento Urban Forest Plan will include specific policies regarding tree maintenance and reaching canopy goals.  | LL (Konveio)  |
| The City should follow MCCC recommendation and align each city department's mission, operating procedures, funding priorities, and planning documents with the carbon zero vision.   |           | The City has taken many steps to align departments around climate action, including the creation of the Office of Climate Action and Sustainability, the Climate Task Force, and the Green Team. For CAAP direction, please see <i>GOAL A-1: Strengthen City government capacity for integrated, holistic climate adaptive strategies and to reduce climate risks.</i> | 350 Sacramento (comment letter)                     |
| Every City department, every decision, and all spending priorities MUST be done through the lens of the climate crisis. City actions must be restructured to center around climate, which is the biggest challenge facing our city and world.  |           |  | Third Act Sacramento, Sierra Club (comment letters) |
| The City should use the large quantities of compost generated from municipal organic waste to increase the carbon content of city soils.   | MM 6.3    | The City often uses the mulch created by fallen city trees where it can benefit the soil at the parks. The use of compost requires the city purchase the compost from the recycler. It's more economically feasible for the city to use its own tree mulch.  | Glaylor Sahba (Konveio)                             |
| SacEV supports this measure--to accurately capture CO2 emissions from employee VMT, measurements should separate EVs from ICEVs  | MM-8      | Thank you for your comment.  | SacEV (comment letter)                              |
| The City has an opportunity to incentivize EV ownership and make real gains in adoption. however, changes to parking program are needed to do so. Goal for EV adoption for employees should be 25% starting in 2025.   | MM-9      | Thank you for your comment. The City provides significant discounts for EVs in City parking garages, as well as free charging at City facilities.  | SacEV (comment letter)                              |
| The City should ensure that employees have a zero-carbon commute.  | MM-8/MM-9 | Thank you for your comment. The CAAP has been revised to strengthen two MM-9 actions regarding EV adoption, and to include a supportive action regarding active transportation for City employees: <del>MM-8-9: Provide secure and enclosed parking for e-bikes at City facilities as funding becomes available.</del>   | House Sacramento (comment letter)                   |
| Include e-bikes in MM-9 and set higher targets   | MM 9      | The City has revised MM-9 to include e-bikes: <i>Encourage an increase in the number of employee-owned EV <del>and</del> plug-in hybrid electric vehicles, and e-bikes to 28% by 2030 and 100% by 2045.</i>  | Dale Steele (Konveio)                               |
| Specific charging infrastructure targets should be set. Concerned about the phrase "as feasible" as it can be applied to nearly any situation to get out of taking action. Exceptions may occur, but they should be reviewed/approved by City Council."  | MM-9.1    | Thank you for your comment.  | SacEV (comment letter)                              |
| The City should participate, along with SMUD, in two major national EV outreach events each year: national drive electric week and drive electric earth day. Leveraging these events can provide updated information to staff and the public about EVs. There has been a dramatic increase in affordable EVs on the market--information about these options should be shared with staff. | MM-9.3    | Thank you for your comment.  | SacEV (comment letter)                              |