

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

The City received public comments on the *Preliminary Draft Climate Action Plan* that was released on July 1, 2022, and on the *Preliminary Draft Vulnerability Assessment and Chapter 7: Adaptation* that was released on October 31, 2022. These preliminary drafts were then compiled to the *Draft Climate Action & Adaptation Plan (CAAP)*, which was released for public review on April 28, 2023. To facilitate the review of the City’s response by the public, the table below summarizes key public comment themes and the City’s response to them.

	Summary of Comment	City Response
1	The CAAP references the Urban Forest Plan. When will the Urban Forest Plan be released?	The Urban Forest Plan is anticipated to be released in late 2023.
2	Why doesn't the CAAP accelerate carbon neutrality targets to 2030?	<p>The City is committed to reduce GHG emissions as fast as feasible, continuing to advance rapid action with available resources. In order to comply with California Environmental Quality Act (CEQA) guidance for a qualified greenhouse gas reduction plan, the City’s CAAP includes measures and strategies supported by case studies, technical reports, and other evidence. A CAAP that meets CEQA requirements for a qualified GHG reduction plan is an important tool that supports the City’s climate goals by providing streamlining benefits for infill development with more compact land uses that supports active transportation and public transit.</p> <p>Other CAPs may outline ambitious goals but might lack evidence to support the quantification of GHG reduction credits. CAAP Appendices C (Community Measures) and F (Municipal Measures) provide substantial evidence that the GHG reductions of quantified actions are based on case studies, technical reports, and other evidence that indicate that the GHG reduction measures can be achieved.</p> <p>Sacramento City Council held a workshop on accelerating carbon neutrality on August 16, 2022. After considering staff analysis and public comments, City Council discussed City-led efforts to address climate change, acknowledging the challenges that limit the City’s ability to accelerate carbon neutrality while directing staff to continue to accelerate where feasible by integrating climate across related priorities, including housing. Funding was discussed as a key issue for climate action.</p> <p>While the City Council did not direct staff to accelerate carbon neutrality targets at this time, the City Council did acknowledge the urgency of climate change, the need for collaborative solutions, and the importance of external and creative funding options. The City will continue to refine its GHG reduction strategy through ongoing implementation,</p>

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

		regular reporting, and regular plan updates. The City will continue to pursue carbon neutrality as quickly as feasible, reflecting changes in technology, funding, and the regulatory context.
3	Why does the CAAP rely on partners such as SMUD and Sacramento Regional Transit?	The City plays a significant role in reducing greenhouse gas (GHG) emissions. However, the City's authority has limits, so it must rely on partners such as Sacramento Municipal Utility District (SMUD), Sacramento Regional Transit (SacRT) and the State of California to implement actions that the City does not control, such as energy, public transit, and State buildings and vehicle fleets. The CAAP reflects the reality that the City will only successfully achieve CAAP goals with the strong support and active engagement of regional and local partners. In addition, achieving climate goals will also require the active engagement and participation of other agencies, residents, and businesses.
4	Why does the CAAP rely so much on other planning documents, such as the Urban Forest Plan, Local Hazard Mitigation Plan, Comprehensive Flood Management Plan, Urban Water Management Plan, Bicycle Master Plan and Pedestrian Master Plan?	The CAAP quantifies existing and future GHG emissions, establishes GHG emission reduction targets, identifies strategies, measures, and actions for reducing GHG emissions and adapting to climate change impacts. These include but are not limited to new regulations, programs, and infrastructure that is required. However, it is a roadmap to achieving climate goals and, in many cases, must rely on specialized plans to integrate technical expertise and implementation details.
5	Why doesn't the City accelerate the electrification of existing buildings?	Converting existing buildings to all-electric is a major undertaking, and the City is committed to centering equity in the process. The Existing Building Electrification Strategy will remain aligned with the CAAP targets and aims to provide a pathway to electrify the City's existing building stock of more than 200,000 buildings as quickly as is feasible within the context of available resources and evolving technology. The City has adopted a New Building Electrification Ordinance, and is preparing an Existing Building Electrification Strategy, with a public review draft scheduled to be published in summer, 2023.
6	Why doesn't the City ban new construction in high flood risk areas?	Most of the city is vulnerable to flood risk. The City will continue to work with local, regional, state, and federal agencies to achieve at least a 200-year level of flood protection. Additionally, the City employs a series of risk reduction tools to mitigate flood risk. These reduction tools include land use planning, emergency management, levee improvements, and the National Flood Insurance Program (NFIP)/Community Rating System (CRS).

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

7	How does the CAAP facilitate efficient management of water resources as a key climate adaptation strategy to drought and declining water supplies?	Chapter 7 of the CAAP includes policies and actions to support Goal A-6: “Enhance water supply diversification and prioritize water use efficiency to build resilience to the effects of climate change.”
8	How does the CAAP address extreme heat and the impact of climate change on urban heat island areas?	Chapter 7 of the CAAP includes policies and actions to support Goal A-2: “Create built environments that reduce exposure to extreme heat and mitigate urban heat island effect.”
9	How does the CAAP address the potential increase in flood risk due to climate change?	Chapter 7 of the CAAP includes policies and actions to support Goal A-3 “Reduce the risk of damage to life, infrastructure, and property due to flooding”.
10	Does the CAAP include additional measures to increase incentives to remove turf and replace it with drought tolerant landscaping?	The Department of Utilities manages a River Friendly Landscape Program, which includes a turf conversion rebate. CAAP Chapter 7 (Adaptation) includes A-6-3: Water Conservation Resources and Incentives, which calls for programs and incentives to support rebates for turf conversions, landscape design assistance, irrigation upgrades, and related actions.
11	Why doesn’t the CAAP include more details about reducing GHGs through electrification of existing buildings, such as how to address financial impacts on lower income individuals and businesses.	The City is currently in the process of developing a strategy for the electrification of existing buildings and will continue to engage the community in this process. The goal of the Existing Building Electrification Strategy, the draft of which is scheduled to be released for public review in late summer 2023, is to advance the health, safety, comfort, and climate benefits of electrification for all people in Sacramento. To achieve this vision, the policies in the Strategy will ensure equitable access to affordable and reliable energy, easy and affordable installation, holistic building improvements and culturally competent outreach and education. The Strategy will also support City and regional efforts to avoid displacement for households and businesses and prioritize low income and under resourced communities and small businesses.
12	Why does the CAAP include GHG emission reductions from SMUD’s Zero Carbon Plan? How is this quantified?	Community-wide GHG emissions in the CAP include GHG emissions from community electricity use. SMUD’s decarbonization of the sources of electricity will reduce the GHG emissions associated with electricity use within city limits. Therefore, the CAP includes credits from SMUD’s Zero Carbon Plan. Inclusion of credits from cleaner sources of power is consistent with standard methods used in other CAPs and by the State. Quantification details for SMUD’s Zero Carbon Plan can be found in Appendix C.
13	Why does the CAAP provide CEQA streamlining for new development?	A CAAP that meets CEQA requirements for a qualified GHG reduction plan is an important tool that supports the City’s climate goals by providing streamlining benefits for infill development to generate more compact land uses that supports active transportation and public transit.

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

14	<p>How does the CAAP address key Mayor’s Commission on Climate Change (MCCC) recommendations (Urgency, Advocacy, Accountability, Education, Financial and Economic Sustainability)?</p>	<p>The Draft CAAP includes the following recommendations from the MCCC:</p> <ul style="list-style-type: none"> • MCCC Foundational Principles of Urgency, Advocacy, Education, and Financial and Economic Sustainability. • Chapter 1 of the Draft CAAP includes a section that explains how equity will be a key consideration in determining how CAAP measures are implemented. • Each CAAP measure is presented with an explanation for how it relates to an MCCC recommendation. <p>In addition, the City’s commitment to urgency and accountability are demonstrated with the City’s early actions prior to release of the CAAP. Following the MCCC recommendations, the City prepared a 2021 Climate Implementation Work Plan to identify the City’s near-term priorities, actions, and funding needs prior to completion of the CAAP. Since the release of the Climate Implementation Work Plan, staff have been providing regular (typically quarterly) updates on climate progress to City Council.</p>
15	<p>How does the CAAP address equity?</p>	<p>The CAAP includes a Climate Change Vulnerability Assessment (Appendix G) that provides a foundation for the City’s policies and actions to adapt to climate change impacts. Chapter 3 of the Vulnerability Assessment identifies vulnerable populations who are either more sensitive or less resilient to climate change impacts.</p> <p>Equity is introduced in the CAAP and considered an underpinning for the document. Equity will be further considered in the implementation phase of CAAP actions, from how outreach is conducted to the development of programs, regulations, and other actions.</p> <p>In addition, the Environmental Justice Element of the forthcoming 2040 General Plan will include goals, policies, and implementing actions that establish a policy framework and implementing actions that address broader equity goals.</p> <p>In practice, the City is already advancing equity, including the City’s support of the launch of Sacramento’s community-based Sacramento Environmental Justice Collaborative Governance Committee.</p>
16	<p>How does the CAAP address air quality in disadvantaged communities?</p>	<p>Policies and guidance to support the City’s role in air quality are detailed in the Environmental Justice Element and the Environmental Resources and Constraints Element of the Draft 2040 General Plan. Direction from both Elements, and the Local Hazard Mitigation Plan, are reflected in CAAP Goal A-4: Increase awareness of and expand community resources to address the adverse health effects of air pollution.</p>

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

		<p>The City coordinates with the Sacramento Metropolitan Air Quality Management District (SMAQMD), the agency responsible for monitoring air quality. The City and SMAQMD are partnering on an air quality monitoring pilot, to increase air quality monitoring in underserved areas of Sacramento. Supported with City funding, this pilot is placing over 100 air quality sensors at residences, businesses, schools, and buildings. More information is available at cityofsacramento.org/air-quality. This pilot will be an important step to evaluate future opportunities for air monitoring.</p> <p>The CAAP addresses air quality as a co-benefit. For example, Measure TR-3: "Achieve Zero-Emission Vehicle (ZEV) Adoption Rates of 28% for Passenger Vehicles and 22% for Commercial Vehicles by 2030 and 100% for all Vehicles by 2045". Emissions from gas-powered vehicles are a major source of air quality issues in areas adjacent to major roads and freeways. As Sacramento transitions to ZEVs, air quality near freeways, highways, and major roads will improve.</p>
18	<p>How does the CAAP demonstrate that quantified measures credited towards meeting GHG emission targets can be achieved?</p>	<p>Substantial evidence is provided in Appendix C (Community Measures) and Appendix F (Municipal Measures) for GHG reductions that are quantified and credited toward achieving GHG reduction targets drawing from case studies, technical reports, and other evidence. In addition, the City will conduct a review of the Climate Action and Adaptation Plan pursuant to CEQA Guidelines section 15183.5, as part of the Master EIR process, that will identify and rely on substantial evidence for its conclusions.</p>
19	<p>Why doesn't the Funding and Financing Strategy in Appendix D of the CAAP identify funding sources to show how each measure will be funded or identify funding sources for the CAAP.</p>	<p>The Funding and Financing Strategy in Appendix D of the CAAP is a first step to outline new potential funding sources that could augment existing City resources. The analysis of high-cost measures in Appendix D provides a starting point to determine and plan for future opportunities. Staff will continue to evaluate feasible opportunities and seek more resources, consistent with direction in the CAAP and Climate Implementation Work Plan tasks, working with the City Council and the City Manager. Measures not funded through external sources will need to be funded incrementally through the City's annual budget process.</p>
20	<p>Why does the CAAP lack detailed descriptions regarding how measures will be implemented?</p>	<p>The level of detail in the CAAP is typical for climate action plans. The CAAP provides general direction for more specific efforts, such as the Existing Building Electrification Strategy and the Transportation Priorities Plan. Implementation of CAAP measures will vary by measure, but in many instances will require additional plans, funding, or program design prior to implementation. More information about specific efforts will be found on</p>

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

		<p>the City’s webpage. The intent of the CAAP is to serve as a comprehensive roadmap for the City’s climate goals, with targets, strategies, and key metrics. The CAAP does not include the detailed implementation plans for all of the diverse strategies necessary to achieve carbon neutrality, but in many cases relies on details that have or will be developed in other plans. In addition, the CAAP will be updated and adaptively managed going forward.</p>
21	<p>How does the CAAP provide accountability?</p>	<p>In 2020, the City Manager appointed a citywide Climate Action Lead as the centralized point of responsibility for the City’s climate efforts, providing ongoing leadership and accountability with the newly formed Office of Climate Action and Sustainability. The office is responsible for quarterly climate updates to the City Council and works collaboratively with City departments to ensure implementation of City Council’s climate goals.</p> <p>In addition, with the exception of projects included in Chapter 7 (Adaptation) that are drawn from the Local Hazard Mitigation Plan, the Community Development Department (CDD) will monitor implementation of the CAAP and related 2040 General Plan implementing actions incorporated into CAAP Chapter 7. CAAP Chapter 10 outlines how and with what frequency CAAP actions will be monitored. The City intends to develop a public dashboard to track progress. Staffing levels were taken into consideration to allow bandwidth for CDD staff to implement CAAP actions.</p>
22	<p>What does MT CO₂e mean?</p>	<p>The CAAP uses MTCO₂e (metric tons carbon dioxide equivalent) for the measurement of GHG emissions. MTCO₂e is a standardized measure used to compare the emissions from various GHGs (such as methane and nitrous oxide) on the basis of their relative global warming potential by converting amounts of those GHGs to the equivalent amount of carbon dioxide with the same warming potential. The GHG inventory in the CAAP includes GHG emissions for other gases, but all gases have been converted into the common metric of MTCO₂e.</p>
23	<p>Why doesn’t the CAAP include a ban on gas-powered/fossil fuel-powered landscaping equipment such as lawnmowers and leaf blowers?</p>	<p>On 11/10/20 City Council adopted an Ordinance: "8.70.020 Use of portable blowers. No person shall operate a portable blower when the air quality index is 101 and above. (Ord. 2020-0042 § 1)."</p> <p>The draft 2040 General Plan includes a supportive policy (ERC-4.6) and an implementing action (ERC-A.6) that commits the City to exploring alternatives to gas-powered landscaping equipment that would reduce exposure to air and sound pollution, as well as a commitment to an equitable transition for the landscaping workforce. Further, AB</p>

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

		<p>1346 (Berman) set direction for the State to prohibit sales of gas-powered landscaping equipment, effective in 2024.</p>
24	<p>If compact new development reduces GHG emissions, why doesn't the CAAP quantify the GHG emission reductions from CAAP Measure E-5?</p>	<p>CAAP Measure E-5 calls for supporting infill growth with the goal that 90% of new growth occur in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the Regional Sustainable Communities Strategy. The GHG emission reduction from Measure E-5 development is quantifiable. However, to avoid double-counting, Measure E-5 has been deemed a "supporting action".</p> <p>The 2030 General Plan anticipated an increase in compact development due to land use designation changes, and Sacramento's 2012 Community Climate Action Plan quantified the GHG emission reductions from this, estimating a GHG emission reduction from anticipated compact growth due to land use designations changes in the 2030 General Plan at 51,507 MMTCO₂e/year.</p> <p>This CAAP took a different approach by attributing Vehicle Miles Traveled (VMT) /GHG emissions reductions in the transportation sector as part of TR-1 and TR-2 (active transportation and public transit), and in the forecasts for the General Plan/CAAP.</p>
25	<p>Why doesn't the CAAP ban plastics such as styrofoam and single use plastic food ware?</p>	<p>Data regarding GHGs from plastic production and consumption is limited and is not quantified in the City's GHG inventory. Protocols for local climate action planning do not include GHGs from consumer goods like production and consumption of plastics. Further, general consumption regulations are not directly within the jurisdiction of local governments. As a priority with high GHG benefits, the City is implementing State requirements pursuant to SB1383, including the recycling of food scraps with other organics.</p>
26	<p>Does the CAAP provide substantial evidence that improving public and shared transit and active transportation infrastructure will reduce vehicle-miles-traveled (VMT)?</p>	<p>Yes. Substantial evidence is provided in Appendix C to show that CAAP measures to support public transit improvements and active transportation infrastructure reduce VMT to provide 10% of the CAAP's 2030 GHG reductions.</p>

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

27	<p>How does the CAAP reduce GHGs from the transportation sector?</p>	<p>The CAAP reduces GHGs from the transportation sector in three key ways:</p> <ol style="list-style-type: none"> 1. By reducing vehicle-miles-traveled (VMT) with mode shifts from single-occupancy vehicles to active transportation, transit, and shared mobility (see CAAP Measures TR-1 & TR-2). 2. To facilitate the transition of fossil-fuel powered vehicles to zero-emission-vehicles (ZEVs) by supporting ZEV infrastructure (see CAAP Measure TR-3). 3. By supporting infill growth with the goal that 90% of new growth is in the established and center-corridor communities and 90% small-lot and attached homes by 2040 (see CAAP Measure E-5). <p>CAAP actions to support active transportation include conducting various studies, securing funding, and constructing active transportation infrastructure projects included in the Bicycle Master Plan and Pedestrian Master Plan.</p> <p>Since Sacramento Regional Transit (SacRT) is the agency responsible for the public transit system, the City's role in improving public transit mode share is to support improvements such as changes to traffic signals to prioritize transit, and other technological or infrastructure enhancements based on SacRT needs.</p>
28	<p>The Mayors' Commission on Climate Change (MCCC) Final Report recommends prioritizing active transportation infrastructure at the top of the transportation pyramid (i.e., above public transit, commercial shared transit, and single-occupancy vehicles.) If this is the case, why does CAAP Measure TR-3 (ZEVs) have the highest GHG reduction?</p>	<p>Facilitating a mode shift to active transportation and transit is very challenging, and dependent in part on land use changes that will take time and be dependent upon private development investments. The MCCC did not quantify GHG emission reductions for their recommendations or substantiate them. The CAAP mode share targets for active transportation could not be set at a higher level than that which could be substantiated to be achievable based on case studies, technical reports, and other evidence (see Appendix C). The CAAP reflects the fact that it is possible to achieve greater GHG emission reductions from transitioning vehicles to ZEVs.</p> <p>The CAAP is consistent with MCCC recommendations in that it prioritizes funding for active transportation. The CAAP addresses active transportation with five supporting actions, including implementing the Bicycle Master Plan, which is identified as a funding priority. The amount that the CAAP identifies to construct the bicycle infrastructure and implement the Bicycle Master Plan, to for example, is \$510,000,000 while it identifies a smaller amount of approximately \$4.4 million to support publicly accessible chargers throughout the city.</p>

Frequently Asked Questions about the Sacramento Climate Action & Adaptation Plan

29	Why does CAAP Measure TR-2 set a transit mode share performance measure of 11%, one-fifth of the recommendation made by the Mayors' Commission on Climate Change?	The CAAP transit mode share measure was set at a level that could be substantiated to be achievable based on case studies, technical reports, and other evidence (see Appendix C).
30	Why doesn't the CAAP include details about how the City will support the expansion of the urban tree canopy?	Chapter 7 of the CAAP includes high-level goals, policies, and implementing actions to support Sacramento's urban forest. More detail will be included in the Urban Forest Plan and the Parks Plan 2040, both of which are scheduled to be released for public review in late 2023.