Measure BE-1 Procure 85% of electricity from renewable and zero-carbon sources by 2030 and 100% renewable and carbon-free no later than 2045. (2,170 MT CO2e reduction) ***Adquirir el 85% de la electricidad a partir de fuentes renovables y sin emisiones de carbono para 2030 y el 100% a partir de fuentes renovables y sin emisiones de carbono no más tarde que 2045.***				
Action ID	**Pillar**	**Action Text**	**Cost Estimate Incurred by City**	**Dot Voting**
BE-1.1	Feasibility Study	Conduct an electrification infrastructure and capacity feasibility study, or studies. This may include outcomes such as: • Identify expected increases in electric utility demand due to building and vehicle electrification. • Ensure adequate utility capacity to meet that demand. • Identify any utility infrastructure improvements and their costs. • Analyze resource adequacy. • Evaluate different technologies for energy storage and energy reliability (e.g., batteries, fuel cell). • Identify locations or complexes (i.e., City facilities, parking lots, critical facilities) in the City for installation of local renewable energy generation, energy storage projects, and/or ideal locations for development of a utility scale micro-grids to improve system reliability. • Prioritize and schedule projects for implementation. The study/studies should include an identification of barriers and needs for implementation of the prioritized projects as well as identify funding sources, impacts on rates, and partnerships needed for successful implementation.	**Moderate** Cost Details ▪ Consultant [$180,000 - $400,000] ▪ Staff [$70,000 - $100,000] ▪ **Total [$250,000 - $500,000]**	
BE-1.2	Structural	Develop a resolution that Healdsburg Electric will exceed the requirements of SB 100 and SB 1020 by 2030 where 85% of the electricity mix is sourced from eligible renewable sources and/or carbon-free sources. As part of this resolution include actions of: 1. Establish grid resiliency goals in the City, such as reliability index targets and/or qualitative targets. 2. Establish MW capacity goal for battery storage and/or demand response by 2030. 3. Continue to offer 100% renewable Green Rate. 4. Indicate that geothermal and other low-carbon eligible renewables will continue to make up approximately 30% of the overall electricity mix. 5. Work with City Council to determine the acceptable and available products that may be used to reach this goal.	**Low** Cost Details ▪ Staff [$15,000 - $20,000]	
BE-1.3	Partnership/ Funding	Work with other stakeholders of the Lodi Energy Center (LEC) to identify ways to support as well as streamline the Department of Energy grant application to fund the LEC hydrogen-electrolyzer project. This will reduce GHG emissions related to Healdsburg Electric electricity and increase reliability of the electricity source.	**Low**	
BE-1.4	Partnership/ Education	Work with community groups, local organizations, and NCPA to: • Engage with community to advertise/highlight the adoption of the resolution establishing the goal of achieving 85% renewable and/or carbon-free electricity by 2030 and 100% renewable and/or carbon-free no later than 2045. Provide information on the process for providing reliable electricity 24/7 year around and the importance of power sources to ensure the reliability of the electricity provided. • Provide information to the community on the importance of achieving this goal and how to meet this goal through city and community actions and involvement. This may include information on the benefits of local generation of renewable energy versus purchasing of Renewable Energy Certificates (RECs) to promote community installation and use of on-site solar and battery storage as a means to limit reliance on the utility and to better achieve local carbon-free electricity community wide. • Include information on time of energy use as it factors into carbon intensity and how community members can capitalize on using electricity when it has the lowest carbon intensity (e.g., when to charge electric vehicles and when to run space heating and cooling). Work with industry experts to help with demand response planning, developing strategies to increase flexibility of the grid, and for informing consumers of carbon intensity of the electricity they are using to promote behavior change.	**Low**	
BE-1.5	Partnership/ Equity	Partner with community organizations to ensure low/moderate income households are aware of the CARE and State's HEAP program to receive decreased electricity rates and provide technical assistance.	**Low**	
Community Cost Incurred for Implementation of Measure BE-1			**Moderate** Cost Details ▪ Green Rate Additional Energy charge [~$150/ household/year] ▪ Standard Rate increase [$50 - $150/household/year]	

Measure BE-2 Continue to adopt an Electrification Reach Code for all new residential and commercial buildings with each triannual code cycle. Update electrification ordinance to eliminate natural gas consumption in new construction for the 2025 California Building Standards Code and moving forward. (930 MT CO2e reduction)

Seguir adoptando un Código de Alcance de la Electrificación para todos los edificios residenciales y comerciales nuevos con cada ciclo trianual del código. Actualizar la ordenanza de electrificación para eliminar el consumo de gas natural en las nuevas construcciones para el Código de Normas de Construcción de California de 2025 y en adelante.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
BE-2.1	Structural	Continue to enforce the Electrification Reach Code for the 2022 California Building Standards Code requiring electric space and water heating in new construction.	**No-cost**	
BE-2.2	Structural	In 2025 and every 3-years thereafter if not included within State building codes, revisit the building electrification ordinance to update the scope and reduce exemptions to align with industry technology advancements. As part of ordinance update, include the following scope changes: 1. Minimize the exemptions associated with the ordinance and continue to require the submittal of an infeasibility waiver to review specific end uses where electrification is technologically infeasible. 2. Require that any end-use deemed infeasible for electrification exceed existing Title 24 energy efficiency standards and be electric ready for future electrification. 3. Establish a zero NOx threshold. 4. To limit stranded assets, discontinue approval of permits for new natural gas lines for new construction unless an infeasibility waiver has been approved. 5. Streamline permitting for battery storage for resiliency in the event of power outage. 6. Specify that affordable housing developments will be all-electric to ensure no stranded assets. 7. Revisit substantial remodel and improvement definitions to be included in the ordinance.	**Low**	
BE-2.3	Education	Engage with the community, key stakeholders, and local-based community organization representing vulnerable communities to raise awareness about building electrification before revising the electrification ordinance. Emphasize the economic and environmental advantages of electrification and address concerns related to emergency response to minimize exceptions. Publicize the cost savings, environmental benefits, and flexibility of electrification through the City website and permit counters, targeting builders, property owners, and contractors.	**Low**	
BE-2.4	Partnerships / Equity	Engage with interested parties, both internal interested parties, such as City staff and officials, and external interested parties, such as local developers and community groups regarding the purpose and impact of the Healdsburg Electrification Reach Code and to identify and address equity concerns in policy implementation.	**Low**	
BE-2.5	Funding/ Equity	Engage with affordable housing developers to leverage incentives for new all-electric and efficient low-income residential buildings through the California Energy Commission Building Initiative for Low-Emissions Development (BUILD) Program and the Affordable Housing and Sustainable Communities (AHSC) Program. Regularly investigate and leverage other incentive programs available for electrification of new buildings.	**Low**	
Community Cost Incurred for Implementation of Measure BE-2			No cost	

Measure BE-3 Decarbonize residential building stock by 10% by 2030. (950 MT CO2e reduction)
Descarbonizar el stock de edificios residenciales en un 10% para 2030.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
BE-3.1	Feasibility Study	Develop a residential building decarbonization plan that assesses the feasibility and cost for electrification retrofitting as well as identifies potential equity concerns/impacts. The plan should identify strategies and/or specific projects to electrify 10% of existing residential buildings by 2030 and identify the increased electricity capacity needs for this electrification goal. It would also establish the funding and financing requirements necessary to support the community in this transition. This may include identification of funding needs to develop and enforce a permitting compliance program.	**Moderate** Cost Details ▪ Consultant [$100,000 - $200,000] ▪ Staff [$40,000 - $60,000] ▪ Materials & Supplies [$1,000 - $10,000] ▪ **Total [$141,000 - $270,000]**	
BE-3.2	Structural	Continue to monitor the 9th circuit court of appeals of the CRA vs City of Berkeley ruling. Once electrification costs and funding/financing options are identified, develop an-electric-preferred reach code for existing residential buildings by 2025 to be implemented through the building code for projects that are valued at $250,000 or greater. Include the following aspects in the code development: 1. Develop the reach code such that it satisfies the federal Energy Policy and Conservation Act's (EPCA) seven criteria for an exemption from preemption. 2. Establish a zero-NOx standards for replacement appliances. 3. Establish a time of renovation energy efficiency performance requirement and electrification requirement that includes a checklist of cost-effective efficiency and electrification options for renovations to be completed based on scale of project.	**Low** Cost Details ▪ Consultant [$25,000 - $60,000] ▪ Staff [$10,000 - $20,000] ▪ **Total [$35,000 - $80,000]**	
BE-3.3	Structural	Develop a comprehensive permitting compliance program that includes routine training of City staff, dedicating City staff time to building inspections, charging fees for noncompliance, providing easy-to-understand compliance checklists online and with permit applications, and facilitating permitting online. As part of this permitting program, align with SB 379 to implement an online, automated permitting platform that verifies code compliance and issues permits in real time or allows the City to issue permits in real time for a residential solar energy system (<38.4 kilowatts AC) and a residential energy storage system paired with a solar energy system.	**Moderate** Cost Details ▪ Staff [$120,000 - $150,000 annually]	
BE-3.4	Partnership	Explore opportunities with PG&E as they arise for natural gas infrastructure pruning within the City to reduce the chance of stranded assets, provide potential funding, and establish an efficient transition to carbon neutral buildings.	**Moderate** *City staff estimate similar to BE-3.2 and BE-3.5, depending on funding/incentives provided to support transition.*	
BE-3.5	Funding/ Equity	Continue to provide incentives available for community members installing solar and battery storage to their homes such as a Net Metering Program with high-compensation NEM rates, and continue to provide incentives for energy efficiency and efficient electrification upgrades. Consider a Disadvantaged Communities-single-family Solar Homes program. Provide resource information to the community through websites, workshops, and partnerships. Include outreach to newly sold homes, when homeowners are more likely to make upgrades.	**Moderate** Cost Details ▪ Staff time [$20,000 - $35,000] ▪ Consultant [$30,000 - $50,000] ▪ Materials and Supplies [$2,000 - $5,000] ▪ Incentives and Rebates [$300,000 - $400,000 annually] ▪ NEM Compensation [$0.0888 per kWh net-generation] ▪ **Total [$352,000 - $490,000]**	
BE-3.6	Equity	Review incentives, rebates, and financing options for procedural equity and ensure that existing and updated incentive programs are being equitably distributed to the community. Develop a suite of Equity Guardrails with input from the community to ensure existing building electrification improves equity in the community.	**Low**	

Measure BE-3 Decarbonize residential building stock by 10% by 2030. (950 MT CO2e reduction) ***Descarbonizar el stock de edificios residenciales en un 10% para 2030.***				
BE-3.7	Structural	Implement a Neighborhood Retrofit Program to improve resiliency in residential buildings (i.e., on-site power generation and storage, weatherization, cooling, etc.), with an emphasis on connecting incentives and resources with rental property owners and low-income residents. Partner with community organizations to utilize existing resources. Develop an appliance direct install program for Multi-Family income-restricted properties.	**Moderate to High** Cost Details ▪ Staff/consultant [$100,000 – $200,000 annually] ▪ Vendor [$2,500,000] ▪ Materials and Supplies [$2,000 - $10,000 annually] ▪ **Total [$2,602,000 – 2,710,000]** ▪ Proposed Budget [$500,000 annually]	
BE-3.8	Funding	Once feasibility studies and cost analysis are completed, dedicate staff time or funding of consultants to pursue funds through CARB, the Investment Reduction Act, and the Infrastructure Investment and Jobs Act including, but not limited to: 1. DOE block grants 2. Green bonds 3. Grant Anticipation Notes or Short-Term Loans 4. Tax exempt lease purchases 5. Energy as a service 6. Energy Performance Contracting from Energy Service Companies (ESCOs)	**Low**	
BE-3.9	Partnership	Continue to conduct periodic energy efficiency rebates reviews. Promote existing available rebates and incentives for energy efficiency and electrification from Healdsburg Electric, the State, and the Federal government through partnership with Climate Action Healdsburg to educate the community on ways to finance electrification.	**Low**	
Community Cost Incurred for Implementation of Measure BE-3			**Moderate** Cost details ▪ Upfront cost [$3,000-$4,000/single family home] ▪ Savings [$50 - $1,000/year/single-family home] ▪ Upfront [$6,000-$10,000/multi-family home] ▪ Savings [$30-$700/year/multi-family home]	

Measure BE-4 Decarbonize non-residential building stock by 10% by 2030. (700 MT CO2e reduction)

Descarbonizar el stock de edificios no residenciales en un 10% para 2030.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
BE-4.1	Feasibility Studies	Conduct a feasibility strategy to identify non-residential building electrification barriers and develop a non-residential building electrification strategy with analysis supporting future adoption of a non-residential building electric-preferred reach code. Feasibility analysis should aim to identify areas of existing utility capacity and customer panel capacity to identify the potential to transition 10% of natural gas usage to electric usage based on average natural gas end-uses in the community and average energy efficiency of standard appliances converted from natural gas to electric. As part of study, identify staff resource needs to monitor and enforce a building emission limit standard.	**Moderate** *See Action BE-3.1, cost anticipated to be similar.*	
BE-4.2	Structural Change	Continue to monitor the 9th circuit court of appeals of the CRA vs City of Berkeley ruling. As part of the next building code cycle, develop an electric-preferred reach code for existing non-residential buildings to be adopted by 2026 to be implemented through the building code for projects that are valued at $500,000 or greater. As part of this reach code include the following steps: 1. Develop the reach code such that it satisfies the federal EPCA's seven criteria for an exemption from preemption. 2. Encourage commercial buildings to comply with the Commercial Energy Performance Assessment and Disclosure Program (AB 1103). 3. Establish a zero-NOx standards for replacement appliances. 4. Enforce the permitting of replacement appliances through the same permitting compliance program as for residential building electric-preferred reach code.	**Low** Cost Details ▪ Consultant [$25,000 - $50,000] ▪ Staff [$10,000 - $20,000] ▪ Staff [$120,000 - $150,000 annually] **No additional cost if developed in concert with Action BE-3.2 & Action BE-3.3**	
BE-4.3	Education	Develop an education campaign to promote electrification and include items in the program such as: 1. Conduct engagement efforts for the commercial sector to identify ways the City can support commercial energy storage installations and neighborhood scale microgrid opportunities. 2. Facilitate funding opportunities for commercial business electrification by identifying and supporting grant opportunities available to the community, prioritizing small and community owned. 3. Implement feedback provided during the community outreach process for small businesses and community-owned businesses to address potential equity impacts of the building performance program. 4. Utility bill inserts to advertise the incentive programs or grants available and the cost benefits of electric appliances 5. Targeted outreach to builders, developers, local contractors, and property managers with an informational brochure describing the financial benefits of replacing natural gas appliances with all electric appliance when they apply for permits 6. Provide informational webinars and an updated website to advertise and promote All-Electric Building Initiative rebates and incentives 7. Promote the use of the Energy Star Portfolio Manager program and benchmarking training programs for nonresidential building owners.	**Low**	
BE-4.4	Education/ Partnership	Continue to partner with electrification/efficiency experts to provide guidance to commercial buildings covered by the new code(s) and/or ordinance(s).	**Low** *City staff estimate current costs at less than $10,000 per year, depending on technical support needed.*	
BE-4.5	Education/ Partnership	Partner with the Healdsburg businesses and the Chamber of Commerce to inform and facilitate electrification for commercial business owners.	**Low**	
Community Cost Incurred for Implementation of Measure BE-4			**Moderate** Cost details ▪ Capital cost [$35-$200/square foot] ▪ Cost savings [~ $2,000 over 15 years]	

Measure BE-5 Decarbonize 50% municipal buildings and facilities by 2030.
Descarbonizar el 50% de los edificios e instalaciones municipales para 2030.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
BE-5.1	Structural	Continue to retrofit with LED lighting and replace failing equipment with efficient electric alternatives, such as the all-electric and efficiency upgrades made to City Hall in 2018. Develop a resolution to decarbonize 50% of municipal buildings and facilities by 2030 and 100% by 2045, by retrofitting natural gas appliances with electric alternatives. Include in the resolution an 'electric first' purchasing policy for any equipment or appliances in need of replacement.	**High** Cost Details ▪ Staff [$8,000 - $12,000] ▪ Consultant [$40,000 – $60,000] ▪ Capital/comparative investment [$35-$200/square foot] ▪ Cost savings [~ $2,000 over 15 years] ▪ **Total per 50,000 square feet [$1,796,000 - $10,070,000]**	
BE-5.2	Feasibility Studies/ Funding	Conduct a feasibility study to understand current decarbonization and barriers to installing additional distributed energy resources such as solar and battery storage, or other renewable energy generation infrastructure, at municipal facilities. Plan for directing resources through the city for funding, energy storage, and distributed energy resources. Direct municipal efforts to sourcing space for energy storage projects, microgrid implementation, and future electrification.	**Moderate** *City staff estimate costs between BE-3.1 and BE-3.2 [$35,000 - $141,000].*	
BE-5.3	Structural	Gain funding for and complete a Wastewater treatment plant energy efficiency study and implement the highest impact recommendations.	**High** *City staff estimate:* ▪ *Staff time to acquire funding [$5,000]* ▪ *Staff/consultant time to conduct study [$45,000 - $65,000]* ▪ *Capital costs may vary widely depending on recommendations [$10,000 - $1,000,000+]* ▪ ***Total [$60,000 - $1,070,000]***	
Community Cost Incurred for Implementation of Measure BE-5			Not applicable (City incurred cost)	

Measure T-1 Implement programs that increase access to safe active transportation, such as walking and biking, that achieve 15% of active transportation mode share by 2030. (350 MT CO2e reduction)

Implementar programas que aumenten el acceso al transporte activo seguro, como caminar y andar en bicicleta, que alcancen el 15% de participación del modo de transporte activo para 2030.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
T-1.1	Structural	Work with Sonoma County Transportation Authority (SCTA) to update the 2013 Existing and Planned Bicycle and Pedestrian Facilities for City of Healdsburg with new planned and completed projects by 2025. As part of the update consider including: 1. Identified projects from the 2013 plan not yet implemented and include a progress update and/or reasons that identified projects were determined infeasible in updated Master Plan 2. Safe Routes to School plan 3. Increased biking infrastructure off the main street to enhance connectivity throughout the City and/or in communities where there is currently no or limited infrastructure 4. In partnership with surrounding communities, identify opportunities for infrastructure improvements or expansions to enhance cross-community active transportation 5. Explore streets for permanent through traffic closures to promote walking, biking, and other forms of active transportation with a focus on closing off downtown 6. Explore areas of the City to remove parking and/or additional traffic lanes to prioritize outdoor seating and dining 7. Determine equity barriers to safe bike and pedestrian infrastructure.	**High** Initial Planning Cost ▪ Consultant - SRSP [$100,000 - $210,000] ▪ Consultant – analysis [$150,000 - $300,000] ▪ Staff [$45,000 - $60,000] ▪ Materials and Supplies [$5,000 - $10,000] ▪ **Total [$300,000 – $580,000]** ***(some costs potentially supported by grant for plan update)*** Infrastructure Cost ▪ Bike Infrastructure [$325,000 - $650,000 per mile] ▪ Street Closures [$50,000 – $150,000 per closure location]	
T-1.2	Structural	Continue to utilize discretionary funds to implement the bicycle and pedestrian infrastructure improvements and updates such as the protected bike lanes along Healdsburg Avenue and reduction of through lanes on Healdsburg Avenue (e.g., Healdsburg Avenue Improvement Project). Select consultant to finalize designs for Healdsburg Avenue Improvement Project by end of 2023 to aim for project completion end of 2028. Improvement projects underway include: 1. Healdsburg Avenue Complete Streets improvements 2. Grove Street improves including ADA compliance 3. Foss Creek & Front Street connections	**High** *City staff estimate for current projects underway:* ▪ *Healdsburg Ave [$15M]* ▪ *Grove Street [$3-4M]* ▪ *Foss & Front [<$1M]*	
T-1.3	Education/ Partnership	Work with the Sonoma County Bicycle Coalition and local community groups to facilitate community outreach and education on transportation alternatives and promote infrastructure improvements and expansion, such as Foss Creek Trail. Continually improve methods for engaging the community, gathering input, and utilizing it to prioritize projects from the Bicycle and Pedestrian Master Plan. Promote and distribute regionally available tools, such as bike maps, bus routes and schedules, etc. to the community and to hotels and tourism centers to increase visitor use of active transportation.	**Low**	
T-1.4	Structural	Develop the Pilot Bike Share Program into a permanent and dependable bike share network that provides access to key destinations throughout the City, and work with regional partners including SMART and others, to assess potential for a regional bike share system. Include educational outreach and campaigns promoting use of the re-inspired program.	**Moderate** *Current 3-year pilot costs approximately $100,000 per year. Staff estimate future costs of $100,000-$150,000 annually, and would encourage bike share vendor to seek local business sponsorship.*	
T-1.5	Education/ Partnership	Coordinate regionally through Sonoma County leveraging the regional active transportation plan to facilitate cross-community active transportation improvements. As part of this action include community outreach and education on active transportation improvements to affected areas as well as the community through Public Works and create a continuous feedback loop of public commentary to ensure efficacy and broad awareness of transportation options.	**Low**	

Measure T-1 Implement programs that increase access to safe active transportation, such as walking and biking, that achieve 15% of active transportation mode share by 2030. (350 MT CO2e reduction) ***Implementar programas que aumenten el acceso al transporte activo seguro, como caminar y andar en bicicleta, que alcancen el 15% de participación del modo de transporte activo para 2030.***				
T-1.6	Feasibility Studies	Evaluate existing bike parking facilities and evaluate what improvements can be made to increase supply, reduce theft, and increase rider attraction. This would include surveying existing bike parking facilities throughout the city and developing policies to increase and/or improve these facilities with preference given to improving bike parking facilities near public transit stops and expand access to safe transit (i.e., first and last-mile access). Include analysis of last mile limitations and hurdles. Explore ways to require safe, secure bike parking and/or bike lockers as part of large commercial and multi-family projects.	**Moderate** *City staff estimate costs between BE-3.1 and BE-3.2 [$35,000 - $141,000].*	
T-1.7	Partnership	Partner with the tourism and business sectors of the greater Healdsburg County region to identify pathways to increase active transportation from tourists and employees.	**Low**	
T-1.8	Funding/ Equity	Partner with local bike shops to provide subsidies to low-income residents for bicycles, helmets, pumps, and other bicycle equipment. Continue to offer e-bike rebates with increased rebate opportunities for low-income customers. Implement an income-qualified coupon for the e-bike share program, in addition to the available 50% discounted e-bike share rate.	**Moderate** *City staff estimate $50,000 annually.*	
Community Cost Incurred for Implementation of Measure T-1			**No cost**	

Measure T-2 Implement programs for public transportation that achieve 10% of public transit mode share by 2030. (2,000 MT CO2e reduction) ***Implementar programas para el transporte público que alcancen el 10% de participación del modo de transporte público para 2030.***				
Action ID	**Pillar**	**Action Text**	**Cost Estimate Incurred by City**	**Dot Voting**
T-2.1	Feasibility Study / Partnership	Partner with SCT to conduct a feasibility study to inform the development of a tourism-based mobility plan aimed at decreasing tourism-based single passenger vehicle use. In this study: 1. Identify community boundary locations for tourism designated parking and optimal route connectivity. 2. Identify opportunities for town shuttle services and park-and-ride locations for residents and tourists. 3. Pilot study on privately funded transportation to wineries. 4. Gauge potential of private partnerships with big tourism destinations such as wineries and local businesses to implement direct public transit routes between park and ride and the relevant tourist destinations.	**Moderate** Cost Details ▪ Consultant [$60,000 - $100,000] ▪ Staff [$25,000 - $40,000] ▪ Pilot Study [$200,000 - $300,000] ▪ **Total [$285,000 - $440,000]**	
T-2.2	Study/ Partnership	Partner with regional organizations to conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as the bus. Use survey results to inform policy development and education/outreach campaigns that are transit focused.	**Low**	
T-2.3	Equity/ Partnership	In the identification of access improvements to transportation include design improvements of seating and shading at bus stops and along active transportation routes. Partner with SCT to incorporate design changes throughout infrastructure modifications.	**Moderate** *City staff estimate costs similar to T-1.6 [$35,000 - $141,000], plus the infrastructure costs which may vary depending on the modifications.*	
T-2.4	Equity/ Studies	Work with SCT to ensure public transportation access and improvements are prioritized in low-income areas, active aging neighborhoods, schools and at major destinations. This could include surveying existing transportation services, routes, schedules, and facilities throughout the city and developing a plan to improve these for implementation with preference given to improving public transportation facilities and expand access to transit (i.e., first and last-mile access).	**Moderate** *City staff estimate costs similar to T-1.6 [$35,000 - $141,000].*	
T-2.5	Studies	Work with local community groups and grant agencies focused on equity projects to conduct a free or subsidized regional public transit pilot program for frontline communities in Healdsburg that makes it free or discounted for participants to travel regionally via SCT.	**Moderate** *City staff estimate $250,000 - 450,000 to provide half fare or full fare discounts to 550 individuals per year.*	
T-2.6	Partnership	Collaborate and engage with SCT to understand how they are addressing the Innovative Clean Transit Rule and their plan to electrify their bus fleet.	**Low**	
Community Cost Incurred for Implementation of Measure T-2			No cost	

Measure T-2A Explore the development of a micro-mobility and/or car-share program to support mode shift from single occupancy fossil fuel vehicles to Zero Emission Vehicles.
Explorar el desarrollo de un programa de micromovilidad y/o vehículos compartidos para respaldar el cambio de modo de vehículos desde combustible fósil de ocupación individual a vehículos de cero emisiones.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
T-2A.1	Feasibility Study	Conduct a feasibility and cost analysis for purchasing, operating, and maintaining an on-demand door-to-door e-shuttle. This may include the development of a new on-demand e-shuttle, the expansion of DASH for all residents of Healdsburg, or the development of a program to subsidize the cost for electric car-share programs such as Uber or Lyft. The analysis should include identification of potential funding sources (e.g., grants, local taxes, discretionary funds, etc.) and identification of barriers and opportunities for how such a micro-mobility program may enhance active transportation or public transit use. Present the findings to City Council and the public to determine next steps.	**Moderate** *City staff estimate costs similar to T-1.6 [$35,000 - $141,000].*	
T-2A.2	Structural	Based on the findings of the feasibility study and the response from City Council and the public, develop and implement a micro-mobility policy that establishes a deployment protocol and permitting process, identifies any restrictions for use for safety reasons, and promotes equitable access through requirements for consistent placement of micro-mobility devices (e-scooters, e-bikes, etc.) in underserved areas or reductions in usage fees for lower-income users.	**Moderate/High** Cost Details ▪ Staff [$35,000 - $60,000] ▪ Permitting Staff [$50,000 - $70,000] ▪ Micro transit annual budget if City funded [$500,000 - $2M]	
T-2A.3	Equity	Facilitate transportation equity through multilingual programs that identify local equity issues and seek to remove barriers for vulnerable communities to use carshare or micro-mobility options.	**Low**	
T-2A.4	Education/ Partnership	Leverage community groups and local organizations to develop outreach and education materials advertising micro-mobility options and the benefits of use for traveling locally and increasing connectivity of public transit. Provide information on available funding opportunities or subsidies offered for low-income residents.	**Low**	
Community Cost Incurred for Implementation of Measure T-2A			**Low** Cost details ▪ Cost of ride [$1.50 - $3.50/ride]	

Measure T-3 Develop programs and policies to discourage driving single passenger vehicles and to support the bicycle/pedestrian and public transit mode share goals of Measures T-1 and T-2.
Desarrollar programas y políticas para desincentivar la conducción de vehículos de un solo pasajero y apoyar los objetivos de uso compartido de bicicletas/peatones y transporte público de las Medidas T-1 y T-2.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
T-3.1	Structural	Reduce future VMT of new development through infrastructure requirements modifying the General Plan and/or specific plans (e.g., Central Healdsburg Avenue Plan) such that the plans for different City areas include policies that support the development of a connected pedestrian and cyclist network. Infrastructure requirements may include: 1. Small scale version of park and ride for residents and tourists. 2. Interconnected bike lanes and sidewalks throughout the City. 3. Electric Bike stations or other micro-mobility hubs outside of major residences and shop destinations	**Low**	
T-3.2	Structural/ Funding	Investigate parking policies to disincentivize single passenger vehicles while enabling alternative options for communities meeting defined equity metrics. Based on City Council and public feedback, implement parking policies to disincentivize single passenger vehicles. This **may** include options such as, but not limited to: 1. Eliminate or severely limit parking options for single-passenger vehicles in downtown and other commercial areas of the city using best available information on implementation. a. Implement a parking permit system to reserve available parking for employees of businesses downtown or in commercial areas. 2. Utilize a static or dynamic parking pricing for all downtown parking locations and use revenue to fund active transportation and public transportation projects. 3. Price all public parking spaces for all areas of the city with fees directed towards active transportation	**Moderate** **Cost details** ▪ Consultant [$60,000 - $100,000] ▪ Staff [$100,000 - $200,000 annually] ▪ Capital [$10,000 - $40,000] ▪ **Total [$170,000 - $340,000]**	
T-3.3	Feasibility Study	Conduct an analysis of the potential community impacts and benefits of charging for parking in downtown. Analysis should include evaluation of different parking fee structures as will as ensure that potential equity concerns are identified.	**Moderate** *City staff estimate costs similar to T-1.6 [$35,000 - $141,000].*	
T-3.4	Structural	Lead by example by encouraging and providing incentives for active transportation and public transit use, such as free access to the e-bike share program, public transit passes, telework options, or other incentives.	**Moderate** *City staff estimate $75,000-$100,000 a year based on incentives selected.*	
Community Cost Incurred for Implementation of Measure T-3			**Low** Cost details ▪ Incremental cost on parking [$3.50/hour to $24/ max daily]	

Measure T-4 Increase passenger zero-emission vehicle use and adoption to 50% by 2030. (14,500 MT CO2e reduction) ***Aumentar el uso y la adopción de vehículos de pasajeros de emisiones cero hasta el 50% en 2030.***				
Action ID	**Pillar**	**Action Text**	**Cost Estimate Incurred by City**	**Dot Voting**
T-4.1	Structural	Develop a reach code requiring electric vehicle capable charging spaces. By 2024, amend the Healdsburg Development and Municipal Code to promote EV chargers in new development and existing parking spaces, to require at minimum: • Single Family – CalGreen Tier 2 provisions • Multifamily – CalGreen Tier 2 provisions • Non-Residential – CalGreen Tier 2 provisions • Expand the designation of EV charging parking spaces to 15% of existing parking spaces within the City by 2030. • Require larger residential rental building owners (more than 20 tenants) and large commercial building owners (more than 10,000 square feet) to install working electric vehicle chargers in 20% of parking spaces for new and existing buildings. • Expediate EV charger permits	**Low** Cost details ▪ Consultant [$25,000 - $40,000] ▪ Staff [$12,000 - $15,000] ▪ **Total [$37,000 - $55,000]**	
T-4.2	Structural	Develop an ordinance requiring Healdsburg vehicles to participate in the States Biennial smog check program and contribute towards clean energy standards. Work with the Northern Sonoma County Air Pollution Control District to require biennial smog checks.	**Low**	
T-4.3	Education	Develop outreach and education materials and distribute to local businesses and organizations on the financial, environmental, and health and safety benefits of ZEVs. Provide information on available funding opportunities.	**Low**	
T-4.4	Equity/ Partnership	Identify private sector partnerships and develop affordable, zero-emission vehicle car share programs to serve affordable housing and/or multifamily developments with a priority to target vulnerable communities.	**Moderate** *City staff estimate public chargers to cost up to $200,000 per parking lot (6 connectors), depending on infrastructure and accessibility. City staff estimate other costs to be similar to T-1.4 [$100,000 - $150,000 annually], depending on discounts provided.*	
T-4.5	Equity/ Funding	Continue to promote the EV Monthly Bill Discount Program with increased discount opportunities for low-income customers, and develop an updated or replacement program following program sunset in 2025. Continue to promote affordable EV charging rates at city-owned EV charging stations.	**Moderate** *City staff estimate $150,000 - $200,000 annually.*	
T-4.6	Funding	Utilize the CALeVIP rebate to install new electric vehicle chargers at the Senior Center and downtown Maher lot. Applied for Federal Charing and Fueling Infrastructure (CFI) grant to install electric vehicle chargers at the Community Center, Giorgi Park, High School, and West Plaza.	**Moderate** *City staff estimate $425,000 from already approved budget, plus an additional $680,000 from grant funding (if awarded).*	
T-4.7	Feasibility Study	In addition to the 6 City-owned lots already identified, conduct a survey of existing publicly accessible electric vehicle chargers and their locations and identify a prioritized list of additional locations for new electric vehicle charging stations with consideration for equitable distribution of chargers to vulnerable communities. Study should include an evaluation of capacity needs associated with the installation of new EV chargers and identification of the businesses or stakeholders that own the property to coordinate with for installation of chargers.	**Moderate** *City staff estimate similar to BE-3.1 [approx. $150,000].*	
T-4.8	Funding	Promote incentives and financing options for residential electric vehicle charger installations. Develop programs and policies to add 500 new publicly accessible and private workplace Level 2 and 3 electric vehicle charging stations to the City by 2030 through grants such as the California Energy Commission's Clean Transportation Program. Develop programs that incentivize residents and businesses to charge during times of abundant solar resources and avoid charging during peak hours and grid emergencies	**Moderate to High** *City staff estimate $500,000 - $2,500,000, depending on public charger rebate amount and grant availability. Proposed budget of $100,000 annually. Other action components to leverage T-4.5*	

Measure T-4 Increase passenger zero-emission vehicle use and adoption to 50% by 2030. (14,500 MT CO2e reduction) ***Aumentar el uso y la adopción de vehículos de pasajeros de emisiones cero hasta el 50% en 2030.***				
T-4.9	Partnership / Equity	Collaborate with neighboring jurisdictions and the Sonoma County Transportation Authority to develop a connected network on ZEV car share. Prioritize car share to serve affordable housing and/or multifamily developments.	**Low**	
T-4.10	Funding/ Partnership /Equity	Partner with the local air district and RCPA to communicate State requirements for off road equipment and identify funding opportunities to support low-income residents to replace gas-powered landscaping equipment and off-road engines with zero emission equipment, such as through rebates or buyback programs.	**Low**	
Community Cost Incurred for Implementation of Measure T-4			**Moderate** Cost details ▪ Charging infrastructure [$700 – $4,000] ▪ Incremental maintenance cost savings [$0.05/mile] ▪ Comparative initial investment cost [$8,000 - $35,000/vehicle]	

Measure T-5 Increase commercial zero-emission vehicle use and adoption to 40% by 2030. (2,000 MT CO2e reduction)
Aumentar el uso y la adopción de vehículos comerciales de emisiones cero hasta el 40% en 2030.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
T-5.1	Feasibility Studies	Inventory commercial vehicle fleets in Healdsburg and identify employers to target for accelerating zero emission vehicle adoption. Develop a plan for City-supported accelerated fleet electrification.	**Moderate** *City staff estimate costs similar to T-1.6 [$35,000 - $141,000].*	
T-5.2	Structural	Adopt a ZEV plan for commercial vehicles in line with state targets and in line with the findings of the accompanying feasibility study. Work with stakeholders to develop and implement the plan for City-supported accelerated fleet electrification. As part of the plan, identify opportunities for accelerated fleet electrification and promote zero-emission vehicle (ZEV) adoption within business and municipal fleets.	**Low**	
T-5.3	Education/ Partnership	Provide information to businesses on state and federal programs to help fund conversion of commercial fleets to zero emissions vehicles.	**Low**	
T-5.4	Equity/ Funding	Identify, implement, and connect vehicle fleet owners, particularly those serving vulnerable communities to incentivize vehicle electrification. This could include local tax breaks.	**Moderate** *City staff estimate approx. $100,000 annually.*	
T-5.5	Funding	Secure funding from state programs (such as the California Air Resources Board's Clean Vehicle Rebate Project and the Truck and Bus Voucher Incentive Program) and federal sources to increase procurement of EV or ZEV cars, trucks, and other vehicles and installation of EV/ZEV charging/fueling infrastructure at municipal facilities.	**Low**	

Community Cost Incurred for Implementation of Measure T-5	**Moderate** Cost details ▪ Charging infrastructure for business [$3,000 – $100,000] ▪ Incremental maintenance cost savings [$0.05/mile] ▪ Comparative initial investment cost for business [$35,000 - $250,000/vehicle]

Measure T-6 Lead by example and electrify or otherwise decarbonize the municipal fleet in compliance with the state's Advanced Clean Fleet Rule.
Guiar con el ejemplo y electrificar o descarbonizar de otro modo la flota municipal en cumplimiento de la norma estatal Advanced Clean Fleet Rule.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
T-6.1	Structural	Continue to implement the Zero-emission vehicle first purchasing policy for all light-duty municipal vehicles, and update policy to reflect State requirement.	**Low**	
T-6.2	Study	Complete an inventory of all municipal off-road equipment and fleet vehicles and determine which are possible to decarbonize based on existing technologies. Complete a cost analysis for decarbonizing. Continue to purchase electric lawn equipment to replace gas powered lawn equipment. Continue to purchase hybrid medium duty bucket trucks for electrical utility work to utilize electric batteries for bucket operation, and track purchases to ensure compliance with State purchasing requirements.	**Moderate** *Costs will depend on the results of inventory, cost analysis, and amount of equipment replaced or installed. See City staff estimates for T-6.3, 6.4, and 6.5.*	
T-6.3	Structural	Develop and implement a City Zero-Emission Vehicle Transition Plan to convert fossil fuel municipal fleet vehicles to electric or otherwise decarbonize the fleet in alignment with the Advanced Clean Fleet Rule, including a short and long-term schedule for completion as well as potential for regional bulk procurement. Plan will be in alignment with the Advanced Clean Fleets Rule, requiring 50% of medium- and heavy-duty vehicle purchases be zero-emissions beginning in 2024 and 100% beginning in 2027. Also include that by 2035 100% of light-duty fleet vehicle are zero-emissions. Consider aligning the Plan with ACF's ZEV Milestones Option to establish appropriate goals of obtaining medium and heavy-duty ZEVs to replace existing medium and heavy-duty fleet vehicles. Maintain exemptions needed to ensure public safety and delivery of critical services.	**Moderate** *City staff estimate incremental light duty vehicle cost increase of $10,000-$15,000 per vehicle, additional charging infrastructure costs of $200,000, and ongoing savings in fuel costs. Incremental costs for medium- and heavy-duty vehicles will vary widely.*	
T-6.4	Structural	Install additional ZEV chargers in municipal parking lots for fleet, employees, and public use, pilot curbside to meet projected demand.	**Moderate** *City staff estimate public chargers to cost up to $200,000 per parking lot (6 connectors), depending on infrastructure and accessibility.*	
T-6.5	Structural	Implement a plan to replace all City owned end-of-life off-road equipment with electric equipment or equipment fueled by alternative fuel. Plan should include evaluation of current City-owned equipment, alternative low or zero-emission options, prioritize equipment to replace first (e.g. largest GHG emission reduction potential), and a timeline for replacements that align with goals and feasibility of replacement.	**Moderate** *City staff estimate incremental off road vehicle replacement cost increase of $20,000-$30,000 per vehicle, additional charging infrastructure costs of $50,000, and ongoing savings in fuel costs. Incremental costs for small off road equipment will be less.*	
Community Cost Incurred for Implementation of Measure T-6			**Not Applicable** (City incurred cost)	

Measure W-1 Reduce per capita potable water consumption by 25% by 2030. (50 MT CO2e reduction) ***Reducir el consumo de agua potable per cápita en un 25% para 2030.***				
Action ID	**Pillar**	**Action Text**	**Cost Estimate Incurred by City**	**Dot Voting**
W-1.1	Structural	Update the 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 UWMP as needed to achieve State regulations, which may include: 1. Amend the City's Water Shortage Contingency Plan to restrict any water waste at any time for households, businesses, industries, and public infrastructure. 2. Work with Community Development, large water users, and other stakeholders to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies decreasing energy intensity of distribution. 3. Revisit and update the Water Efficient Landscape Ordinance as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects. 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. 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. Leverage regional programs and resources available through membership in the Sonoma-Marin Saving Water Partnership, and leverage partnerships with local organizations to expand water conservation outreach. 6. Expand the Municipal Recycled Water Pipeline project, as funding is available. Identify additional locations available for recycled water use and establish a schedule for potable water replacement with recycled water in appropriate applications residentially, commercially, and municipally, and determine recycled water user fees. 7. Revise water and wastewater rates as necessary to ensure cost of service is covered.	**Moderate** *City staff estimate $15,000 - $20,000 to update required plan. Cost of implementation for new actions will vary widely.*	
Community Cost Incurred for Implementation of Measure W-1			**No cost**	

Measure SW-1 Achieve Zero Waste by 2030 through 90% diversion of solid waste from the landfill. (7,730 MT CO2e reduction) ***Alcanzar el objetivo de Cero Residuos en 2030 mediante la desviación del 90% de los residuos sólidos del vertedero.***				
Action ID	**Pillar**	**Action Text**	**Cost Estimate Incurred by City**	**Dot Voting**
SW-1.1	Structural	Meet the requirements of SB 1383 to reduce organics in the waste stream by 75% below 2014 levels by 2025 and achieve Zero Waste through 90% solid waste diversion by 2030. Include activities such as: 1. Reduce the total pounds per person per day landfilled by at least 10% annually. 2. Pilot and evaluate emerging technologies like at source organic waste digestion to reduce organic waste by restaurants and other major food waste producers. 3. Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. 4. Increase bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials. 5. Conduct additional free compost bin giveaways and promote the free curbside organics collection service by Recology 6. Expand existing ban on polystyrene products containing PFAS to include additional items without means of recycling or recycling markets, such as produce bags, plastic packaging, straws, plastics #4-7, and mixed materials. 7. Implement pilot project for reusables for restaurant to-go containers. 8. Identify long-term and alternate solutions for the community's wastewater bio-solids to avoid long hauling distances and develop local, beneficial reuse. Partner with Recology and Zero Waste Sonoma as applicable for the actions listed above.	**Moderate** Cost details ▪ Staff – pilot projects [$75,000 - $150,00] ▪ Capital – pilot projects [$500,000 - $1.5M] ▪ Staff – compliance monitoring [$60,000 - $80,000] ▪ Capital/ Staff - signage [$50,000 - $75,000] ▪ Staff – community engagement [$25,000 - $50,000 annually] ▪ Staff – ordinance development [$12,000 - $15,000] ▪ Consultant – feasibility study [$100,000 - $150,000] ▪ **Total [$822,000 - $2,017,000]**	
SW-1.2	Structural	Develop City resolution that incorporates increased lid-flipping into the franchise agreement with Recology and enforces organic diversion requirements via penalty fees issued by the City for non-compliance by 2025.	**Low**	
SW-1.3	Structural	Explore local opportunities to facilitate the siting and permitting of processing and end market infrastructure that will be needed to manage the volume of material from higher levels of diversion or participate in regional projects if developed.	**Low**	
SW-1.4	Education / Partnership	Partner with Zero Waste Sonoma to conduct a Bring your own (BYO) education and outreach training for residents and businesses on reusables and implementing more sustainable packaging into daily use. Also educate the community on food scraps. Provide resources of education and technical assistance on city website. Partner with libraries and other existing facilities to market campaigns about waste reductions, reuse, and repair.	**Low**	
SW-1.5	Equity/ Partnership	Establish relationships with multi-family property owners/managers to develop signage for their properties. Partner with community groups and organizations to go door-to-door at each multi-family unit yearly to provide supplies and education for proper sorting.	**Low**	
SW-1.6	Feasibility Studies/ Partnership	Leverage Zero Waste Sonoma 2022 Waste Characterization study and visual characterization conducted at the Healdsburg transfer station to understand the waste stream and create a plan to increase diversion and reduce contamination. Continue to work with Zero Waste Sonoma to conduct a waste characterization study every 5 years that includes Healdsburg to inform programs and policies.	**Low**	
SW-1.7	Funding/ Partnership	Partner with Recology and/or Zero Waste Sonoma to pursue funding, such as from CalRecycle, to outfit multi-family homes with zero waste infrastructure and expand waste diversions programs within the City.	**Low**	
SW-1.8	Partnerships	Partner with city community gardens and/or the UC Cooperative Extension Master Gardner program to increase community wide access to local compost bins.	**Low**	
Community Cost Incurred for Implementation of Measure SW-1			**Low** Implementation Cost ▪ $17/household/annually ▪ $662/small businesses/annually Non-compliance fee ▪ ~$50/bin	

Measure CS-1 Increase carbon sequestration by preserving existing mature trees and planting 500 new trees and high emissions reduction potential land cover types throughout the community by 2030. (25 MT CO2e reduction)

Aumentar el almacenamiento de carbono conservando los árboles maduros existentes y plantando 500 árboles nuevos y tipos de cubierta terrestre con alto potencial de reducción de emisiones en toda la comunidad para 2030.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
CS-1.1	Structural/ Partnerships / Equity	Develop a Street Tree Master Plan to include goals for promoting street tree health, enhancing resiliency, increasing the environmental benefits and co-benefits resulting from street trees and shading, community engagement around the urban forest. Include activity to promote street tree health and maintaining existing trees through partnerships with the community and local organizations, including organizations with connections to vulnerable communities to assist in the implementation of the Street Tree Master Plan to ensure equity is prioritized as part of the plan.	**Low** Cost details ▪ Staff/Consultant [$50,000 - $200,000] ▪ Staff [$10,000 - $20,000] ▪ *Grant Funding [$150,000 - $200,000]* ▪ **Total [$60,000 -$220,000]**	
CS-1.2	Structural	Develop a new Tree Protection Ordinance to include protection for native and heritage trees. The ordinance should regulate the removal of not just heritage trees, but native trees that increase the City's carbon stock and carbon sequestration. Ordinance may include: 1) Development requirements to protect or replace one-for-one existing trees and greenspace. 2) Implementation of a tree removal in-lieu fee that provides funding for the City to plant a new tree equivalent to every tree removed from private property. 3) Identification of native tree species and heritage trees to be protected. 4) Shade tree requirements for new development 5) Parking lot landscaping requirements 6) Increased permeable surfaces and green spaces in new development 7) Vegetative barrier requirements between busy roadways and developments to reduce exposure to air pollutants from traffic 8) Best practices to protect existing carbon stocks against wildfire risk	**Low**	
CS-1.3	Education	Establish an adopt-a-tree or adopt-a-street program that enables individuals, businesses, and community organizations to plant and care for trees in selected communities. Program should provide formalized information on appropriate trees eligible for planting in Healdsburg (i.e., native, drought tolerant, locations, fire resistant) and their maintenance. Leverage existing plant lists developed by nearby and partner organizations.	**Moderate** *City staff estimates $15,000 per 150 trees, to potentially be supported by in-lieu fees, donations, or other funding.*	
CS-1.4	Equity	Prioritize low-income areas of the city with less existing tree canopy for tree plantings. Increase shading in gathering spaces.	**Low**	
CS-1.5	Feasibility Studies	Identify current baseline urban forest coverage within the city to measure increased coverage as it relates to sequestration as part of the next Street Tree Master Plan update.	**Moderate** *City staff estimate costs between BE-3.1 and BE-3.2 [$35,000 - $141,000].*	
CS-1.6	Funding	Explore urban and community forestry grant programs (e.g., CAL FIRE) and other sources of state, federal, and philanthropic funding to fund urban forestry programs. As part of this effort, establish a goal to apply for at least one grant every three years.	**Low**	
Community Cost Incurred for Implementation of Measure CS-1			**Low** <$500	

Measure CS-2 Maintain and expand existing restoration projects to sequester carbon in restored lands.
Mantener y ampliar los proyectos de restauración existentes para almacenar carbono en las tierras restauradas.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
CS-2.1	Structural	Develop and adopt urban park guidelines that: 1. Provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible; 2. Establishes guidelines for achieving the greatest carbon sequestration potential of parks via design; and 3. Are equitable in ensuring such urban parks are accessible for lower-income residents while avoiding displacement. 4. Establishes a plan for long term maintenance to restoration projects.	Low	
CS-2.2	Structural	Continue maintenance and expansion of Healdsburg Ridge Open Space Preserve (150 acres), and the Fitch Mountain Park and Open Space Preserve (170 acres).	**Moderate** *Expansion would depend on available land and partners.*	
CS-2.3	Education	Develop a community-based volunteer program supporting restoration project activity to create a maintained restoration process.	**Low**	
CS-2.4	Feasibility Studies	Facilitate annual reporting as part of the restoration plan mapping the existing restoration projects and open space lands to gauge progress in restoration activities overtime as well as identify any gaps in maintenance activities related to ongoing projects. Incorporate GHG reduction calculations into this monitoring plan.	**Low**	
CS-2.5	Funding	Apply for at least one grant every three years for obtaining grant funding for restoration and preservation activities with a focus on projects that have been unable to be fully completed due to funding constraints.	**Low**	
CS-2.6	Partnership	Partner with local community organizations to communicate sequestration opportunities and facilitate volunteer maintenance projects.	**Low**	
Community Cost Incurred for Implementation of Measure CS-2			**No Cost**	

Measure CS-3 Align with SB 1383 and procure products of organic diversion at a rate of 0.08 tons of organic waste per capita per year with a focus on increasing compost application within City limits to increase carbon sequestration. (250 MT CO2e reduction)

Alinearse con el SB 1383 y obtener productos de desvío orgánico a una tasa de 0,08 toneladas de residuos orgánicos per cápita al año con un enfoque en el aumento de la aplicación de compost dentro de los límites de la Ciudad para aumentar el almacenamiento de carbono.

Action ID	Pillar	Action Text	Cost Estimate Incurred by City	Dot Voting
CS-3.1	Structural Change	Enforce compliance with SB 1383 and aim to meet the baseline requirement by establishing a minimum level of compost application per year on applicable/appropriate land throughout the City including City-owned land, depending on the feasibly study and based on an assessment of land needs. Additionally, evaluate opportunities to procure other applicable products, such as SB 1383 RNG, to meet the procurement requirements. Maintain procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	**Moderate** *City staff estimate similar to part time enforcement in SW-1.1 [$60,000-80,000].*	
CS-3.2	Feasibility Studies	Identify additional locations within the City to apply compost to help meet the procurement requirements of SB 1383 and provide household incentives for small-scale implementation.	**Moderate** *City staff estimate approximately $35,000 for study and $10,000 - $50,000 per year depending on incentives.*	
CS-3.3	Education	Work with Recology and ZWS to provide residents, businesses, and developers with educational material on where compost can be taken and how it can be used (i.e., landscaping), as well as how compost promotes carbon sequestration.	**Low**	
CS-3.4	Equity	Prioritize providing free compost procurement services, increased outreach, and translated materials to low-income households, small businesses, and other vulnerable communities.	**Moderate**	
CS-3.5	Funding	Apply for at least one grant every three years for obtaining grant funding for SB 1383 compliance.	**Low**	
CS-3.6	Partnership	Collaborate with local schools, Public Works, Community Services, Ag+Open Space, and the Resource Conservation Districts to identify opportunities to apply compost to landscaping potentially in addition to open space land conservation efforts.	**Low**	
CS-3.7	Partnership	Work with Sonoma County and RCPA to identify opportunities for a regional compost procurement program to help meet the organics procurement provisions of SB 1383 as well as streamline hauler routes through regional collaboration.	**Low**	
Community Cost Incurred for Implementation of Measure CS-3			**Not Applicable** (City incurred cost)	

Measure F-1 Designate a Climate Program Manager by 2025. ***Designar una Gerente de Programa Climático para 2025.***				
Action ID	**Pillar**	**Action Text**	Cost Estimate Incurred by City	**Dot Voting**
F-1.2	Structural	Create a Climate Program Manager new position who is responsible for implementing CMS measures and actions by drafting ordinances, managing technical studies, leading outreach efforts, updating online information, managing the webpages and Facebook posts to promote climate programs, networking with partners and stakeholders, and pursuing grant opportunities.	**Moderate** *City staff estimate up to $170,000 per year for salary, benefits, and operating expenses.*	
F-1.2	Structural	Report progress on CMS implementation annually to the City Council to measure progress and ensure accountability in achieving CMS emissions reduction goals.	**Low**	
F-1.3	Partnership / Education	Partner with RCPA and other jurisdictions to ensure transparency in GHG emission reporting and make GHG emission data and inputs publicly available.	**Low**	
Community Cost Incurred for Implementation of Measure F-1			**Not Applicable** (City incurred cost)	