# Ukiah Climate Action Plan

## Public Draft Ukiah Climate Action Plan


*prepared by*

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## Land Acknowledgement

We honor the Pomo tribes, including the Yokayo, Hopland, Pinoleville, and Guidiville Rancheria communities, who have acted as stewards of this land, its waters, and its natural resources with profound respect and wisdom for generations. We acknowledge the enduring resilience of the Pomo people in the face of colonization, displacement, and systemic oppression and whose descendants continue to maintain their political sovereignty, cultural traditions, and connection to the Ukiah Valley as vital members of our community. We are grateful to share this space and thank them for their long-term stewardship. As climate change increasingly threatens our region, its peoples, their livelihoods, and their cultural identities, we strive to learn from local wisdom and Traditional Ecological Knowledge so to foster greater harmony with our natural environment, preserve the health of our planet, and build a more climate resilient community.

May this acknowledgment remind us of our shared responsibility to care for this land and to uplift the voices, sovereignty, and leadership of Indigenous peoples. We commit to fostering relationships built on respect, reciprocity, and reconciliation, today and for generations to come.

## A Special Thanks

This community-informed Climate Action Plan (CAP) places public input and equity at its core and aspires to foster collaborative community efforts that will help build a sustainable future for all residents in the City of Ukiah. The CAP is the result of a multi-year process developed by the City of Ukiah's Community Development Department (CDD) and Rincon Consultants Inc.. We wish to extend our sincere gratitude to the many people who helped shape the CAP, including the City of Ukiah City Council, City Manager's Office, and an inter-departmental project team comprised of City staff. The City of Ukiah also would like to acknowledge the County of Mendocino as well as the State of California for their ongoing support and collaboration. We particularly want to convey a special thanks to the residents of Ukiah who shared their voices throughout the public engagement process to create a plan that addresses Ukiah's existing needs and its future aspirations. This inaugural Climate Action Plan would not have been possible without the significant contributions in time, energy and thoughtful comments provided by Ukiah's diverse community members, environmental stakeholders, local businesses, community organizations, tribal groups, and advocacy groups.



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# Glossary of Terms

| Term | Definition |
|---|---|
| Active Transportation | Human-powered transportation, such as walking or biking. |
| Adaptation | Adjusting to actual or expected climate changes to minimize harm or take advantage of beneficial opportunities. |
| Area of Interest (AoI) | A geographic area designated for study, analysis, or project planning, commonly used in environmental and land-use assessments. |
| CALGreen | The California Green Building Standards Code, setting minimum sustainability requirements for residential and commercial construction projects, updated every three years. |
| CALGreen Tier 1 & 2 | Voluntary sustainability standards exceeding CALGreen's mandatory requirements; Tier 1 adds additional measures, while Tier 2 includes even stricter requirements. |
| California Air Resources Board (CARB) | The lead agency overseeing climate change programs and air pollution control efforts in California to achieve and maintain health-based air quality standards. |
| California Environmental Quality Act (CEQA) | A statute requiring state and local agencies to identify and mitigate environmental impacts of development projects. |
| California Public Utilities Commission (CPUC) | A regulatory agency overseeing electricity, natural gas, water, and telecommunications services in California. |
| Carbon Dioxide ($CO_2$) | A naturally occurring greenhouse gas and by-product emitted from fossil fuel combustion, land-use changes, and industrial processes. |
| Carbon Dioxide Equivalents ($CO_2e$) | A metric that standardizes emissions from various greenhouse gases based on their global warming potential. |
| Carbon Neutrality | Achieving net-zero carbon emissions by balancing emitted carbon with carbon removal through sequestration. |
| Carbon-Free Energy | Energy generated without carbon emissions, such as wind or solar power. |
| Circular Economy | An economic system focused on eliminating waste and maximizing resource efficiency through reuse, repair, refurbishment, and recycling. |
| Climate Action Plan (CAP) | A strategic framework that outlines policies, programs, and actions to reduce greenhouse gas emissions and address climate change impacts at the local level. |
| Community Choice Aggregation (CCA) | A local energy program allowing cities and counties to procure electricity for residents and businesses, often prioritizing renewable sources. |
| Decarbonization | The process of replacing fossil fuel-based technologies with zero-carbon alternatives, such as renewable electricity. |
| Electrification | Transitioning from fossil fuel-based technologies to electricity-powered alternatives, particularly those sourced from renewables. |
| Environmental Justice (EJ) | Prioritizing fair treatment and meaningful participation of all communities in environmental policies, preventing disproportionate negative impacts on any group. |
| Fossil Fuel | A natural energy source formed from decomposed plants and animals, including coal, oil, and natural gas. |
| Greenhouse Gas (GHG) | Gases that trap heat in the atmosphere, contributing to climate change, including carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). |
| Intergovernmental Panel on Climate Change (IPCC) | A United Nations body assessing scientific research on climate change, its impacts, and strategies for adaptation and mitigation. |

| Term | Definition |
|---|---|
| Local Governments for Sustainability (ICLEI) | A global network of local and regional governments committed to sustainable urban development, using best practices for emissions assessments. |
| Low-Impact Development (LID) | Sustainable land-use practices that manage stormwater and promote water conservation through features like permeable pavements, rain gardens, and green roofs. |
| Mendocino Council of Governments (MCOG) | A regional agency coordinating transportation planning and funding in Mendocino County. |
| Mendocino Solid Waste Management Authority (MSWMA) | A joint powers authority overseeing solid waste disposal, recycling programs, and waste reduction efforts in Mendocino County. |
| Mendocino Transit Authority (MTA) | The public transportation agency providing bus services throughout Mendocino County. |
| Methane ($CH_4$) | A potent greenhouse gas emitted under anaerobic conditions (without oxygen) from sources such as landfills, livestock digestion, wastewater treatment, and fossil fuel extraction. |
| Microgrid | A localized energy system that can operate independently or in connection with the main power grid, often integrating renewable energy and battery storage. |
| Migration | Actions taken to reduce greenhouse gas emissions and mitigate climate change impacts, such as transitioning to renewable energy or increasing energy efficiency. |
| Mode Share | The proportion of travelers using different transportation modes, such as walking, biking, public transit, or private vehicles. |
| Model Water Efficient Landscape Ordinance (MWELO) | A California regulation establishing standards for water-efficient landscaping and irrigation practices. |
| Nitrous Oxide ($N_2O$) | A greenhouse gas with high global warming potential, primarily emitted from agricultural activities, fossil fuel combustion, and industrial processes. |
| Northern California Power Agency (NCPA) | A joint powers agency that provides energy generation and transmission services to its member communities in Northern California. |
| Renewable Energy | Energy sourced from naturally resources which replenish faster than they are consumed, such as solar, wind, hydropower, and geothermal. |
| Renewable Portfolio Standard (RPS) | A California policy requiring utilities to increase the percentage of renewable energy in their electricity supply over time. |
| Resilience | The ability of a system or community to anticipate, withstand, and adapt to climate-related disruptions. |
| Sequestration | The process of capturing and storing atmospheric carbon dioxide in natural systems such as forests, soil, and wetlands to reduce greenhouse gas concentrations. |
| Small Off-Road Engines (SORE) | Gasoline-powered engines under 25 horsepower, commonly found in lawn mowers, leaf blowers, and other small equipment. |
| Stakeholder | Stakeholders are defined as organized groups of people that could be affected by the implications of a decision and that can directly or indirectly influence the decision and its consequences through civic engagement and advocacy |
| Sustainable Land Use | Development and planning practices that balance environmental, social, and economic factors to create long-term, livable communities. |
| Traditional Ecological Knowledge (TEK) | Indigenous and local knowledge systems encompassing environmental beliefs, practices, and wisdom passed down through generations. |
| Urban Water Management Plan (UWMP) | A long-term planning document required for water suppliers in California to ensure a reliable water supply and promote water conservation. |

| Term | Definition |
|---|---|
| Vehicle Miles Traveled (VMT) | A measure of the total miles driven by all vehicles in a defined area over a specific time period, often used to assess transportation impacts and emissions. |
| Zero-Emission Vehicle (ZEV) | A vehicle that produces no tailpipe emissions, such as electric or hydrogen fuel cell vehicles. |

# Disclaimer

The City of Ukiah's CAP articulates broad policy and program objectives to achieve equitable climate action. This CAP does not directly approve, fund, or authorize implementation of any specific projects. Greenhouse gas (GHG) reduction *Measures* will be achieved through implementation of *Actions*, and corresponding *City Projects*. *City Projects* will be reviewed and approved and follow protocols and best practices for adoption, which may require additional public review, review by City decision-makers, and/or environmental review under the California Environmental Quality Act (CEQA). As a result of those reviews, there may be viable alternatives and/or mitigation measures that may be implemented as well. The CAP includes implementation monitoring of the CAP's progress toward achieving the identified targets. In 2030, the City of Ukiah will provide an update to its 2025 CAP and, at that time, will reassess all available strategies for climate action while also addressing any gaps or obstacles to progress.

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# Ukiah's Trail to Carbon Neutrality

## Introduction

**The City of Ukiah faces the growing threat of an increasingly warming planet as a community set on the frontlines of climate change**. The City of Ukiah exists as a rural, disadvantaged community with a population of 16,000 but provides critical services to more than 40,000 people. The City is situated along the Russian River, which flows through the Ukiah Valley, winding its way through agricultural lands bracketed on both sides by the heavily forested foothills of the Mendocino and Mayacamas ranges. Located 45 miles north of Healdsburg and 155 miles south of Eureka, the City of Ukiah spans more than 3,000 acres (4.6 square miles). Ukiah, as the seat of the County of Mendocino, functions as a regional hub for commerce, recreation, medical and social services, and cultural events. Figure 1 shows Ukiah's location in the region. The nearest major city to Ukiah is Santa Rosa, a city of 175,000, which is located approximately 60 miles to the south. Larger urban centers including San Francisco and Sacramento are approximately 100 miles to the south and southeast. The City of Ukiah's geography, physical terrain, land use, and Mediterranean climate[1] create conditions that put the City at severe risk for climate forces including extreme heat, extreme drought, extreme weather, wildfire, and flooding.



The primary strategy to limit the worst impacts of climate change is to rapidly reduce GHG emissions, especially carbon dioxide and methane. The State of California has set clear statutory goals for municipal climate action calling for a 40% reduction in 1990 level GHG emissions by 2030 and 100% reduction in GHG emissions by 2045. In 2022, the City of Ukiah adopted a resolution endorsing the declaration of a climate emergency and a call to action to restore a safe climate [2]. The Ukiah 2040 General Plan[3] as well as the 2024 City Council Strategic Plan set the initial tone for climate action, sustainable development, and conservation of Ukiah's natural resources. The Ukiah 2040 General Plan established a local goal "to create a more resilient community that is prepared for, responsive to, and recoverable from hazards created or made worse by climate change" and calls for the adoption of a Community CAP. A communitywide GHG inventory was subsequently produced in 2023, in advance of the development of this CAP. Ukiah's GHG Inventory demonstrates that 97% of the City's emissions derive from two sectors: Building Energy and Transportation[4]. Since Ukiah does not possess a GHG emissions inventory for calendar year 1990, a 1990 baseline was developed based on State GHG emissions trends and Ukiah's 2022 GHG Inventory in order to measure performance. The geographic boundary used for the purposes of this planning document is the incorporated city limits of Ukiah, as defined in the planning year of 2022.

[1] A Mediterranean climate lies between 30° north to 45° south of the equator. It is characterized by a dry and hot summer and a cool and rainy winter. It supports a dense population and robust agricultural activity. Most areas of the Mediterranean climate zone experience mild winters and warm summers with the temperatures changing considerably between the different regions of the climatic zone. It is characterized by irregular rainfall with most of the rainfall occurring in winter.

[2] RESOLUTION 2022- 44 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UKIAH ENDORSING THE DECLARATION OF A CLIMATE EMERGENCY AND A CALL TO ACTION TO RESTORE A SAFE CLIMATE found at: https://cityofukiah.com/wp-content/uploads/2022/10/2022-44-Climate-Resolution.pdf

[3] City of Ukiah 2040 General Plan found at: https://ukiah2040.com/

[4] See Appendix C - Final Greenhouse Gas Emissions Inventories Report for more information regarding the City's GHG emissions

This document has been carefully designed to ensure alignment with scientific findings and in support of goals outlined within the Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report[5], Indicators of Climate Change in California (Fourth Edition)[6], California's Fourth Climate Change Assessment[7], The State of California's Priority Climate Action Plan (PCAP)[8], California's Nature-Based Solutions Climate Targets[9], California's 2022 Scoping Plan for Achieving Carbon Neutrality[10], U.N. Sustainable Development Goals (SDGs)[11], and Executive Order N-82-20 (30x30 California)[12]. Measures were developed based on community input and established best practices for municipal climate action, taking inspiration from peer cities here in California and across the world. Actions were further informed by staff subject matter expertise, as well as *implementation programs* established within the City of Ukiah 2040 General Plan and its Environment & Sustainability Element[13]. The Ukiah CAP recognizes the urgent threat of climate change to both the local community and the world and establishes SMART[14] goals for GHG reduction.

Acknowledging the need to do our fair share, the City of Ukiah is committed to reducing our community's contribution to climate change and will take necessary actions to achieve the goals outlined in this document.



[5] Intergovernmental Panel on Climate Change (IPCC) 6th Assessment, AR6 Synthesis Report: Climate Change (2023) found at: https://www.ipcc.ch/report/sixth-assessment-report-cycle/

[6] Indicators of Climate Change in California (Fourth Edition, 2022) found at: https://oehha.ca.gov/media/downloads/climate-change/document/2022caindicatorsreport.pdf

[7] California's Fourth Climate Change Assessment found at https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment .

[8] State of California's Priority Action Plan found at https://documentcloud.adobe.com/spodintegration/index.html?locale=en-us .

[9] CALIFORNIA'S NATURE-BASED SOLUTIONS CLIMATE TARGETS found at https://documentcloud.adobe.com/spodintegration/index.html?locale=en-us .

[10] 2022 Scoping Plan for Achieving Carbon Neutrality found at https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp-es.pdf .

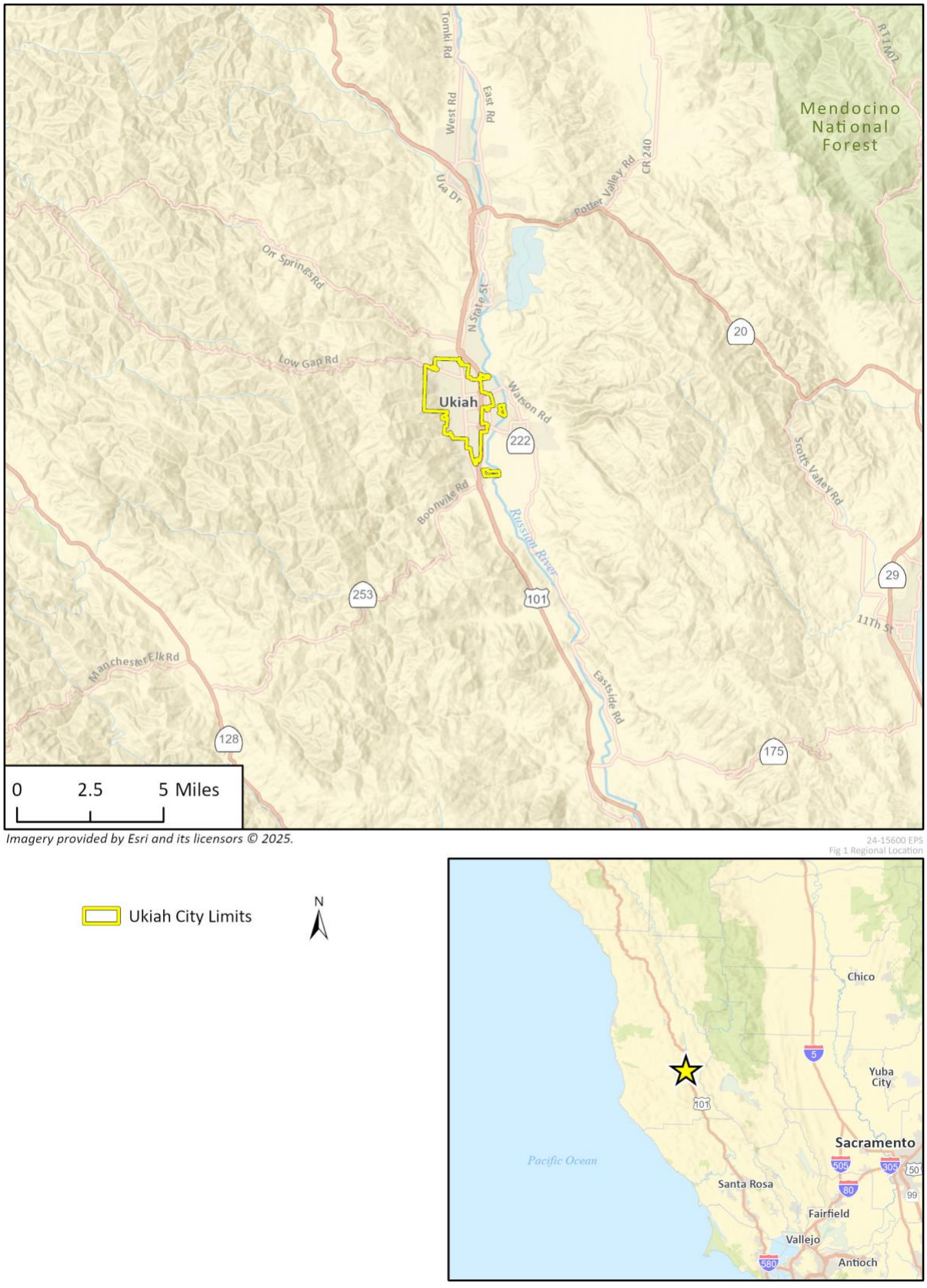
[11] U.N Sustainable Development Goals (SDGs) found at: https://sdgs.un.org/goals .

[12] California Executive Order N-82-20 (2020) established a state goal of conserving 30% of California's lands and coastal waters by 2030 found at https://www.gov.ca.gov/wp-content/uploads/2020/10/10.07.2020-EO-N-82-20-.pdf

[13] The Environment and Sustainability Element evaluates environmental, biological, and agricultural resources, air quality, open space, and climate change and sustainability in Ukiah. It establishes policies and actions to protect and manage these resources including an emphasis on climate adaptation and sustainability, to protect the community. Found at https://ukiah2040.com/images/UKGP_06_PRD_ENV%20Element_2023%2002%2027.pdf

[14] SMART goals are a goal-setting framework that help people plan and achieve their goals. SMART stands for specific, measurable, achievable, relevant, and time bound.

**Figure 1 Map of Ukiah Community**



# Background

**Ukiah will face unique challenges as well as intriguing opportunities to reduce GHG emissions.** Notable challenges include local staffing and program funding limitations, as well as physical land constraints for new development projects such as utility-scale renewable energy installations. Ukiah's aging building stock currently relies heavily on natural gas usage for heating, cooling, and cooking. Ukiah's geography, namely its rural and dispersed setting, as well as its role as a regional economic hub and aspirations for growth further complicates mitigation efforts. Addressing the region's reliance on personal vehicles and fossil fuel use provides the City with sizeable opportunities for sustainable electrification.

Ukiah also has significant opportunities to enhance its urban sustainability standards, improve local public health and environmental quality, and achieve economic growth**.** For example, Ukiah's proximity to the Mendocino National Forest and annexed W*estern Hills*, as well as its rich agricultural heritage, offers intriguing opportunities for carbon sequestration initiatives. Ukiah can also leverage its municipal ownership over the community's electric utility to enhance regional energy resilience, renewable energy procurement, and local renewable energy generation. Ukiah's true strengths can be found in its history of progressive environmental stewardship, cultural diversity, its core values[15], and its close-knit community structure. Ukiah can tap into its robust network of local community organizations and non-profits, and regional partners to achieve success. This CAP underscores the importance of strategic partnerships to leverage opportunities that effectively address emissions across the transportation, energy distribution, water resources, and waste management sectors.



**California has long been a leader in environmental policy and stewardship, pioneering innovative approaches to address climate change, protect natural resources, and promote sustainable development**. California's climate policy is anchored by the Global Warming Solutions Act of 2006, Assembly Bill (AB) 32. This landmark legislation established a statewide goal of reducing GHG emissions to 1990 levels by 2020 which under Senate Bill (SB) 32 (Pavley, 2016) extended the target to a 40% reduction below 1990 levels by 2030. The state's cap-and-trade program, established under AB 32, is a cornerstone of its climate strategy. The program sets a declining cap on GHG emissions and allows industrial businesses to buy and sell allowances. The program was extended through 2030 by AB 398 (Garcia, 2017). Revenues from the program fund projects through the Greenhouse Gas Reduction Fund (GGRF), supporting initiatives like clean transportation, affordable housing, and renewable energy. California participates in the Western Climate Initiative (WCI), a regional cap-and-trade market that includes Quebec. Private sector initiatives, such as voluntary carbon offset programs, also complement state efforts by enabling businesses to offset emissions through investments in reforestation, renewable energy, and other projects.

The California Environmental Quality Act (CEQA, Public Resources Code § 21000 et seq.) remains a critical tool for assessing the environmental impacts of development projects. Recent legislative efforts have sought to streamline CEQA to balance environmental protection with the need for affordable housing and clean energy infrastructure.

Key reforms include:

- SB 7 (Atkins, 2021): Known as the Environmental Leadership and Economic Development Act, this law expedites CEQA review for qualifying housing and clean energy projects.

[15] The City of Ukiah has 5 core values; Professionalism, Service, Teamwork, Innovation, & Safety, found at https://cityofukiah.com/wp-content/uploads/2023/09/Core-DEI-Statements.pdf

- SB 9 (Atkins, 2021): Allows for the development of duplexes and lot splits on single-family parcels, with exemptions from full CEQA review.
- AB 819 (Friedman, 2023): Streamlines CEQA compliance for renewable energy projects, supporting the state's goal of achieving 100% clean electricity by 2045.

California has also set ambitious targets for transitioning to a clean energy economy. Key policies include:

- SB 100 (De León, 2018): Mandates 100% clean electricity by 2045.
- AB 1279 (Muratsuchi, 2022): Establishes a statewide goal of achieving carbon neutrality by 2045.
- AB 1346 (Berman, 2021): Phases out the sale of new gas-powered small off-road engines, such as those used in lawn equipment.

In the transportation sector, California has adopted the Advanced Clean Cars II rule, requiring 100% of new car sales to be zero-emission vehicles (ZEVs) by 2035. The state also offers incentives for ZEV adoption through programs like the Clean Vehicle Rebate Project (CVRP) and the Clean Cars for All initiative.

Environmental justice has become a central focus of California's environmental policy agenda**.** The State has established the California Environmental Justice Advisory Committee (CEJAC) to ensure that disadvantaged communities benefit from climate investments. Key initiatives include:

- AB 617 (C. Garcia, 2017): Requires air quality monitoring and emissions reductions in communities disproportionately affected by pollution.
- SB 535 (De León, 2012): Directs at least 25% of cap-and-trade revenues to projects that benefit disadvantaged communities.



California's environmental policies often align with federal initiatives, such as the Inflation Reduction Act (IRA) of 2022, which provided funding for clean energy, electric vehicles, and climate resilience. The state also collaborates with private sector partners through programs like the California Climate Investments initiative, which leverages cap-and-trade revenues to support community-based projects.

In November 2024, California voters approved Proposition 4, a $10 billion bond measure aimed at funding environmental and climate resilience projects. Proposition 4 reflects California's focus on addressing the dual challenges of climate change and environmental degradation through targeted investments. This bond measure is anticipated to be a game-changer for local climate action and will likely provide Ukiah with a tangible funding opportunity to catalyze City projects. By leveraging state and federal resources, fostering public-private partnerships, and maintaining strong public support, the City of Ukiah looks forward to building a collaborative framework across these stakeholder groups to ensure success.

**The City of Ukiah plays a critical role in advancing climate action within its jurisdiction and beyond. The City's efforts are part of a broader ecosystem that includes local government agencies, residents, businesses, county-wide stakeholders, the County of Mendocino, the State of California, and the private sector, each with distinct yet interconnected roles.**

## Local Government Agencies

The City of Ukiah's municipal government will be a primary driver of local climate action, responsible for developing and implementing policies, programs, and infrastructure projects that reduce GHG emissions and enhance community resilience. This includes adopting CAPs and supporting ordinances, leading by example to promote energy efficiency across municipal operations, directly investing in renewable energy, improving public transportation and bike infrastructure, and leveraging the City's purchasing power for sustainable goods and services. The City also collaborates with Mendocino County and other local agencies to align regional efforts, such as wildfire prevention and water conservation, with state climate goals.

## Residents of the City of Ukiah

Residents are essential partners in climate action, as individual behaviors and collective community efforts significantly impact emissions reduction and sustainability. Ukiah residents can contribute by adopting energy-efficient practices at home and in their places of business, reducing waste, opting to utilize active and public modes of transportation, conserving water and electricity, supporting local agriculture, shopping locally and "with a conscious", and by participating in City-led initiatives. Public engagement in climate planning processes ensures that policies reflect the community's needs and priorities, fostering a sense of ownership and accountability.

## Ukiah's Small Business Community

Local businesses play a dual role in climate action: reducing their own carbon footprints and driving innovation in sustainable practices. Ukiah's business owners can adopt energy-efficient technologies, minimize waste, and source materials locally to support the circular economy. Additionally, businesses can serve as community leaders by educating customers and employees about sustainability practices and advocating for supportive policies at the local and state levels.

## Residents and Travelers Across Mendocino County

As the county seat, the actions that Ukiah takes directly influences climate action across Mendocino County. Residents and travelers in the region can support Ukiah's efforts by supporting local business during this transition, using sustainable public transportation options, and participating in county-wide initiatives like forest conservation and eco-tourism. Collaboration between Ukiah and other county municipalities ensures a unified approach for the region to address shared challenges, such as wildfire risk, extreme heat, drought, extreme weather, natural resource scarcity, and energy security.

## Government of the State of California

The State of California provides the regulatory framework, funding, and technical assistance that enables cities like Ukiah to pursue ambitious climate goals. State mandates, such as SB 32 and AB 32, set emissions reduction targets that guide local action, while grant programs support projects like renewable energy installations and resilience planning. Ukiah can leverage these resources to align its local efforts with statewide objectives, such as achieving carbon neutrality by 2045.

## The Private Sector

The private sector can play a transformative role in advancing climate action here in Ukiah. Established companies can partner with the City of Ukiah to pilot innovative solutions, such as smart

grid technologies or carbon capture systems, while emerging businesses could bring fresh ideas and agility to the table. By fostering strategic partnerships with the private sector and establishing physical space for *innovation districts* and/or *clean energy parks*, the City can attract new technology and expertise thereby accelerating its climate action and economic development goals.

## Our Commitment to Equity

**The City of Ukiah is committed to advancing a CAP that prioritizes equity, inclusivity, and environmental justice as foundational pillars of our socially just transition to a sustainable and resilient future.** We recognize that the impacts of climate change disproportionately affect marginalized communities, including low-income households, Indigenous peoples, communities of color, and other vulnerable or at-risk populations. As such, we pledge to center social justice in every aspect of our climate strategies, ensuring that no one is left behind in our pursuit of a healthier, more equitable, and environmentally sustainable community. By centering equity in our climate actions, we can ensure a more livable and resilient Ukiah where everyone has access to clean air, affordable clean energy, sustainable transportation options, and preserved green space.

We commit to:

1. **Equitable Engagement and Representation**: Actively involving historically underserved and marginalized communities in the planning, decision-making, and implementation of climate actions. We will prioritize their voices, knowledge, and needs to ensure that solutions are inclusive and culturally responsive.
2. **Culturally Tailored Education and Outreach**: Develop educational materials and programs in multiple languages and formats (e.g., visual, audio, and digital) to ensure accessibility for diverse communities.
3. **Culturally Sensitive Enforcement:** Train enforcement staff in cultural competency and equitable practices to ensure fair and respectful interactions with all community members. Focus on education and assistance rather than punitive measures, helping residents understand and comply with climate-related regulations.
4. **Fair Distribution of Benefits and Burdens**: Ensuring that the benefits of climate action—such as clean energy, green jobs, and improved air quality—are accessible to all, while mitigating potential burdens that may arise from this multi-decade transition, such as displacement or economic hardship, will be critical to long-term success.
5. **Investment in Vulnerable Communities**: By designing resources, funding, and programs for communities most impacted by climate change and systemic inequities ensures a socially just transition can occur. This includes expanding access to affordable renewable energy and public transportation, bolstering rebates and subsidies for low-income home upgrades, and siting climate-resilient infrastructure.
6. **Green Job Creation and Workforce Development**: Identifying ways to create accessible pathways to high-quality, well-paying green jobs through targeted training, education, and apprenticeship programs, with a focus on empowering underrepresented groups, is a winning economic development strategy.
7. **Climate Resilience and Adaptation**: By prioritizing climate action projects that also enhance the resilience of vulnerable populations to climate impacts, such as extreme heat, wildfires, and flooding, while preserving cultural heritage and community values, Ukiah can both address the community's needs of today while preparing for future risk.

8. **Transparency and Accountability**: The City will establish clear metrics and mechanisms to track progress toward our social equity and climate goals, to ensure accountability and foster public trust through open communications and reporting.

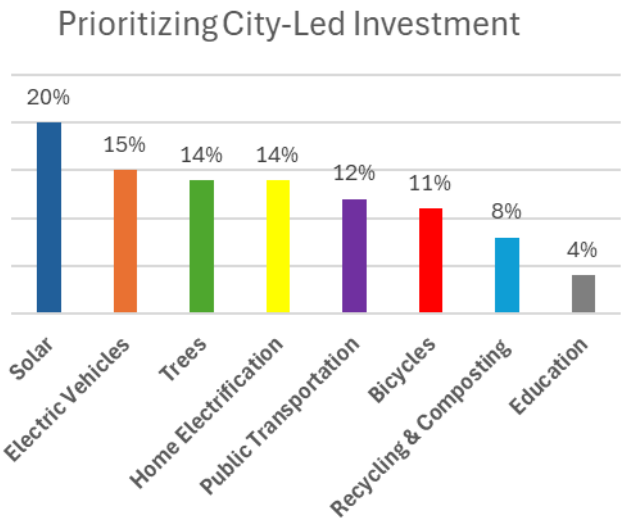
## Engaging With Our Diverse Community

Taking the City's commitment to equity, inclusivity, and diversity to heart, the City's Climate Adaptation & Resilience Division implemented a bi-lingual public engagement campaign to solicit valued public input from a wide cross-section of Ukiah's population. An innovative "balancing act" community survey provided respondents with an opportunity to select between Moderate and High rates of action for key climate action strategies. Respondents could also provide direct public comment, and the survey was accessible online for a period of 30 days. When given a choice, survey respondents consistently opted to select the High impact measure options which demonstrates the community's eagerness to see transformative change. Respondents demonstrated the highest support towards actions like City procurement efforts to bolster the City's carbon-free energy mix, EV adoption rates for both commercial and passenger vehicles, and tree planting. Additional comments centered around leveraging the City's ownership of its electric grid as a means to quickly achieve goals. Specifically, residents and stakeholders expressed desire for the City to consider microgrids, battery storage, heat pumps, a green rate option and rebate access, and EV charging infrastructure. Altogether this represents a theme – residents and ratepayers wish to see rapid adoption of renewable energy and electrification here in Ukiah. In addition to the online survey, the engagement campaign featured social media posts, physical flyers, email notices, earned media, a community workshop, two online webinars, and two 30-day public comment periods. The City also upgraded its Climate Adaptation & Division website during this process, which can be found by visiting: https://cityofukiah.com/climate-resilience/.



As part of the development of the CAP, the Community Development Department (CDD), on behalf of the City of Ukiah, hosted an in-person Climate Action Community Workshop on Thursday, September 26, 2024, at the Ukiah Valley Conference Center (UVCC) to solicit feedback from the community regarding their priorities for future city-led investment. The City provided Spanish language translation, food and beverage, and on-site childcare services. Members of the public and City staff were in attendance. This public engagement event involved a community activity where members of the public were given fictional dollars ($) and were asked to make "investments" in 7 different climate action strategies to help the City determine an appropriate level of prioritization. Participants were directed to spend their entire "capital budget" and select at least three different strategies. Figure 2 details the results of this exercise and is being shared to demonstrate the community's "willingness to pay" for climate solutions which can be used at a City leadership level to inform budget formulation and the City's capital improvement plan (CIP).

**Figure 2 Community Investment Priorities**



**Climate action, and climate adaptation and resilience, are interconnected yet distinct approaches to addressing the challenges posed by climate change**. *Climate action* refers to proactive measures aimed at reducing GHG emissions and slowing the pace of global warming. *Climate action* focuses on addressing the root causes of climate change by transitioning to cleaner energy sources, improving energy efficiency, promoting sustainable transportation, and protecting natural carbon sinks like forests and wetlands. In California, climate action is often codified in local CAPs, which outline strategies for cities and counties to meet state-mandated emissions reduction targets under laws like AB 32 and SB 32. Climate action is inherently forward-looking, emphasizing prevention and systemic change to avoid the worst impacts of climate change.

In contrast, *climate adaptation and resilience* focus on preparing for and responding to the unavoidable impacts of climate change. While *climate action* seeks to mitigate future risks, adaptation addresses the present and near-term consequences of a warming planet. Building resilience, a key component of the integrated climate planning model, refers to the ability of communities, ecosystems, and infrastructure to withstand, recover from, and adapt to climate-related disruptions. In California, *climate adaptation* efforts are critical due to the state's vulnerability to extreme weather, sea-level rise, extreme heat, wildfire, drought, flood, and broad-scale environmental shifts.

**Local governments play a pivotal role in both climate action and adaptation and resilience.** Local efforts by the City's Climate Adaptation & Resilience Division will reflect the understanding that *climate action* and *adaptation and resilience* are not mutually exclusive but rather complementary. Climate action (mitigation) measures lessen the severity of future impacts, while adaptation and resilience measures ensure communities can thrive in the face of current and projected changes. Together, these approaches form a two-pronged strategy that enables the City to tackle the climate crisis holistically, safeguarding both the environment and the well-being of its residents. Some jurisdictions have opted to develop a singular, integrated model for climate action, adaptation, and resilience within the same planning document. The City of Ukiah has opted to address climate action and adaptation and resilience separately, albeit still within an integrated model. As such, City staff have designed these climate action strategies to complement forthcoming adaptation and resilience measures currently being developed in tandem as part of a Climate Adaptation & Resilience Strategy (CARS). The City expects to release this strategy in 2026 as a complement to the 2025 CAP. Together, these two documents will represent the City of Ukiah's unified climate strategy.



## Prioritizing Actions That Maximize Community Impact

**This section highlights key themes and implementation priorities to establish a visionary framework for climate action in Ukiah**. To achieve carbon neutrality by 2045, the City of Ukiah will reduce our emissions as much as possible and offset irreducible emissions. Achieving carbon neutrality requires a paradigm shift away from fossil fuels. This also means generating and sourcing 100% clean power sources while maximizing energy and water efficiencies in buildings.

The implementation of activities detailed in the CAP would deliver additional co-benefits beyond GHG emissions reduction, providing longer-term positive outcomes for the community as a result of implementing the CAP. These co-benefits would support Ukiah in achieving the broader community goals. The co-benefits associated with each measure in the CAP include the following:

### Improved Health and Safety

This co-benefit is connected to CAP measures that promote a healthier community by reducing respiratory illnesses through improved indoor and outdoor air quality, enhancing safety and property protection by strengthening adaptive capacity, and improving quality of life by expanding opportunities for physical activity, increasing access to green spaces, and maintaining thermal comfort.

### Climate Change Resilience

This co-benefit is connected to CAP measures that enhance community capacity to prepare for, mitigate, and recover from climate hazards such as extreme heat, sea level rise, flooding, wildfires, landslides, and drought.

### Environmental Quality & Ecosystem Services

This co-benefit is connected to CAP measures that restore and protect local ecosystems provide multiple public benefits, including reducing pollutants and runoff in creeks, supporting biodiversity through habitat creation, improving water and air quality, decreasing local flood risks, and offering recreational opportunities for community enjoyment.

### Sustainable Land Use/Transportation Connection

This co-benefit is connected to CAP measures that prioritize human-centered economic corridors, such as transit-oriented development and promote intentional, sustainable development (i.e., smart growth) that supports Ukiah's climate goals.

### Jobs Development

This co-benefit is connected to CAP measures that promote clean energy adoption and sustainable business practices that, in turn, are essential for creating lucrative, modern, and well-paying job opportunities and supporting Ukiah's long-term economic prosperity.

**Prioritization is a means to describe how the City plans to pursue public supported activities that are also the most immediate, tangible, and cost-effective.** Community priorities were identified during the engagement process and represent, from the City's perspective, "the middle way" for local climate action - where broad-scale community needs like public health and safety, affordability, economic development, and equity benefit from well-designed programs and activities. Section 1 outlines in greater technical detail and specificity regarding the specific Measures and Actions that the City of Ukiah will take to achieve its GHG reduction goals but the following section aims to highlight emerging implementation "themes" that will define successful implementation, thus representing a visionary framework for action:

### Education, Outreach, & Enforcement

Human behavior, both on an individual and collective basis, is what ultimately drives local climate action. To promote more sustainable behaviors and foster broad community participation, the City will need to develop targeted education and outreach campaigns, host "hands-on" public workshops and trainings, develop youth education programs, and leverage tools like digital and social media. Taking these steps will ensure that engagement and enforcement efforts are meaningful, culturally sensitive, and equitable.

## Financial Assistance & Incentives

To achieve Ukiah's electrification and renewable power goals, the City will rely upon a combination of financial assistance and incentive programs tailored to meet the needs of its residents and businesses, particularly within disadvantaged communities. These financial support programs may include the provision of rebates/vouchers, mini-grants, low-interest loans, incentivized utility rate programs, and point-of-sale discounts designed. By combining these approaches, Ukiah can address financial barriers, build-out its local green economy and green workforce, and ensure that climate action benefits are equitably distributed across the community.

## Walking, Biking, & Active Transportation

The City will continue to invest in Ukiah's public right-of-way to ensure all residents and visitors have equitable access to a safe network of protected bike lanes and walking/running paths that connect residents with green spaces and one another. By fully embracing active modes of transportation, the City can create healthy alternatives to personal vehicle use, empowering residents to advance local climate action and improve public health. The City can pilot bikeshare programs, test temporary bike lanes, pedestrian plazas, walking buses, and car-free pedestrian zones to demonstrate the benefits of active transportation and gather feedback from the community.

## Local Renewable Power & Storage

The City of Ukiah is committed to expanding local renewable energy generation, such as solar and wind, to reduce emissions, lower energy costs, and enhance energy independence. To effectively increase local renewable energy generation at a local level, the City of Ukiah can invest in community solar projects and incentives to promote residential solar and battery storage systems that provide backup power during outages and reduce household energy costs over the long-term. The City can also look to underutilized urban space such as rooftops, parking lots, mobile home parks, and playgrounds as a means of increasing local renewable generation while also reducing the urban heat effect.

## Affordable & Convenient Public Transportation

The City of Ukiah is committed to working with Mendocino Transit Authority (MTA) to identify strategies to expand affordable, reliable, and convenient public transportation options that reduce community emissions and enhance mobility. Investing in expanded service routes and schedules that connect residents to essential services, education, workforce development, and business corridors, can catalyze local economic growth. Installing bike racks at transit stops and on vehicles and co-locating bike share stations near transit hubs can encourage multimodal transportation.

## Residential Electrification & Home Hardening

The City of Ukiah is committed to advancing residential home electrification and resilient home improvements to reduce emissions, lower energy costs, and enhance climate resilience. To support the community during this transition, the City can adopt innovative building codes and standards that phase-out fossil fuel energy and protect structures from extreme weather and wildfire, partner with trade schools and institutions of higher learning to develop a local workforce comprised of electricians, contractors, and skilled labor, and streamline permitting processes for electrification projects to reduce barriers and costs for homeowners.

## Circular Economy

Supporting local waste reduction, reuse, repair, and recycling initiatives can build a circular economy that strengthens community resilience. To realize this vision of enhanced materials circularity, the City will need to work with established haulers to expand education and outreach to increase awareness and improve participation rates, and by leveraging the City's purchasing power encourage the use of locally sourced, sustainable materials in new construction and manufacturing to reduce the carbon footprint of new development projects. Lastly, the City can establish a network of distributed composting infrastructure to recycle food waste into soil that supports urban agriculture and community gardens to enhance food security, especially in underserved areas.

## Nature Based Solutions

Some of the best available tools for climate action are nature-based solutions, such as urban greening, regenerative agriculture, reforestation, afforestation, and wetland restoration. To enhance climate resilience, sequester carbon, and improve community health, the City can strengthen the local ecosystem through urban tree planting, enhancing wetland and riparian habitats, promote regenerative agriculture and carbon farming, support pollinators and the soil micro-biome, and manage healthy and fire-resilient landscapes. Leveraging Ukiah's vibrant and culturally valuable natural resources, particularly its open, wild, and working lands, presents intriguing opportunities for carbon sequestration as a strategy to offset unavoidable emissions.

## Resource Conservation & Land Use

The Ukiah 2040 General Plan along with the Ukiah Valley Area Plan outline how the City plans to protect and conserve valuable natural and ecological resources, such as the *western hills* and the Ukiah Valley Basin Watershed, preserve the natural and aesthetic character of hillside areas, and permanently protect open spaces and agricultural lands. To achieve these aspirations of environmental stewardship while balancing sustainable growth, the City is working to adopt zoning regulations that prioritize the preservation of open spaces, green spaces, and agricultural lands, limiting urban sprawl and incompatible development. The City also recognizes that concrete, asphalt, and other low-albedo surfaces contribute directly to global warming and amplify the local urban heat effect and, therefore, should be minimized wherever possible.

## Sustainable Development

To ensure the City's future growth aspirations are balanced with the goal of carbon neutrality by 2045, the City will look to align its land use policies, development strategy, and climate action efforts with the UN's 17 Sustainable Development Goals (SDGs)[16] and the U.S. Green Building Council's (USGBC) LEED rating system[17] along with emerging innovations in building codes and community development planning trends in California. By promoting density, infill development, and redevelopment of underutilized urban space, the City can achieve its inclusive economic growth and climate action goals.



[16] The United Nations 17 Sustainable Development Goals are; 1) No Poverty, 2) Zero Hunger, 3) Good Health & Wellbeing, 4) Quality Education, 5) Gender Equality, 6) Clean Water & Sanitation, 7) Affordable & Clean Energy, 8) Decent Work & Economic Growth, 9) Industry, Innovation, & Infrastructure, 10) Reduced Inequalities, 11) Sustainable Cities & Communities, 12) Responsible Consumption & Production, 13) Climate Action, 14) Life Below Water, 15) Life on Land, 16) Peace, Justice, & Strong Institutions, and 17) Partnerships for the Goals. Found at https://sdgs.un.org/goals

[17] USGBC LEED Rating System found at https://www.usgbc.org/leed

## Climate Resilient Infrastructure & Energy Systems

The City of Ukiah is committed to developing climate-resilient infrastructure and energy systems to withstand extreme weather, reduce emissions, and ensure reliable services. To model the way for the public to emulate, the City can integrate solar power with battery storage in all its critical facilities to improve operational resilience and reliability, especially during power outages. The City-owned and operated electric utility can both procure more renewable energy and identify ways to store intermittent power at scale, which supports Ukiah's energy security and resilience goals. Households and businesses can support the City during this transition by taking advantage of available and future incentives for household solar, wind, and battery storage systems.

## Pilots & Demonstration Projects

Climate action demands urgent, bold, and relentless effort, but also flexibility as challenges and solutions emerge and evolve over time. For Ukiah, integrating pilot and demonstration projects as a strategy for implementation offers a practical way for the City and the public to test innovative approaches, refine strategies, and identify alternatives before scaling solutions. This pragmatic approach can inform how citywide infrastructure, operations, programs, and policies should be designed while also providing for an opportunity for the public to be educated on the efficacy of climate solutions.

Table 1 summarizes the CAP measures developed in accordance with the community's priorities and highlights how they align with other initiatives already occurring in Ukiah. For more information regarding the actions needed to implement these measures, see Sections 3-9.



**Table 1 CAP Implementation Alignment with City Initiatives**

| Measure/Action Number | Goal/Measure | City Plan Alignment[1] | Magnitude of GHG Reduction Potential[1] | Magnitude of Cost |
|---|---|---|---|---|
| **Building Energy** | | | | |
| Measure BE-1 | Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045 | 2040 GP HO-1b<br>CCSP AI-15<br>CCSP AI-14<br>CCSP AI-30 | High | High (City)<br>Moderate (Com) |
| Measure BE-2 | Decarbonize 15% of existing buildings by 2030 and 100% by 2045 | 2040 GP HO-1d<br>2040 GP HO-1e<br>CCSP AI-1<br>CCSP AI-10 | High | Moderate (Com) |
| Measure BE-3 | Decarbonize 95% of new building construction by 2026 | 2040 GP HO-1d<br>2040 GP HO-1e<br>CCSP AI-1<br>CCSP AI-10 | Moderate | Low (Com) |
| Measure BE-4 | Decarbonize 50% of municipal buildings by 2030 and 100% by 2045 | 2040 GP AG-M<br>CCSP AI-12<br>CCSP AI-13 | Low[2] | Moderate (City) |
| **Transportation** | | | | |
| Measure T-1 | Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045 | 2040 GP LU-A<br>2040 GP ED-5<br>2040 GP MO-C<br>CCSP AI-5<br>CCSP AI-34<br>CCSP AI-37 | Low | High (City) |

| Measure/Action Number | Goal/Measure | City Plan Alignment[1] | Magnitude of GHG Reduction Potential[1] | Magnitude of Cost |
|---|---|---|---|---|
| Measure T-2 | Increase total public transportation mode share to 5% by 2030, and 20% by 2045 | 2040 GP MO-F<br>2040 GP MO-J<br>CCSP AI-36<br>CCSP AI-38 | Low | High (City) |
| Measure T-3 | Reduce local VMT from single passenger vehicles | 2040 GP LU-A<br>2040 GP MO-D<br>2040 GP MO-E<br>CCSP AI-30 | Low[2] | Low (City) |
| Measure T-4 | Achieve zero-emission vehicle (ZEV) adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045 | CCSP AI-30 | High | Moderate (City) |
| Measure T-5 | By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20 | CCSP AI-30<br>CCSP AI-10 | Low | Low (City) |
| Measure T-6 | Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements | 2040 GP AG-M<br>2040 GP ES-M<br>CCSP AI-10 | Low[2] | Moderate (City) |
| **Water Resources** | | | | |
| Measure WR-1 | Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption | 2040 GP PI-A<br>2040 GP SF-W<br>2040 GP ES-J<br>2040 GP ES-B<br>2040 GP ES-K<br>2040 GP ES-L<br>CCSP AI-23<br>CCSP AI-15 | Low[2] | Low/Moderate (City) |
| **Solid Waste** | | | | |
| Measure SW-1 | Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030 | 2040 GP HO-1e<br>2040 GP PI-E<br>CCSP AI-2<br>CCSP AI-21 | Moderate | Moderate (City)<br>Low (Com) |
| Measure SW-2 | Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030 | 2040 GP AG-M<br>2040 GP AG-I | Low | Moderate (City)<br>Low (Com) |
| **Carbon Sequestration** | | | | |
| Measure CS-1 | Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045 | 2040 GP ES-B<br>2040 GP ES-A<br>2040 GP ES-E<br>2040 GP ES-C<br>2040 GP ES-F<br>2040 GP SF-U<br>CCSP AI-4 | Low | Low (City)<br>Low (Com) |

| Measure/Action Number | Goal/Measure | City Plan Alignment[1] | Magnitude of GHG Reduction Potential[1] | Magnitude of Cost |
|---|---|---|---|---|
| Measure CS-2 | Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region | CCSP AI-13<br>CCSP AI-11<br>CCSP AI-17<br>CCSP AI-30 | Low | Low (City) |

Notes:

1. See Appendix F *Climate Action Plan City Plans Alignment* for more information regarding City Plan Alignment.

The following sections outline, in full technical detail, the data supported GHG inventory, forecast, targets, and reduction measures and actions that will define climate action in the City of Ukiah and as required by CEQA guidelines (see Table 2). The following sections are designed to inform implementation by policy and decisionmakers, while providing interested parties such as the business community, environmental groups, regulatory bodies, and regional governments with the full, in-depth context for how the City of Ukiah will take action.

# 1 Technical Overview

## 1.1 Purpose

This living document serves as an iterative roadmap to help Ukiah achieve GHG emissions reductions in line with state goals and science-based thresholds set by the Intergovernmental Panel on Climate Change (IPCC). The CAP primarily focuses on outlining the Ukiah's current and projected GHG emissions, while prioritizing and detailing key near-term measures and actions that will have the greatest impact on reducing emissions, safeguarding that they are community-driven, feasible, and equitable.

While the impacts of climate change will be felt by all, certain groups—such as older adults, young children, individuals with pre-existing health conditions, and those with lower socioeconomic status—are particularly vulnerable. Consistent with the values identified in the 2040 General Plan, it is a priority for the City of Ukiah that strategies and measures developed as part of this CAP prioritize equity, benefiting all community members while avoiding disproportionate burdens on those most vulnerable to climate risks.

## 1.2 CEQA GHG Emissions Analysis Streamlining

This CAP fulfills the requirements of California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) to be considered a "qualified" GHG reduction plan.[18] In compliance with CEQA and CEQA Guidelines, local agencies are required to evaluate the environmental impacts of discretionary projects or plans, including impacts related to GHG emissions associated with the construction and operation of projects or plans. The CEQA Guidelines provide guidance for proposed projects and plans to streamline CEQA GHG emissions analysis by conducting a consistency analysis with a qualified GHG reduction plan.

This CAP and the associated CEQA environmental assessment documentation are consistent with the criteria set forth in CEQA Guidelines Section 15183.5(b) as summarized in Table 2. Therefore, this CAP is considered a qualified GHG reduction plan.

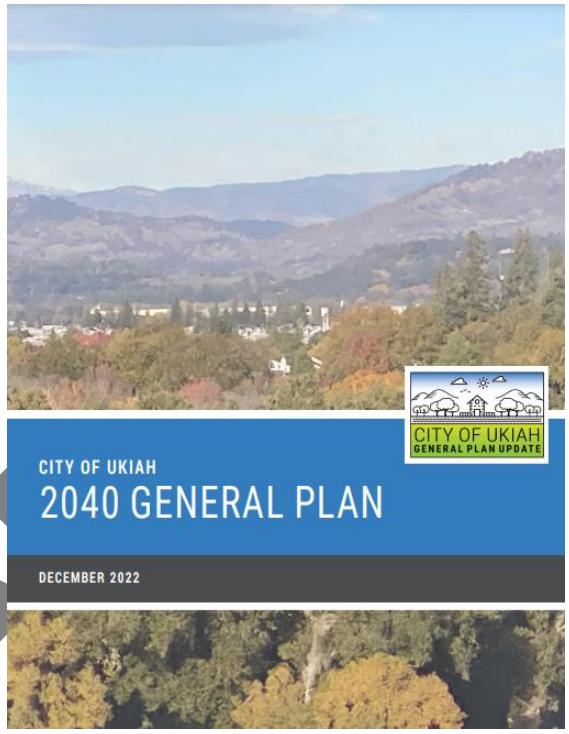
**Table 2 CEQA Guidelines Section 15183.5(b) Criteria Addressed in CAP**

| CEQA Criteria | CAP Chapter Addressing Criteria |
|---|---|
| 1. Quantify existing and projected GHG emissions within the plan area | Chapter 2 |
| 2. Establish a reduction target consistent with State targets | Chapter 2 |
| 3. Identify and analyze sector specific GHG emissions from specific actions or categories of actions anticipated within the geographic area | Chapter 2;<br>Appendix C |
| 4. Specify measures and actions that substantial evidence demonstrates would collectively achieve the specified reduction target | Chapters 4, 5, 6, 7, 8;<br>Appendix D |
| 5. Establish a mechanism to monitor progress and amend the plan if it is not achieving specified emissions levels | Chapter 9 |
| 6. Adopt in a public process following environmental review | See associated CEQA environmental assessment documentation |

[18] Governor's Office of Planning and Research (OPR), "General Plan Guidelines - Chapter 8: Climate Change," Available: https://opr.ca.gov/docs/OPR_C8_final.pdf .

If future projects and plans are consistent with this CAP, future CEQA GHG emissions impact analyses can be streamlined according to the City's direction.

## 1.3 Ukiah General Plan EIR GHG Mitigation Requirement




Acknowledging the need for actionable strategies to address climate change, the City of Ukiah is required to develop and implement a community CAP as outlined in the 2040 Ukiah General Plan Environmental Impact Report (EIR) GHG emissions mitigation. The EIR established the necessity for a CAP to identify and implement measures that would enable Ukiah to meet GHG emissions reduction targets for 2030 and 2045, in alignment with State climate goals and the Ukiah climate emergency declaration (Resolution No. 2022-44).

This CAP is intended to serve as a key implementation tool for the 2040 Ukiah General Plan, providing a framework for measurable GHG emissions reduction while addressing local priorities such as economic resilience and community health. The planning process for this CAP has included strategies to achieve consistency with State climate policies, specifically SB 32 and AB 1279, that call for reduction of GHG emissions and carbon neutrality by 2030 and 2045, respectively.

For more details regarding the planning requirements and EIR GHG emissions mitigation measures tied to the CAP, please refer to the 2040 Ukiah General Plan and EIR.

# 2 Current and Projected GHG Emissions

## 2.1 Ukiah GHG Emissions Inventory Summary

Community GHG inventories measure the GHG emissions generated by residents and businesses operating within the jurisdictional boundaries of a given community, in this case City of Ukiah limits. The process of creating a GHG inventory includes identifying activities that are major sources of GHG emissions and collecting data on those activities for a specific calendar year. GHG emission factors are used to convert the collected activity data into GHG emissions produced. Inventories measure GHG emissions in units of metric tons of carbon dioxide equivalent, or MT $CO_2e$.

### GHG Inventory Protocols

Emissions estimates were calculated using the International Council for Local Environmental Initiatives (ICLEI) methodologies. Specifically, the United States Community Protocol for Accounting and Reporting Greenhouse Gas Emissions Version 1.2 (Community Protocol) is used for community-wide emission. The Community Protocol is an authoritative guide for best practices in calculating community-scale GHG inventories. The protocol separates a city's GHG-generating activities into categories known as emissions sectors. Large emissions sectors identified by the Protocol include the transportation sector (such as combustion emissions from cars and other vehicles operating within the city), the building sector (including emissions from electricity and natural gas usage), and the waste sector (capturing emissions from sending solid waste to the landfill).

Activities that cannot be controlled or influenced by City policies are excluded from community inventory. For example, irreducible emissions from vehicles traveling with origins and destinations that are both outside of city limits are excluded because a city has limited influence on pass-through travel activity.[19]



### Ukiah 2022 Community GHG Inventory

The CAP includes a 2022 inventory of GHG emissions from Ukiah's community-wide activities. The inventory accounts for sources within Ukiah's jurisdictional control in alignment with established GHG accounting protocols and state guidance. In 2022, Ukiah's GHG emissions totaled 132,323 MT $CO_2e$ (see Appendix C).

As shown in Figure 3 and Table 3, transportation emissions represented the largest share of community-wide emissions (70,050 MT $CO_2e$, or 53% of total emissions). Within the transportation sector, passenger on-road transportation was the largest contributor (44,190 MT $CO_2e$, 33%), followed by commercial on-road transportation (21,979 MT $CO_2e$, 17%). Building energy use, including electricity and natural gas consumption, was the second-largest source of emissions (58,368 MT $CO_2e$, 44% of total emissions). Residential energy use contributed 26,080 MT $CO_2e$ (20%), while nonresidential energy use accounted for 32,288 MT $CO_2e$ (24%). The remaining emissions were attributed to solid waste (3,873 MT $CO_2e$, 3%) and wastewater treatment (31 MT $CO_2e$, <1%).

[19] The Regional Targets Advisory Committee (RTAC) established under SB 375 recommends the following accounting of various trip types for VMT purposes23: Include 100% of internal-internal (I-I) trips Exclude external-external (X-X) trips Count 50% of internal-external (I-X) and external-internal (X-I) trips. Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375. September 2009. http://www.arb.ca.gov/cc/sb375/rtac/report/092909/finalreport.pdf

**Figure 3 Ukiah Greenhouse Gas Emissions by Sector, 2022**

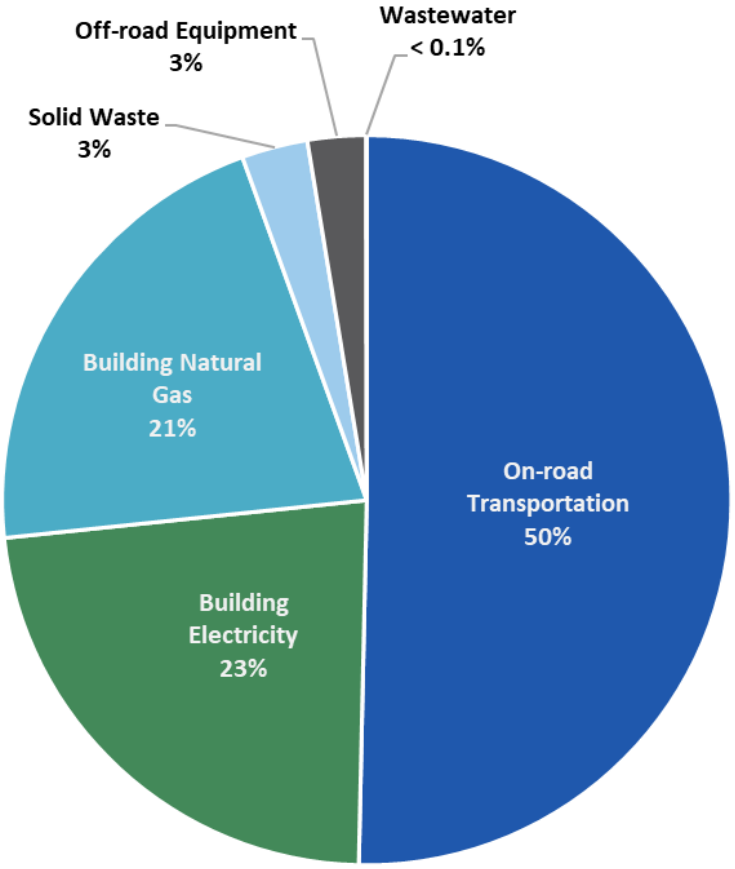


**Table 3 Ukiah 2022 GHG Emissions Inventory Summary**

| GHG Emissions Sector/Source | MT $CO_2e$ | % of Total Emissions |
|---|---|---|
| **Transportation** | **70,050** | **53%** |
| On-Road Transportation - Passenger | 44,190 | 33% |
| On-Road Transportation - Commercial | 21,979 | 17% |
| On-Road Transportation - Bus | 455 | 0% |
| Off Road - Diesel | 1,742 | 1% |
| Off Road - Gasoline | 1,684 | 1% |
| Off Road - Natural Gas | 0 | 0% |
| **Electricity** | **30,436** | **23%** |
| Residential Electricity | 10,265 | 8% |
| Nonresidential Electricity[1] | 20,171 | 15% |
| **Natural Gas** | **27,932** | **21%** |
| Residential Natural Gas | 15,815 | 12% |
| Nonresidential Natural Gas[1] | 12,117 | 9% |
| **Water Resources** | **31** | **< 0.1%** |
| Wastewater | 31 | 0% |
| Water[2] | 0 | 0% |
| **Solid Waste** | **3,873** | **3%** |
| Solid Waste | 3,873 | 3% |
| **Total** | | |
| Total Emissions | 132,323 | 100% |

Notes: $CO_2e$ = carbon dioxide equivalent; MT = metric tons

1. Nonresidential includes emissions from commercial and industrial building electricity consumption
2. Distribution of water to consumers is anticipated to be included under nonresidential electricity consumption, as the City is the sole supplier of water to the community. Thus, emissions associated with distribution are not included to avoid double counting.



## 2.2 Ukiah GHG Emissions Forecasts Summary

GHG emissions forecasts estimate Ukiah's future GHG emissions and serve as a tool to track trends and measure progress. They help Ukiah determine the level of GHG emissions reduction needed to meet future GHG reduction targets. These forecasts, covering the years 2030, 2035, 2040, and 2045, were developed using data from the 2022 inventory.

To contextualize how GHG emissions are expected to change and guide GHG reduction efforts, the City developed two types of forecasts. The first is a business-as-usual (BAU) forecast, which is based on the 2022 inventory and projected changes in population, housing, and job growth. The second is an adjusted forecast, which incorporates the impact of State regulations aimed at reducing GHG emissions across California.

### Business-as-Usual Forecast

The BAU forecast assumes that emission factors and activity levels remain constant over time, making population and job growth the primary drivers of GHG-emitting activities. This forecast serves as a baseline for comparison, operating under the assumption that there are no advancements in technology, shifts in behavior, or new legislation, while population and job growth follow projected trends.

To develop a GHG emissions forecast, growth metrics (e.g., population, housing, and employment projections) are multiplied by BAU growth indicators, which represent a baseline metric developed from the GHG emissions inventory (Table 4). Appendix C provides additional details on the growth metrics, demographics, and methodologies used to develop the BAU forecast.

**Table 4 Growth Metrics for Ukiah BAU GHG Emissions Forecast**

| Growth Metric | 2022 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|
| Population[1] | 15,929 | 17,834 | 19,025 | 20,216 | 21,407 |
| Households[2] | 6,589 | 7,616 | 8,109 | 8,601 | 9,094 |
| Employment[3] | 6,800 | 9,632 | 11,402 | 13,172 | 14,942 |
| Service Population[4] | 22,729 | 27,466 | 30,427 | 33,388 | 36,349 |

Note:

1. Population growth for 2045 provided by GHD was developed based on Department of Finance and Ukiah 2040 General Plan population data. Interim years were linearly interpolated based on reported 2045 population.
2. Household growth was calculated by multiplying GHD population projections by the 2022 Department of Finance average people per household.
3. Employment growth for 2045 provided by GHD was developed based on State of California Employment Development Department and Ukiah 2040 General Plan data. Interim years were linearly interpolated based on reported 2045 employment.
4. Service Population = Population + Employment

This BAU approach enables the City to translate growth projections into GHG emissions estimates by applying the same emissions factors used in the 2022 GHG emissions inventory. This methodology is applied to sectors such as electricity, natural gas, water resources, and solid waste. Table 5 summarizes the BAU forecast for each forecast year.

**Table 5 BAU Emissions Forecast (MT $CO_2e$)**

| GHG Emissions Source | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|
| On-Road Transportation - Passenger | 54,037 | 59,851 | 65,452 | 70,855 |
| On-Road Transportation - Commercial | 22,894 | 24,626 | 27,090 | 30,237 |
| On-Road Transportation - Buses | 480 | 496 | 512 | 528 |
| Off Road Transportation & Equipment | 3,639 | 3,795 | 3,944 | 4,108 |
| **Electricity** | | | | |
| Residential Electricity | 11,866 | 12,634 | 13,402 | 14,170 |
| Nonresidential Electricity | 28,572 | 33,822 | 39,073 | 44,323 |
| **Natural Gas** | | | | |
| Residential Natural Gas | 15,815 | 18,281 | 19,463 | 20,646 |
| Nonresidential Natural Gas | 12,117 | 17,163 | 20,317 | 23,470 |
| **Water Resources** | | | | |
| Wastewater | 37 | 41 | 45 | 49 |
| Water[1] | 0 | 0 | 0 | 0 |
| **Solid Waste** | | | | |
| Solid Waste | 4,681 | 5,185 | 5,690 | 6,195 |
| **Total** | **161,649** | **180,231** | **199,324** | **218,918** |

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT $CO_2e$); Values in this table may not add up to totals due to rounding

1. Distribution of water to consumers is anticipated to be included under nonresidential electricity consumption as the City is the sole supplier of water to the community. Thus, emissions associated with distribution are not included to avoid double counting.

## Adjusted Forecast

The adjusted forecast refines the BAU forecast to incorporate the impact of state-level legislation, policies, and programs (e.g., SB 100, Title 24 Energy Efficiency Standards, Advanced Clean Truck Rule) expected to reduce GHG emissions. By accounting for the effects of enacted laws, this projection offers a more accurate representation of Ukiah's future emissions. Comparing the BAU and adjusted forecasts illustrates the anticipated reduction in Ukiah's GHG emissions resulting from State initiatives.

Numerous regulations and policies at the State level have been put into effect and are anticipated to lower Ukiah's future emissions. These pieces of legislation are incorporated into the adjusted forecast to provide a more accurate depiction of Ukiah's future emissions. The pertinent policies and initiatives are outlined below:

- **Advanced Clean Cars Program.** A comprehensive car emissions control program which regulates smog, soot-causing pollutants, and GHG emissions into a single coordinated package of requirements.[20]
- **Innovative Clean Transit.** A regulation focused on long-term goal of full transition of the heavy-duty transportation sector to zero-emission technologies. It requires all public transit agencies to gradually transition to a 100 percent zero-emission bus fleet and encourages them to provide innovative first and last-mile connectivity and improved mobility for transit riders.
- **Title 24 Building Energy Efficiency Standards.** Building standards that regulate new residential and commercial development in California by requiring increased efficiency related to space heating and cooling, lighting, and water heating.
- **California Renewable Portfolio Standard (RPS).** Requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from renewable energy resources. Adopted in 2018, SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045. SB 1020 builds upon SB 100 by advancing the State trajectory to 100 percent clean energy procurement by 2045 by creating clean energy targets of 90 percent by 2035 and 95 percent by 2040.



See Appendix B for more information on these and a suite of other programs and policies that are intended to reduce emissions, including SB 1383 and AB 341, that are not included in the adjusted forecast because they are emphasized in the CAPs GHG reduction measures.

[20] As of December 2024, the U.S. EPA granted California a waiver for its Advanced Clean Cars II (ACC II) regulations, allowing enforcement of 100% zero-emission vehicle sales by 2035. Additionally, a waiver was approved for the Heavy-Duty Omnibus Regulation, mandating stricter emissions standards for heavy-duty vehicles (https://www.epa.gov/newsreleases/epa-grants-waiver-californias-advanced-clean-cars-ii-regulations?utm_source=chatgpt.com). In January 2025, anticipating potential challenges from the incoming federal administration, the California Air Resources Board (CARB) withdrew a waiver request for the Advanced Clean Fleets rule, which sought to establish timelines for commercial truck operators to transition to zero-emission vehicles (https://www.reuters.com/business/environment/california-withdraws-clean-truck-epa-waiver-request-ahead-trump-inauguration-2025-01-15/?utm_source=chatgpt.com).

**Table 6 Adjusted Forecast (MT $CO_2e$)**

| GHG Emissions Source | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|
| **Transportation** | | | | |
| On-Road Transportation - Passenger | 45,323 | 46,276 | 48,323 | 51,001 |
| On-Road Transportation - Commercial | 21,732 | 21,252 | 21,738 | 23,145 |
| On-Road Transportation - Buses | 412 | 347 | 296 | 227 |
| Off Road Transportation & Equipment | 3,639 | 3,795 | 3,944 | 4,108 |
| **Electricity** | | | | |
| Residential Electricity | 5,963 | 1,541 | 796 | 0 |
| Nonresidential Electricity | 14,070 | 4,017 | 2,258 | 0 |
| **Natural Gas** | | | | |
| Residential Natural Gas | 18,108 | 19,208 | 20,307 | 21,407 |
| Nonresidential Natural Gas | 17,163 | 20,317 | 23,470 | 26,624 |
| **Water Resources** | | | | |
| Water[1] | 0 | 0 | 0 | 0 |
| Wastewater[1] | 37 | 41 | 45 | 49 |
| **Solid Waste** | | | | |
| Solid Waste | 4,681 | 5,185 | 5,690 | 6,195 |
| **Total** | **131,128** | **121,979** | **126,868** | **132,758** |

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT $CO_2e$); Values in this table may not add up to totals due to rounding

1. Distribution of water to consumers is anticipated to be included under nonresidential electricity consumption as the City is the sole supplier of water to the community. Thus, emissions associated with distribution are not included to avoid double counting.



## Comparing Forecast Scenarios

The BAU forecast for Ukiah projects an increase in GHG emissions above the 2022 GHG emissions inventory from all GHG emissions sources through 2045 based on projected job and population growth. Ukiah's BAU GHG emissions are projected to increase to 218,918 MT $CO_2e$ by 2045 (see Table 5).

The adjusted forecast projects significant GHG emissions reduction in the electricity sector, nearing zero by 2045 due to stringent renewable energy mandates under SB 100 and SB 1020. Natural gas emissions are projected to rise with housing and employment growth but are partially offset by Title 24 efficiency standards for new construction. Transportation emissions are expected to grow due to increasing VMT and the expiration of State regulations on vehicle emissions and efficiencies by 2030, resulting in slower emissions reduction as 2045 approaches. Wastewater and solid waste emissions are also projected to increase through 2045.[21] A detailed breakdown of projected emissions by sector and year can be found in Table 6. Refer to Appendix C for a more detailed discussion related to methodology modeling, and supportive evidence for Ukiah's GHG forecasts.

[21] Forecast of solid waste emissions excludes impact of meeting SB 1383 requirements.

# 2.3 Ukiah GHG Emissions Targets and Gap Summary

## State GHG Emissions Targets Context

Over the past two decades, California has implemented a wide range of legislation, policies, and programs to reduce GHG emissions, solidifying the State's position as a global leader in climate action. Key legislation driving the State's current climate goals includes SB 32 and AB 1279. These regulations establish State-wide GHG reduction targets for 2030 and 2045 and outline a pathway toward achieving carbon neutrality in California by 2045, as detailed below. See Appendix B for a full list of relevant State-level legislation.

- **Senate Bill 32:** Requires a State-wide reduction in GHG emissions of 40 percent below 1990 levels by 2030. A respective California Climate Change Scoping Plan update detailing the State's plan to achieve this reduction was adopted in 2017.
- **Assembly Bill 1279:** Requires California to achieve carbon neutrality no later than 2045, including an 85 percent GHG emissions reduction below 1990 levels. A respective California Climate Change Scoping Plan update detailing the State's plan to achieve this reduction was adopted in 2022.

## Ukiah GHG Emissions Targets

The 2022 California Climate Change Scoping Plan recommends that local agencies establish community-wide GHG reduction goals for local CAPs that will help California achieve the 2030 target and longer-term goal. The Scoping Plan notes that it is appropriate to derive evidence-based targets or goals from local GHG emissions sectors and population projections, consistent with the framework used to develop the Statewide targets. CARB also notes that GHG goals and targets should display a downward trend consistent with State-wide objectives.[22]

State climate legislation compares emissions reduction targets to a 1990 baseline. Ukiah's GHG targets were set based on the 2022 Community GHG emissions inventory which was used to back-cast to the 1990 GHG emissions level. This back-cast uses the State-wide change in GHG emissions from 1990 to 2021 for the same emission sectors that exist in Ukiah as a guide for estimating changes in Ukiah during the same period.[23] The estimated 1990 GHG emissions were then reduced by 40 percent to set the 2030 target and to zero for the 2045 target. These targets align with the State's GHG reduction goals for 2030 and 2045, as outlined below:

- Reduce GHG emissions to 40 percent below 1990 levels by 2030 (SB 32 target year)
- Make substantial progress towards carbon neutrality[24] by 2045 (AB 1279 target year)

These targets are further outlined and compared to the BAU and adjusted emissions forecasts from the 2022 baseline year through 2045 in the table below. The emissions "gap" is the difference between the adjusted emissions forecast and Ukiah's GHG targets. Gaps are presented for each year in the final row of Table 7 and represents the amount of GHG emissions reduction that the

[22] CARB. 2022 Scoping Plan for Achieving Carbon Neutrality. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents
[23] At time of development, 2021 was the most recent State GHG inventory available and was therefore used as the best approximation of emissions reduction compared to the State's 1990 inventory.
[24] The State carbon neutrality goal established by Assembly Bill 1279 considers carbon neutrality to be at least an 85 percent reduction in GHG emissions with the remaining fraction achieved through removals such as carbon sequestration. However, targets are set on a net-zero pathways to reflect that community-scale strategies will need to be employed to achieve sufficient carbon sequestration by 2045 and achieve carbon neutrality.

community must achieve to meet Ukiah's targets. Figure 4 provides a graphical representation of the forecasted emissions pathways.

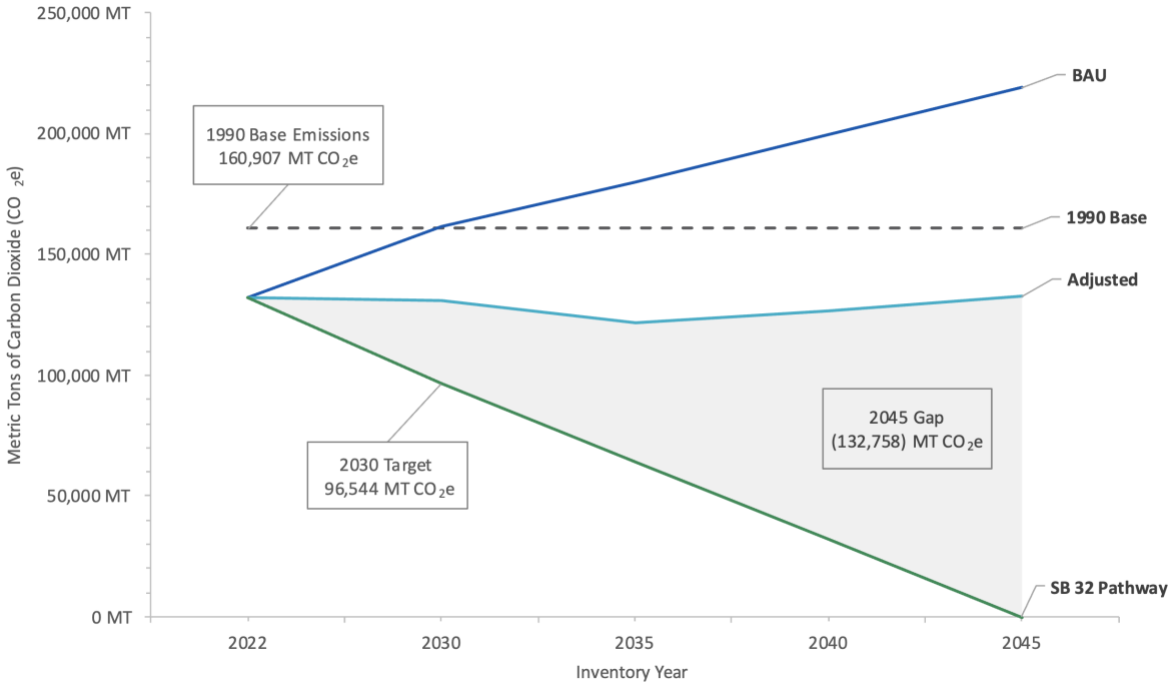
**Table 7 GHG Reduction Target Pathway (MT $CO_2e$)**

| GHG Emissions Pathways | 2022 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|
| BAU Forecast | 132,323 | 161,649 | 180,231 | 199,324 | 218,918 |
| Adjusted Forecast | 132,323 | 131,128 | 121,979 | 126,868 | 132,758 |
| Emissions Targets[1] | 132,323 | 96,544 | 64,363 | 32,181 | 0 |
| Emissions "Gap" | 0 | 34,583 | 57,616 | 94,686 | 132,758 |

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT $CO_2e$)

1. The State carbon neutrality goal established by Assembly Bill 1279 considers carbon neutrality to be at least an 85 percent reduction in GHG emissions with the remaining fraction achieved through removals such as carbon sequestration. However, targets are set on a net-zero pathways to reflect that community-scale strategies will need to be employed to achieve sufficient carbon sequestration by 2045 and achieve carbon neutrality.

**Figure 4 GHG Emissions Forecast and Targets Pathway (MT $CO_2e$)**




## Meeting the GHG Emissions Targets

While State regulations and programs will contribute to reducing state-wide GHG emissions, Ukiah must implement local GHG reduction measures to take on a fair share of GHG emissions reduction and meet the 2030 emissions target and make significant progress toward the 2045 target. To align with these goals, Ukiah needs to reduce emissions by 34,583 MT $CO_2e$ by 2030 and 132,758 MT $CO_2e$ by 2045.

Local policies and programs referred to as Measures and Actions, are key to achieving GHG reduction. The GHG reduction associated with these measures, as outlined in the CAP, are sufficient to meet the 2030 target set by SB 32 and substantially advance progress toward the 2045 carbon

neutrality goal aligned with AB 1279. Further details on measures and actions are provided in Sections 3 through 8. Table 8 summarizes Ukiah's emissions targets and the reduction expected from implementing the identified measures, showing that the 2030 target will be achieved and significant progress made toward the 2045 goal. Figure 5 illustrates how Ukiah's measures align with the climate action targets, demonstrating Ukiah's strong commitment to reducing GHG emissions.

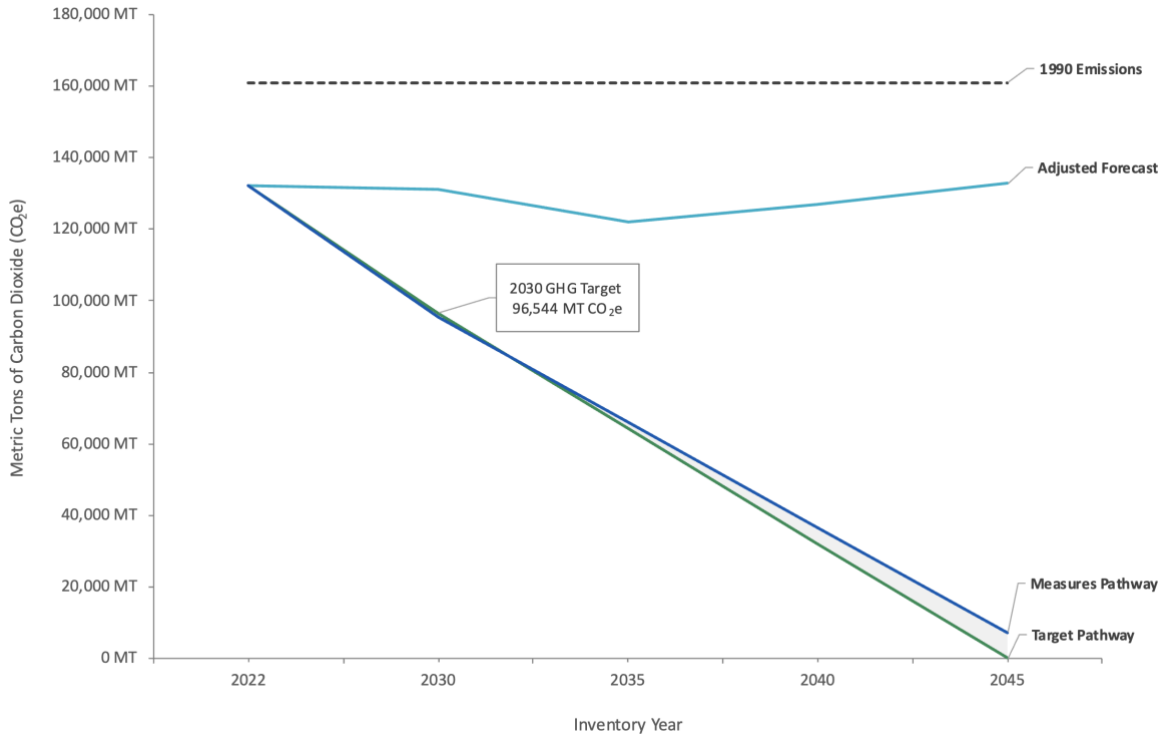
### Table 8 Targets and GHG Reduction (MT $CO_2e$)

| Target/Forecast | 2030 GHG Emissions | 2045 GHG Emissions |
|---|---|---|
| Adjusted Forecast | 131,128 | 132,758 |
| Climate Action Targets | 96,544 | 0 |
| Total GHG Reduction from CAP Measures | 35,606 | 125,726 |
| GHG Emissions after Measure Reduction[1] | 95,522 | 7,032 |
| Target Anticipated to be Met? | Yes | Substantial progress demonstrated |

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT $CO_2e$)

1. Calculated by subtracting Total GHG Reduction from CAP Measures from the Adjusted Forecast emissions.

### Figure 5 Measures Emissions Reduction and Ukiah Targets (MT $CO_2e$)



# 3 GHG Reduction Measures Framework

## 3.1 Structure of GHG Reduction Measures

As part of the CAP development process, the City led interdepartmental staff interviews, conducted an engagement campaign for the public, and leveraged the expertise of its consultant team to design a comprehensive framework of measures aimed at reducing community-wide GHG emissions and achieving the climate action targets. Each measure is supported by a series of actions that provide measurable GHG emissions reduction backed by substantial evidence. Additionally, the City has established measures and actions to offset irreducible GHG emissions through carbon sequestration, organized under a sector titled "Carbon Sequestration."

The measures and actions are structured according to the following hierarchy:

1. **Sectors.** Sectors represent the GHG emissions categories where reduction will occur, including Building Energy, Transportation, Solid Waste, Water Resources, and Carbon Sequestration.
2. **Measures.** Measures outline specific goals (e.g., activity data targets for 2030 and 2045) to reduce GHG emissions within each sector.
3. **Actions.** Actions define the programs, policies, and other commitments the City will undertake to achieve each measure. A set of actions is included within each measure, collectively designed to meet the city's specific measure.

## 3.2 Type of GHG Reduction Measures

Measures and actions can be either quantitative or supportive, depending on whether they directly result in GHG emissions reduction or support other direct reduction:

- **Quantitative.** Quantitative measures and actions lead to GHG emissions reduction that can be measured and aggregated, demonstrating how Ukiah will progress toward and achieve the climate action targets. The reduction anticipated from implementation of these measures and actions are backed by substantial evidence, such as peer-reviewed research, that confirms their effectiveness in reducing GHG emissions.
- **Supportive.** Supportive measures and actions play a vital role in the overall success of a CAP by enabling the effective implementation of quantitative measures. While supportive measures may also be quantifiable and supported by evidence, they are not formally quantified due to factors such as minimal GHG reduction impact, indirect emissions benefits, or the risk of double-counting. As a result, they do not directly contribute to the calculated GHG reduction targets but support specific measure or overall CAP implementation.

# 4 Building Energy Sector Measures

CAP measures in the building energy sector prioritize increasing procurement of renewable and carbon-free energy sources, as well as decarbonizing buildings. When all-electric buildings are powered by carbon-free electricity, their operational energy footprint is carbon-free.

## Renewable Energy and Carbon-Free Electricity

The City of Ukiah owns and operates the community's electric utility, providing electricity to residents through the City's Electric Department. Ukiah's grid mix is currently powered by hydroelectric energy from City of Ukiah owned facilities, complemented by geothermal and natural gas energy provided through the Northern California Power Agency (NCPA). To meet the climate action goals established in the CAP, Ukiah is committed to increasing the share of renewable and carbon-free electricity to 77% by 2030.

## Building Electrification

Electrification of buildings offers a cost-effective and equitable way to reduce GHG emissions, lower energy bills, and improve public health. All-electric buildings can be more efficient and may offer long-term savings, especially as natural gas prices are expected to rise.[25,26] Furthermore, replacing natural gas appliances, such as stoves, helps reduce harmful indoor pollutants linked to respiratory illnesses.[27] Electrification becomes even more beneficial as the electrical grid becomes increasingly renewable and ultimately carbon-free, amplifying the climate benefits of transitioning away from fossil fuels.

In this CAP, decarbonization and electrification of buildings are achieved through setting building energy performance standards and air emissions thresholds. These efforts are supported by incentive programs, expanding microgrid capacity, increasing the local green workforce, and streamlining permitting processes. Together, these measures and actions help promote a smooth and socially just transition to a cleaner, more modern and efficient building stock, driving long-term reduction in emissions and fostering a healthier community.

[25] Kenney et al., (California Energy Commission (CEC). "California Building Decarbonization Assessment". 2021. Available: https://www.energy.ca.gov/publications/2021/california-building-decarbonization-assessment
[26] Aas et. al., CEC. "The Challenge of Retail Gas in California's Low-Carbon Future - Technology Options, Customer Costs, and Public Health Benefits of Reducing Natural Gas Use".https://www.energy.ca.gov/publications/2019/challenge-retail-gas-californias-low-carbon-future-technology-options-customer
[27] RMI. "Gas Stoves: Health and Air Quality Impacts and Solutions." 2020. Available: https://rmi.org/insight/gas-stoves-pollution-health/

## 4.1 Measures and Actions Detail

### Measure BE-1: Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045.

**Table 9 Measure BE-1 Actions**

| Action ID | Action Description |
|---|---|
| BE-1a | Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience. |
| BE-1b | Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city's solar canopy. |
| BE-1c | Develop a long-range community-wide electric energy and demand forecast to:<br>1. Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans.<br>2. Formalize a pathway (resource-plan) to meet the City's energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals.<br>3. Develop a decarbonization priority list and implementation schedule for all municipal buildings.<br>4. Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals. |
| **GHG Emissions Reduction (2030):** 10,971 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 0 MT $CO_2e$ | |
| **Co-benefits:** Improved Public Health & Safety, Climate Change Resilience | |
| **Performance Standard:** Change in Ukiah electric emissions factor (%) | |



### Measure BE-2: Decarbonize 15% of existing buildings by 2030 and 100% by 2045.

**Table 10 Measure BE-2 Actions**

| Action ID | Action Description |
|---|---|
| BE-2a | Adopt a zero NOx threshold by 2026 to require replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout. |
| BE-2b | Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), "cool" building strategies, trees, green roofs, and other nature-based solutions. |
| BE-2c | Outline and prioritize a pathway to carbon-free emergency and back-up power across the City's critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts. |
| BE-2d | Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers. |
| BE-2e | Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable |

| Action ID | Action Description |
|---|---|
| | decommissioning of the City's natural gas system by 2045. Incentivize electrification across all building types. |
| **GHG Emissions Reduction (2030):** 4,258 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 27,920 MT $CO_2e$ | |
| **Co-benefits:** Improved Public Health & Safety, Climate Change Resilience, Jobs Development | |
| **Performance Standard:** Natural gas reduced by existing buildings (therms) | |

## Measure BE-3: Decarbonize 95% of new building construction by 2026.

### Table 11 Measure BE-3 Actions

| Action ID | Action Description |
|---|---|
| BE-3a | Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026. |
| BE-3b | Incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code. |
| BE-3c | Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027. |
| **GHG Emissions Reduction (2030):** 2,704 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 15,608 MT $CO_2e$ | |
| **Co-benefits:** Improved Public Health & Safety, Climate Change Resilience | |
| **Performance Standard:** Share of new construction electrified (%) | |

## Measure BE-4: Decarbonize 50% of municipal buildings by 2030 and 100% by 2045.

### Table 12 Measure BE-4 Actions

| Action ID | Action Description |
|---|---|
| BE-4a | Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities. |
| BE-4b | Pursue grant funding and rebates to electrify municipal buildings. |
| **GHG Emissions Reduction (2030):** Supportive | |
| **GHG Emissions Reduction (2045):** Supportive | |
| **Co-benefits:** Improved Public Health & Safety, Climate Change Resilience | |
| **Performance Standard:** Change in municipal natural gas consumption (%) | |

# 5 Transportation Sector Measures

The City of Ukiah is dedicated to fostering a transportation network that enhances health, mobility, and overall quality of life for all community members. By creating a robust, safe, and accessible system, the City aims to empower residents to make more sustainable and healthy transportation choices.

## Reducing Vehicle Miles Travelled

The primary strategies for reducing transportation-related GHG emissions focus on decreasing vehicle miles traveled (VMT) and replacing fossil fuel-powered internal combustion engines with zero-emission vehicles (ZEVs). These measures prioritize improving active and public transportation options to reduce VMT first, followed by transitioning the remaining VMT to ZEVs.

Full vehicle decarbonization in Ukiah could theoretically achieve zero emissions in the transportation sector. However, reducing VMT remains critical because it lowers energy demand associated with vehicle production, road construction, and maintenance—activities that carry significant embodied GHG emissions. Additionally, as the community transitions to ZEV vehicles, investing in infrastructure that supports alternative transportation options beyond single-occupancy vehicles can reduce strain on the electric grid, promoting energy resilience. Beyond GHG reduction, reducing VMT also delivers co-benefits such as alleviating traffic congestion, minimizing space needed for roads and parking, supporting local economic revitalization, and enhancing overall quality of life.



This CAP includes strategies aimed at reducing VMT and promote an interconnected transportation network, such as updating the Ukiah Bicycle and Pedestrian Master Plan to create a connected, accessible network of low-stress bikeways and walkways across neighborhoods. Working with local agencies like Mendocino Council of Governments (MCOG) and Mendocino Transit Authority (MTA), the City will implement a transportation system plan to encourage public transit use and shift travel behavior away from single-occupancy vehicles. Furthermore, the City will promote infill development and increased residential density in the downtown core, transit corridors, and areas suitable for sustainable growth, supporting pedestrian-friendly, mixed-use, and transit-oriented development.

## Zero Emission Vehicles

While the City cannot mandate that residents or businesses purchase ZEVs, it is committed to creating the supporting infrastructure and incentives needed to overcome current barriers to passenger and commercial ZEV adoption. This CAP recognizes that while all-electric vehicles are a key component of decarbonizing transportation, they are not the only option. A complete reliance on electric vehicles presents challenges due to limitations in battery technology and energy resilience concerns in areas that experience extended power grid shutdowns. Therefore, this CAP

includes a diversified approach to ZEV conversion, incorporating renewable fuels, such as bio-diesel generated from organic and renewable sources, as an alternative. To support this transition, the City will increase the adoption of ZEVs within the municipal fleet in alignment with the State of California's ZEV goals. Additionally, the City aims to increasingly decarbonize off-road equipment through electrification and procurement of renewable diesel drop-in fuels, further contributing to overall GHG emissions reduction.

## 5.1 Measures and Actions Detail

### Measure T-1: Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.

**Table 13 Measure T-1 Actions**

| Action ID | Action Description |
|---|---|
| T-1a | Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects[28] to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a program that provides communitywide access to bicycles. |
| T-1b | Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro-mobility options. Re-explore and expand available rebates with a focus on supporting low-income families and qualified residents. |
| T-1c | Develop a priority list of active transportation projects for MCOG's 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Identify and pursue available resources in order to implement the top 5 priority projects by 2028. |
| T-1d | Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs. |
| **GHG Emissions Reduction (2030):** 373 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 2,164 MT $CO_2e$ | |
| **Co-benefits:** Improved Public Health & Safety, Sustainable Land Use Planning | |
| **Performance Standard:** Miles of bike and pedestrian lane developed (miles) | |



[28] Projects include the Urban Core Rehabilitation Project (UCRT), construction of Phases 1-3 of the GRT-Ukiah, as well as well as the Downtown Streetscape (Phases 1 & 2).

## Measure T-2: Increase total public transportation mode share to 5% by 2030, and 20% by 2045.

### Table 14 Measure T-2 Actions

| Action ID | Action Description |
|---|---|
| T-2a | Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations:<br>1. Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs.<br>2. Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations.<br>3. Identification of design improvements of seating and shading at bus stops and along active transportation routes.<br>4. Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods.<br>5. Developing a local electric trolley or bus system that operates year-round. |
| T-2b | Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use. |
| T-2c | Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas. |
| **GHG Emissions Reduction (2030):** 997 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 5,319 MT $CO_2e$ | |
| **Co-benefits:** Sustainable Land Use Planning, Jobs Development | |
| **Performance Standard:** Change in rate of ridership (%) | |

## Measure T-3: Reduce local VMT from single passenger vehicles.

### Table 15 Measure T-3 Actions

| Action ID | Action Description |
|---|---|
| T-3a | Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods. |
| T-3b | Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that are compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management. |
| T-3c | Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include:<br>1. Interconnected bike lanes and sidewalks connecting to City's trail network.<br>2. Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development.<br>3. Increase public bike parking capacity outside of public and commercial development.<br>4. Establish parking policies that encourage the use of public transit and active transportation. |
| **GHG Emissions Reduction (2030):** Supportive | |
| **GHG Emissions Reduction (2045):** Supportive | |
| **Co-benefits:** Improved Public Health & Safety, Sustainable Land Use Planning, Jobs Development | |
| **Performance Standard:** Change in community mode share (%) | |

## Measure T-4: Achieve zero-emission vehicle (ZEV) adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.

### Table 16 Measure T-4 Actions

| Action ID | Action Description |
|---|---|
| T-4a | Complete an inventory of existing public EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following:<br>**Passenger Fleets**<br>1. Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers.<br>2. Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios.<br>3. Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030.<br>**Commercial Vehicles subject to Advanced Clean Fleet requirements**<br>1. Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions.<br>2. For high priority fleets, conduct a utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet.<br>3. Identifies the responsible party to submit construction permits early and submit utility interconnection applications early. |
| T-4b | By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require:<br>1. Single Family – CalGreen Tier 2 provisions<br>2. Multifamily – CalGreen Tier 2 provisions<br>3. Non-residential – CalGreen Tier 2 provisions<br>4. Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030<br>5. Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new and existing buildings at time of renovation if projects are valued at $250,000 or greater<br>6. Expediate EV charger permits<br>7. Additionally, continue to install and provide EV charger access at City-owned facilities |
| **GHG Emissions Reduction (2030):** 11,847 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 66,664 MT $CO_2e$ | |
| **Co-benefits:** Improved Public Health & Safety, Jobs Development | |
| **Performance Standard:** Number of EV chargers installed and registered ZEVs | |

## Measure T-5: By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.

### Table 17 Measure T-5 Actions

| Action ID | Action Description |
|---|---|
| T-5a | Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives. |
| T-5b | Implement and promote CARB's Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028. |
| T-5c | Coordinate with regulatory agencies to notify affected fleets and establish a compliance tracking system, and partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel. Identify pathways to ensure community compliance with the requirement for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel. |
| **GHG Emissions Reduction (2030):** 606 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 1,541 MT $CO_2e$ | |
| **Co-benefits:** Improved Public Health & Safety, Environmental Quality & Ecosystem | |
| **Performance Standard:** Number of participants in incentive programs | |

## Measure T-6: Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.

### Table 18 Measure T-6 Actions

| Action ID | Action Description |
|---|---|
| T-6a | Align the City's Sustainable Purchasing Policy by 2025 to require all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs, where commercially viable. Implement a schedule to comply with the California Advanced Clean Fleet rule, mandating that 50% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2024, and 100% by 2027, where commercially viable. |
| T-6b | Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible. |
| T-6c | Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public. |
| **GHG Emissions Reduction (2030):** Supportive | |
| **GHG Emissions Reduction (2045):** Supportive | |
| **Co-benefits:** Improved Public Health & Safety | |
| **Performance Standard:** Fuel use of municipal fleet (gallons) | |

# 6 Solid Waste Sector Measures

Sustainable solid waste management is an essential component for reducing GHG emissions and fostering an inclusive circular economy. The CAP measures in the solid waste sector focus on implementing strategies to meet the State's SB 1383 requirements.

## Waste Prevention and Diversion

Minimizing organic waste sent to landfills is essential for the City to meet their climate targets, as methane emissions from landfilled organic waste are a primary source of waste-related GHG emissions. Under SB 1383, the State mandates that 75% of community-generated organic waste be diverted from landfills. The City's CAP outlines strategies to meet this requirement, including expanding organics collection by adding bins in public areas, promoting curbside collection services through partnerships with the City's franchise solid waste collector and hauler, C&S Waste Solutions, and the Mendocino Solid Waste Management Authority (MSWMA), and organizing free food scrap collection pail giveaways.

The City also plans to enhance multi-lingual bin signage in both commercial and residential areas to ensure proper source separation of refuse, and recyclables and compostable materials. Additionally, the City will explore opportunities for community compost hubs and partner with local community gardens to increase access to composting. Long-term solutions will be explored for wastewater bio-solids reuse. These waste diversion efforts will also deliver co-benefits to the community such as improving environmental quality, conserving resources, and fostering local sustainability initiatives. These actions, along with securing necessary resources and staffing, will help the City achieve SB 1383 goals and reduce waste-related emissions by 2027.



## Organics Procurement

SB 1383 also mandates that cities procure a minimum amount of recovered organic waste products, specifically 0.08 tons per person annually. The City is committed to aligning with these organics procurement requirements as part of the CAP strategy. To meet these requirements, the City will promote compliance with SB 1383 by establishing a minimum annual level of compost or mulch application on appropriate land throughout the community to support urban greening activities. The City's strategy also includes expanding and creating community composting programs, paired with community gardens, to increase local access to compost and support the sustainable reuse of organic materials. These efforts, alongside strengthened procurement practices, will help the City meet SB 1383 procurement targets and promote the continued diversion and beneficial reuse of organic waste.

The City acknowledges that meeting SB 1383 requirements solely through compost and mulch procurement may be challenging due to land use limitations in an urban setting. As a result, the City

also plans to establish procurement policies for alternative organic waste products that are well-suited to the Ukiah community while still meeting SB 1383 requirements.

## 6.1 Measures and Actions Detail

### Measure SW-1: Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.

**Table 19 Measure SW-1 Actions**

| Action ID | Action Description |
|---|---|
| SW-1a | Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as:<br>1. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase communitywide organic waste diversion.<br>2. Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials.<br>3. Identify public areas for adding organics collection and recycling bins where needed.<br>4. Work with C&S Waste Solutions5 and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities.<br>5. Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins.<br>6. Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity. |
| **GHG Emissions Reduction (2030):** 3,511 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 4,646 MT $CO_2e$ | |
| **Co-benefits:** Environmental Quality & Ecosystem Services | |
| **Performance Standard:** Change in diversion rates (%) | |

### Measure SW-2: Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.

**Table 20 Measure SW-2 Actions**

| Action ID | Action Description |
|---|---|
| SW-2a | Establish and execute an implementation plan for meeting procurement requirements. This may include:<br>1. Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region.<br>2. Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements.<br>3. Expansion/creation of community composting programs paired with community gardens. |
| **GHG Emissions Reduction (2030):** 190 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 228 MT $CO_2e$ | |
| **Co-benefits:** Environmental Quality & Ecosystem Services | |
| **Performance Standard:** Amount of organic waste procured (tons) | |

# 7 Water Resources Measures

Water and wastewater infrastructure requires energy for transportation and treatment, which contributes to the community's GHG emissions. Residential and commercial buildings use water for various indoor and outdoor activities, such as cooking, cleaning, bathing, irrigation, and maintaining pools and fountains. Water efficiency measures not only decrease water use but also reduce the energy required for conveying, treating, and distributing water. Additionally, since water consumption and wastewater generation are interconnected, water conservation efforts help reduce wastewater generation, easing the demand on wastewater treatment systems. These efforts also support California's resilience by reducing pressure on water resources during drought conditions.

To increase Ukiah's water and wastewater efficiency, the City will focus efforts to best align with the California Water Code requirements, updating the Ukiah Urban Water Management Plan (UWMP) every five years, and implement demand reduction actions. These updates may include developing water shortage contingency plans, collaborating with large water users to create On-Site Water Reuse Plans, revisiting the Model Water Efficient Landscape Ordinance (MWELO) in partnership with the Community Development Department, and continuing to require the use of low-impact development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction.[29] Additionally, the City will work to engage the community, especially low-to-moderate income residents, to promote water-saving incentives and revise water and wastewater rates as needed to ensure cost-effective service while meeting conservation goals. These wastewater and water efforts will also deliver co-benefits to the community such as increasing Ukiah's climate change resilience, environmental quality, and sustainable land use planning.



[29] Low Impact Development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat (https://www.epa.gov/nps/nonpoint-source-urban-areas)

# 7.1 Measures and Actions Detail

## Measure WW-1: Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.

**Table 21 Measure WR-1 Actions**

| Action ID | Action Description |
|---|---|
| WR-1a | The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include:<br>1. Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure.<br>2. Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies.<br>3. In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELO), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects.<br>4. Develop an ordinance allowing the installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction.<br>5. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use.<br>6. Revise water and wastewater rates as necessary to ensure that the cost of service is covered. |
| WR-1b | Continue to require the use of low-impact-development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction and development. |
| **GHG Emissions Reduction (2030):** Supportive | |
| **GHG Emissions Reduction (2045):** Supportive | |
| **Co-benefits:** Climate Change Resilience, Environmental Quality & Ecosystem Services, Sustainable Land Use Planning | |
| **Performance Standard:** Completion of UWMP updates | |

# 8 Carbon Sequestration Measures

To achieve carbon neutrality by 2045, the State of California aims to reduce GHG emissions across all sectors, with 15% of these reductions coming from carbon sequestration strategies. Emissions reductions refer to efforts that directly decrease GHG emissions at the source, such as transitioning to renewable energy or improving energy efficiency, whereas carbon sequestration involves capturing and storing carbon from the atmosphere to offset remaining emissions. Ukiah aims to significantly reduce GHG emissions across all sectors, however, due to current technological limitations and the time required for widespread adoption of low-carbon behaviors, some irreducible or residual emissions will remain under the City's jurisdiction. As a result, carbon sequestration strategies will play a crucial role in offsetting these emissions.

This CAP's strategies to increase carbon sequestration include preserving and planting trees, improving land and water management, and supporting nature-based climate solutions. As part of their climate commitment, Ukiah will plant at least 200 new trees per year starting in 2025, aiming for long-term carbon sequestration and urban shading to reduce the heat island effect. The City will also prepare an Urban Forest Master Plan, update Tree Management Guidelines, and create a Tree Protection Plan to promote public tree health and enhance environmental co-benefits. Additionally, Ukiah will foster regenerative land management practices, advance ongoing conservation and wildfire prevention efforts, and conduct carbon sequestration farming pilot projects. As emissions from other sectors are reduced, these sequestration efforts will be vital in achieving carbon neutrality. To support sustainable economic development, Ukiah will explore opportunities such as forest biomass-to-energy strategies, circular economy initiatives, and sustainable purchasing policies. These efforts will contribute to creating green jobs, enhancing resilience, and fostering a local, self-sufficient, and sustainable agriculture-based economy.

## 8.1 Measures and Actions Detail

### Measure CS-1: Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.

**Table 22 Measure CS-1 Actions**

| Action ID | Action Description |
|---|---|
| CS-1a | Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas. |
| CS-1b | Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City's Area of Interest (AoI). |
| CS-1c | Conduct carbon sequestration farming pilot projects within the community and across the City's area of interest (AoI). |
| **GHG Emissions Reduction (2030):** 149 MT $CO_2e$ | |
| **GHG Emissions Reduction (2045):** 1,635 MT $CO_2e$ | |
| **Co-benefits:** Climate Change Resilience, Environmental Quality & Ecosystem Services, Sustainable Land Use Planning | |
| **Performance Standard:** Change in urban tree stock (trees) | |

### Measure CS-2: Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.

**Table 23 Measure CS-2 Actions**

| Action ID | Action Description |
|---|---|
| CS-2a | Integrate climate action strategies into the City's long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy. |
| CS-2b | Conduct a feasibility study to identify the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy.. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways. |
| CS-2c | Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal. |
| **GHG Emissions Reduction (2030):** Supportive | |
| **GHG Emissions Reduction (2045):** Supportive | |
| **Co-benefits:** Climate Change Resilience, Environmental Quality & Ecosystem Services, Job Development | |
| **Performance Standard:** Completion of feasibility study and purchasing policy | |

# 9 CAP Implementation

## 9.1 Tracking, Monitoring, and Reporting

This CAP provides a strategic roadmap for Ukiah to implement actions that achieve the 2030 GHG emissions reduction target and advance progress toward achieving carbon neutrality by 2045. The assumptions and data underlying this plan—such as adoption rates of actions, advancements in technology, changes in costs, legislative updates, and associated co-benefits—will evolve over time. As such, this CAP is designed to be a dynamic framework that will undergo regular evaluation and adjustment.

The City remains committed to the sustained, incremental, and comprehensive effort required to meet the CAP's long-term climate goals. The City will actively engage the community, share progress updates, and create ongoing opportunities to gather and integrate community input as policies, programs, and infrastructure are developed. Progress on high-impact GHG reduction strategies will be publicly reported at least every two years.

Ongoing monitoring and assessment of Ukiah's progress will play a critical role in achieving community-wide GHG reduction. To this end, the City will conduct routine GHG emissions inventories in alignment with established protocols and climate commitments,[30] with updates occurring every two years. The CAP will be amended if the plan is not on track to achieve the identified targets. However, if the 2027 GHG emissions monitoring demonstrates that the City is on track to meet the 2030 targets, further adjustments to CAP strategies may not be necessary.

Table 24 provides an overview of the implementation timeline for each CAP action, along with the City department(s) designated to lead related implementation and monitoring efforts, performance standards, and target 2030 performance metrics. The implementation timeline is divided into three phases to promote structured and efficient progress. Phase 1 (1–2 years) focuses on foundational actions, such as planning, engagement, and establishing key programs or policies. Phase 2 (2–3 years) emphasizes scaling up initiatives, building capacity, and achieving early measurable outcomes. Phase 3 (3–5 years) consolidates efforts, refines strategies through evaluation and adjustments, and begins building toward long-term goals.



[30] Global Covenant of Mayors current guidance is to conduct GHG inventory updates every two years: globalcovenantofmayors.org

## Table 24 CAP Implementation and Monitoring

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| **Measure BE-1 Procure 77% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045** | | | |
| *Performance Standard:* | *Change in Ukiah electric emissions factor* | | |
| *Performance Metric:* | *0.086 MT $CO_2e$ per MWh* | | |
| BE-1a | Evaluate options for utility-scale battery storage to accommodate future renewable electricity supply to build energy resilience. | Electric Utility | Phase 1 |
| BE-1b | Work to increase local renewable energy supply by pursuing funding opportunities to incentivize community adoption of renewable energy solutions such as residential solar, wind, and battery storage. Prioritize subsidies for disadvantaged and low-income households and small businesses. Target underutilized urban spaces, such as parking lots and rooftops, as an opportunity to develop the city's solar canopy. | Electric Utility | Phase 2 |
| BE-1c | Develop a long-range community-wide electric energy and demand forecast to:<br>1. Estimate future usage and peak demands due to adoption rates of building and transportation electrification and grid capacity, as well as future annexation and economic development plans.<br>2. Formalize a pathway (resource-plan) to meet the City's energy needs and list of potential renewable resources through 2030 and 2045. Long-range planning of generation resources should take into consideration opportunities to implement carbon sequestration and utilization opportunities in alignment with State and City goals.<br>3. Develop a decarbonization priority list and implementation schedule for all municipal buildings.<br>4. Pending results of the forecast, the City shall develop and implement renewable energy procurement schedule for 2030 and 2045 and will track progress towards goals. | Electric Utility | Phase 1 |
| **Measure BE -2 Decarbonize 15% of existing buildings by 2030 and 100% by 2045.** | | | |
| *Performance Standard:* | *Natural gas reduced by existing buildings* | | |
| *Performance Metric:* | *861,010 therms* | | |
| BE-2a | Adopt a zero NOx threshold by 2026 to require replacement of water heaters and HVAC appliances in residential and commercial buildings upon burnout. | City Manager's Office<br>Community Development | Phase 1 |
| BE-2b | Incentivize energy and water efficiency measures to improve building performance and reduce utility costs. Reduce energy use in residential and commercial buildings by promoting and incentivizing energy efficient solutions including heat pumps (air-source and geothermal), "cool" building strategies, trees, green roofs, and other nature-based solutions. | Electric Utility<br>Community Development | Phase 1 |
| BE-2c | Outline and prioritize a pathway to carbon-free emergency and back-up power across the City's critical asset portfolio with an emphasis on developing community-scale microgrids and/or clean energy districts. | Electric Utility | Phase 2 |
| BE-2d | Expand the local building decarbonization workforce, with targeted supports designed for disadvantaged workers. | Community Services | Phase 3 |
| BE-2e | Eliminate fossil fuel use in buildings by 2045 by tailoring electrification solutions to different building ownership, systems, and use types. Work with PG&E to develop a strategy for the equitable decommissioning of the City's natural gas system by 2045. Incentivize electrification across all building types. | Electric Utility | Phase 3 |

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| **Measure BE-3 Decarbonize 95% of new building construction by 2026.** | | | |
| *Performance Standard:* | *Share of new construction electrified* | | |
| *Performance Metric:* | *95% of new building permits are decarbonized construction* | | |
| BE-3a | Adopt a single margin hourly source energy threshold (EDR1) performance standard for new construction by 2026. | City Manager's Office<br>Community Development | Phase 1 |
| BE-3b | Incorporate additional climate resilient design requirements as part of any future updates to the City's building code or zoning code. | City Manager's Office<br>Community Development | Phase 1 |
| BE-3c | Continue to remove procedural barriers and establish a more streamlined permitting process for all new construction by 2027. | Community Development | Phase 2 |
| **Measure BE-4: Decarbonize 50% of municipal buildings by 2030 and 100% by 2045.** | | | |
| *Performance Standard:* | *Change in municipal natural gas consumption* | | |
| *Performance Metric:* | *50% natural gas reduction* | | |
| BE-4a | Adopt policy that requires the City to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045 while prioritizing critical and public access facilities. | City Manager's Office | Phase 1 |
| BE-4b | Pursue grant funding and rebates to electrify municipal buildings. | Community Development | Phase 2 |
| **Measure T-1 Increase the total mode share of active transportation to 15% by 2030, and 30% by 2045.** | | | |
| *Performance Standard:* | *Miles of bike and pedestrian lane developed* | | |
| *Performance Metric:* | *12 miles added* | | |
| T-1a | Update the Ukiah Bicycle and Pedestrian Master Plan (2015) to reflect current conditions and projects to outline where new lanes are needed to construct a comprehensive, connected network of safe and accessible (low-stress) bikeways and walkways, on- and off- street, and within and across neighborhoods. Develop and pilot a program that provides communitywide access to bicycles. | Community Development<br>Public Works | Phase 1 |
| T-1b | Establish affordable public transportation options for low-income residents while prioritizing bicycles and other micro-mobility options. Re-explore and expand available rebates with a focus on supporting low-income families and qualified residents. | Community Development<br>Public Works | Phase 1 |
| T-1c | Develop a priority list of active transportation projects for MCOG's 2023/2024 Regional Transportation Plan and proposed update to the Ukiah Bicycle and Pedestrian Master Plan. Prioritized projects should be selected on level of impact, expansion of inter-jurisdictional connectivity, and access considerations for historically disadvantaged communities. Identify and pursue available resources in order to implement the top 5 priority projects by 2028. | Community Development<br>Public Works | Phase 2 |
| T-1d | Further develop safe bike lane transportation corridors by 2027 to be implemented with State and federal funding through available grant programs. | Community Development<br>Public Works | Phase 2 |

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| **Measure T-2 Increase total public transportation mode share to 5% by 2030, and 20% by 2045.** | | | |
| *Performance Standard:* | *Change in rate of ridership* | | |
| *Performance Metric:* | *To be developed with MTA* | | |
| T-2a | Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA) to implement a transportation system plan to shift travel behavior away from single-occupancy vehicles and encourage use of public and multi-modal transportation options. The plan may include the following considerations:<br>1. Increasing MTA ridership through improved routes and modifying schedules to increase efficiency and align with rider needs.<br>2. Prioritizing transportation access and improvements in low-income areas, active aging neighborhoods, schools, infill development areas, and at major destinations.<br>3. Identification of design improvements of seating and shading at bus stops and along active transportation routes.<br>4. Increasing micro-transit access to improved public transit network facilities to promote last-mile commute access to alternative transportation methods.<br>5. Developing a local electric trolley or bus system that operates year-round. | Public Works | Phase 1 |
| T-2b | Identify high-trafficked areas of the City to: eliminate parking minimums, develop parking maximums, and require parking management and transportation demand management plans based on available transportation options, travel patterns, and land use. | Public Works | Phase 1 |
| T-2c | Collaborate with Mendocino Council of Governments and Mendocino Transit Authority (MTA), Mendocino College, and other key institutional partners to establish free or subsidized local public transit programs that service local residential and commercial areas. | Public Works | Phase 2 |
| **Measure T-3 Reduce local VMT from single passenger vehicles.** | | | |
| *Performance Standard:* | *Change in community mode share* | | |
| *Performance Metric:* | *15% active, 5% public transit* | | |
| T-3a | Require developers to meet Reach Code requirements to include EV charging infrastructure and local active and public transit facilities in new multi-family construction. Promote development that increases walkability and is bikeable in neighborhoods. | Community Development<br>Public Works | Phase 1 |
| T-3b | Reduce VMT by promoting and prioritizing infill development and/or increased density of residential development in the downtown core, along transit corridors, and within future planned development areas that are compact, mixed use, pedestrian friendly, and transit-oriented where applicable. Continue to evaluate surplus or annexed land potential opportunities to promote infill development and sustainable growth management. | Community Development<br>Public Works | Phase 1 |
| T-3c | Pursue and implement policies by 2027 that support accessible, walkable neighborhoods and connected bike networks as part of infill development projects. Infrastructure requirements may include:<br>1. Interconnected bike lanes and sidewalks connecting to City's trail network.<br>2. Bike locks/stations or other micro-mobility hubs outside of mixed use or commercial development.<br>3. Increase public bike parking capacity outside of public and commercial development.<br>4. Establish parking policies that encourage the use of public transit and active transportation. | Community Development<br>Public Works | Phase 2 |

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| **Measure T-4 Achieve zero-emission vehicle (ZEV) adoption rates of 30% for passenger vehicles and 25% for commercial vehicles by 2030 and 100% for all vehicles by 2045.** | | | |
| *Performance Standard:* | *Number of EV chargers installed and registered ZEVs* | | |
| *Performance Metric:* | *223 public EV chargers* | | |
| T-4a | Complete an inventory of existing public EV infrastructure and locations. Additionally, identify key locations to add new public EV chargers (Level 2+) to facilitate the transition to EVs. The analysis shall include the following:<br>**Passenger Fleets**<br>1. Survey existing publicly accessible electric vehicle chargers and locations and identify a prioritized list of new electric vehicle charging stations or lots for increased chargers.<br>2. Identify and quantify opportunities to increase public access to curbside charging, with guidance for appropriate types and charging scenarios.<br>3. Identify funding opportunities for the installation of public EV chargers and residential home EV charging systems by 2030.<br>**Commercial Vehicles subject to Advanced Clean Fleet requirements**<br>1. Identifies opportunities for accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets, with consideration for vehicle exceptions.<br>2. For high priority fleets, conduct a utility grid planning analysis to identify necessary infrastructure upgrades to support a fully built-out fleet.<br>3. Identifies the responsible party to submit construction permits early and submit utility interconnection applications early. | Community Development<br>City Manager's Office<br>Public Works | Phase 1 |
| T-4b | By 2026, develop a reach code requiring electric vehicle capable charging spaces to promote EV chargers in new development and existing parking spaces, to require at a minimum:<br>1. Single Family – CalGreen Tier 2 provisions<br>2. Multifamily – CalGreen Tier 2 provisions<br>3. Non-residential – CalGreen Tier 2 provisions<br>4. Expand the designation of EV charging parking spaces to 30% of parking spaces within multi-family residential buildings by 2030<br>5. Require larger residential rental building owners (more than 20 tenants) to install working electric vehicle chargers in 30% of parking spaces for new and existing buildings at time of renovation if projects are valued at $250,000 or greater<br>6. Expediate EV charger permits<br>7. Additionally, continue to install and provide EV charger access at City-owned facilities | Community Development<br>City Manager's Office<br>Public Works | Phase 1 |

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| **Measure T-5 By 2030, electrify or otherwise decarbonize 12% of applicable SORE off-road equipment and replace 35% of fossil diesel consumption with renewable diesel in alignment with EO N-79-20.** | | | |
| *Performance Standard:* | *Number of participants in incentive programs* | | |
| *Performance Metric:* | *Program dependent* | | |
| T-5a | Identify potential users of fossil fuel-based equipment and target education and incentives for replacement with SORE zero emissions alternatives. | Community Development<br>Public Works | Phase 1 |
| T-5b | Implement and promote CARB's Small-Off Road Engines (SORE) regulations, requiring most newly manufactured small off-road engines (e.g., leaf blowers, lawn mowers) to be zero emission starting in Model Year 2024, with Phase 2 targeting zero emissions for generators and large pressure washers by Model Year 2028. | Public Works | Phase 1 |
| T-5c | Develop an outreach strategy to notify affected fleets, establish a compliance tracking system, and partner with regional fuel suppliers to support and promote the increased procurement of renewable diesel. Identify pathways to enforce and track, such as through reporting requirements, compliance with the requirement for diesel vehicles over 25 horsepower to use R99 or R100 renewable diesel. | Community Development<br>Public Works | Phase 2 |
| **Measure T-6 Decarbonize the municipal fleet in compliance with the California Advanced Clean Fleet Rule and EO N-79-20 off-road requirements.** | | | |
| *Performance Standard:* | *Fuel use of municipal fleet* | | |
| *Performance Metric:* | *100% municipal fleet decarbonized* | | |
| T-6a | Align the City's Sustainable Purchasing Policy by 2025 to require all new and replacement municipal fleet vehicle purchases to be EVs or ZEVs, where commercially viable. Implement a schedule to comply with the California Advanced Clean Fleet rule, mandating that 50% of medium and heavy-duty vehicle purchases be zero-emission beginning in 2024, and 100% by 2027, where commercially viable. | Public Works | Phase 1 |
| T-6b | Evaluate opportunities for procuring renewable diesel for all applicable jurisdiction-owned equipment while replacing end-of-life off-road equipment with zero-emission alternatives, where feasible. | Public Works | Phase 1 |
| T-6c | Obtain the necessary resources to install additional ZEV chargers and renewable fueling stations in municipal parking lots for use by the fleet, employees, and the public. | Public Works | Phase 2 |
| **Measure SW-1 Achieve and maintain SB 1383 requirements to reduce organic waste sent to landfills by 75% by 2030.** | | | |
| *Performance Standard:* | *Change in diversion rates* | | |
| *Performance Metric:* | *75% diversion* | | |
| SW-1a | Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2030 and achieve through activities such as:<br>1. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase communitywide organic waste diversion.<br>2. Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials.<br>3. Identify public areas for adding organics collection and recycling bins where needed. | Community Development<br>Public Works | Phase 3 |

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| | 4. Work with C&S Waste Solutions5 and Mendocino Solid Waste Management Authority (MSWMA) to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities.<br>5. Evaluate opportunities to have community compost hubs that are easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins.<br>6. Identify long-term and alternate solutions for the community's wastewater bio-solids and develop local, beneficial reuse. Facilitate meeting SB 1383 requirements by identifying and obtaining the resources necessary for implementation of solid waste diversion projects by 2027, such as increased funding and/or MSWMA staffing and capacity. | | |
| **Measure SW-2 Achieve SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.** | | | |
| *Performance Standard:* | *Amount of organic waste procured* | | |
| *Performance Metric:* | *828 tons of compost* | | |
| SW-2a | Establish and execute an implementation plan for meeting procurement requirements. This may include:<br>1. Enforcing compliance with SB 1383, aiming to exceed baseline requirements by establishing a minimum annual level of compost or mulch application on appropriate land throughout the region.<br>2. Maintaining procurement policies to purchase recovered organic waste products in accordance with SB 1383 requirements.<br>3. Expansion/creation of community composting programs paired with community gardens. | Community Development<br>Public Works | Phase 3 |
| **Measure WR-1. Continue to implement wastewater recycling and water conservation projects and reduce per capita potable water consumption.** | | | |
| *Performance Standard:* | *Completion of UWMP updates* | | |
| *Performance Metric:* | *Completion of 2025 UWMP* | | |
| WR-1a | The City of Ukiah's water utility department will update the Ukiah Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State's Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include:<br>1. Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure.<br>2. Work with large water users, and other interested parties to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies.<br>3. In conjunction with the Community Development Department, revisit and update the Model Water Efficient Landscape Ordinance (MWELO), as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects.<br>4. Develop an ordinance for installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction.<br>5. Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use.<br>6. Revise water and wastewater rates as necessary to ensure the cost of service is covered. | Public Works<br>Water Resources | Phase 1 |

| Action ID | Action | Lead City Department | Timeframe |
|---|---|---|---|
| WR-1b | Continue to require the use of low-impact-development (LID) strategies as specified by the Ukiah LID Technical Manual for new construction and development. | Public Works<br>Water Resources | Ongoing |
| **Measure CS-1 Preserve existing trees and plant at least 200 new trees per year or an equivalent amount of high-emissions reduction potential land cover throughout the community, beginning in 2025 and through 2045.** | | | |
| *Performance Standard:* | *Change in urban tree stock* | | |
| *Performance Metric:* | *1,200 trees* | | |
| CS-1a | Prepare an Urban Forest Master Plan, update the Tree Management Guidelines and create a Tree Protection Plan to promote public tree health, enhancing resiliency, and increasing the environmental benefits and co-benefits of street trees and shading. The City will continue to conduct an urban tree canopy study every 5-8 years to track progress and identify new priority areas. | Community Development<br>Community Services | Phase 1 |
| CS-1b | Optimize natural carbon sequestration through regenerative land and water management. Advance nature-based climate solutions that sequester carbon, restore ecosystems, and conserve biodiversity. Enhance ongoing conservation and wildfire prevention efforts in the western hills and in forested areas within the City's Area of Interest (AoI). | Community Development<br>Community Services | Phase 2 |
| CS-1c | Conduct carbon sequestration farming pilot projects within the community and across the City's area of interest (AoI). | Community Development<br>Community Services | Phase 3 |
| **Measure CS-2 Pursue opportunities to support the City's sustainable economic development goals with an emphasis on circularity and creating green jobs within the region.** | | | |
| *Performance Standard:* | *Completion of feasibility study and purchasing policy* | | |
| *Performance Metric:* | *Complete study by 2026* | | |
| CS-2a | Integrate climate action strategies into the City's long-term economic development goals to grow a more local, resilient, self-sufficient, and circular economy. | Community Development<br>City Manager's Office<br>Finance | Phase 1 |
| CS-2b | Conduct a feasibility study to identify the potential of converting organic materials such as food and yard waste, woody biomass, and wastewater sludge to energy. In addition to identifying technology opportunities, the feasibility study will include research on regional land-use management opportunities and potential financing pathways. | Community Development<br>Community Services<br>Fire (UVFA) | Phase 1 |
| CS-2c | Develop and adopt a sustainable purchasing policy for municipal operations that emphasize localism. Work with businesses, community organizations, and surrounding jurisdictions to implement reuse, refill, and repair programs to repurpose materials and capture value before disposal. | Community Development<br>City Manager's Office<br>Public Works | Phase 2 |

## 9.2 Looking Forward

If the City of Ukiah does not make measurable and sufficient progress toward its GHG emissions reduction targets by the next GHG emissions inventory, the City may need to revise this CAP to incorporate new or more ambitious measures and associated actions. This potential future revision would aim to further enhance reduction efforts and maintain the CAP's status as a CEQA-qualified GHG emissions reduction plan (see *CEQA GHG Emissions Analysis Streamlining* section above). The updated CAP may require scaling up of the implementation of existing actions and/or introducing new measures, such as transitioning incentive-based or educational programs into mandatory requirements.

Regardless, by 2029, the City is expected to initiate a comprehensive CAP update to re-address GHG emissions reduction targets beyond 2030 and prepare for achieving the 2045 carbon neutrality goal. This process will involve developing or strengthening of this CAP's measures and actions to align with the 2045 target while also leveraging advancements in technology and new State regulations. To support this effort, the City will continue to implement and monitor the CAP's GHG reduction measures, providing progress updates to the City Council every two years beginning in 2027.

# 10 Conclusion

The City of Ukiah's CAP envisions a vibrant future for Ukiah that is not only sustainable but also equitable, inclusive, safe, and resilient. The challenges posed by climate change are significant, but so too are the opportunities to build a community that exists in harmony with its environment. By embracing these ambitious yet achievable goals, we commit to reducing GHG emissions, enhancing natural ecosystems, and fostering a culture of sustainability that benefits all residents.

Our path forward is guided by a steadfast commitment to equity and environmental justice. We recognize that the impacts of climate change are not felt equally, and we are dedicated to ensuring that our most vulnerable populations—low-income families, communities of color, and Indigenous peoples—are at the forefront of our efforts. Through inclusive engagement and collaborative decision-making, we will implement solutions over the long-term that reflect the diversity of Ukiah and uplift every voice.

Cost-effectiveness and timely implementation are central to our approach. By leveraging innovative technologies, strategic partnerships, and community-driven initiatives, we will maximize the impact of every dollar spent. Together, we will build a city that is not only prepared for the challenges of a changing climate but also a model for climate action, adaptation and resilience, and sustainability for Mendocino County.

Ukiah's future is bright, and our collective actions today will shape a tomorrow defined by hope, opportunity, and shared prosperity. Let us move forward with confidence, knowing that our commitment to each other and to the planet will ensure a thriving, inclusive, and sustainable community for all.

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# Appendix A

List of Ukiah General Plan Implementation Measures

# Appendix B

Climate Legislation and Executive Orders

# Appendix C

GHG Inventory, Forecast, and Targets Methodology and Modeling

# Appendix D

GHG Reduction Measures Methodology, Modeling, and Evidence

# Appendix E

Climate Change Scientific Context

# Appendix F

Climate Action Plan City Plans Alignment