

County of Sonoma Climate Plan

Near Term Measures Update 10/28/2025

In September 2024, the Board of Supervisors adopted the County of Sonoma Climate Resilience Comprehensive Action Plan (Climate Plan) and approved \$1,807,000 in funding to support near-term climate measures related to County operations. This document provides an update on all Near-Term Measures (NTMs), including the fourteen that received funding. The Climate Plan also identified Early Action (EA) measures, which were funded through Climate Resilience Funds or Wildfire Mitigation Funds.

County operations measures in the Climate Plan are organized into six sectors: Energy, Transportation, Waste, Water, Wildfire, and Natural and Working Lands. Each measure has sub-measures and is classified as near-term, mid-term, or long-term. Near-Term Measures were targeted for completion by the end of 2026. Each NTM below is identified by its original Climate Plan reference number. Table 1 on page 10 lists near-term actions that were allocated funding under the Climate Plan. In most cases, approved funding is less than project cost estimates at the time the Climate Plan was adopted.

ENERGY



Measure 1: Reduce energy use and increase resilience at existing County facilities in the near term through energy upgrades.

E-CO-1.1 to 1.5

Measure E-CO-1 includes five components of the [Sustainable Solutions Turnkey \(SST\) program](#), a \$28 million PG&E contract. The SST program is currently underway.

- 1.1 Upgrade existing lighting and controls at 46 buildings to LED Lighting with high efficiency controls.**
This portion of the SST will start in early 2026, following completion of the solar installation (1.2 below). No expected completion date has yet been set.
- 1.2 Install 1.8 MW (dc) Solar Photovoltaic systems in a carport configuration at the County Administration Center.**
Solar carports are being installed in 6 areas around the Sheriff's Office. This effort is ongoing with completion anticipated in early 2026.
- 1.3 Install Battery Energy Storage Systems at the County Administration Center and Los Guillicos.**
Batteries have been delivered to the Los Guillicos site and the contractor will complete wiring and supporting infrastructure installation in Fall 2025. The 12KV system will be installed in early 2026. This system is anticipated to be fully commissioned by February 2026, with PG&E integration complete by August 2026.

At the County Administration Center, preparatory work is occurring in Fall 2025, wiring and installation of the 12KV monitoring system is expected in early 2026; the fuel cell is expected to be fully commissioned by April 2026. PG&E integration is expected to be complete by December 2026.

1.4 Install water conservation fixtures at 44 buildings.

Work to replace fixtures with low-flow fixtures was initiated, then paused. Work is anticipated to resume in early 2026 following completion of the solar installation (1.2 above). No expected completion date has yet been set.

1.5 Replace domestic hot water heating systems with heat pump systems at Petaluma and Cloverdale Veterans Buildings, and Heavy Fleet Facility.

Installations at Cloverdale Veterans and Fleet facilities were completed. Petaluma Veterans replacements have not been completed due to contractor performance issues.

Measure 4: Reduce GHG emissions by purchasing Evergreen power from Sonoma Clean Power; upgrade existing SCP accounts

E-CO-4.1 to 4.4: Assign all current SCP electricity accounts to Evergreen

In 2025, the County transitioned all existing 473 Sonoma Clean Power Clean Start electricity accounts to EverGreen; most of the County's total electricity usage is now served by EverGreen. Funding approved for this measure will be used to cover cost impacts with the transition to EverGreen over the next two years, if any. Eleven accounts, or less than 2% of all County accounts, have opted out of Sonoma Clean Power services and remain with PG&E, either for cost or operational reasons. The County will analyze monthly billing data to evaluate potential increased costs alongside the associated greenhouse gas reductions as part of a cost-benefit analysis.

Measure 8: Reduce energy use and increase resilience in the mid-term by completing public lighting upgrades to high-efficiency systems.

E-CO-8.1 and 8.2

8.1 Upgrade County-owned public lighting to high-efficiency systems.

This project is part of the SST program (see E-CO-1).

8.2 Upgrade public lighting in County-managed lighting districts to high-efficiency systems

Upgrading County owned public lighting is part of the Sustainable Solutions Turnkey program (E-CO-1). For County-managed lighting districts Sonoma County Public Infrastructure reports that more than 90% of the 1,015 public streetlights have been upgraded to energy-efficient LED fixtures.

Measure 10: Implement Regional Parks plan (when/as approved) to improve efficiency and decarbonize Parks buildings.

E-CO-10.1 Conduct a feasibility study on status of buildings and electrical service

The Sonoma County Regional Parks Climate Adaptation and Resiliency Plan (CARP), finalized in 2025, proposes measures and phased actions to enhance the resilience of Regional Parks in the face of key climate vulnerabilities. Decarbonized and Resilient Buildings and Infrastructure is Sector 2 of the CARP.

During 2025 Regional Parks has been making progress on Measure DR-1 Electrification and Retrofits for Existing Buildings, sub measure DR-1.2: *Complete a combination of building electrification, energy efficiency,*

and weatherization retrofits for 50 percent of Regional Park residence buildings, 50 percent of visitor centers, and 30 percent of reporting location buildings by 2030 to improve energy efficiency, provide indoor cooling, and reduce greenhouse gas emissions.

Regional Parks is working with CAO-Energy and Sustainability and Sonoma Clean Power to add heat pumps where applicable on an on-going basis.

TRANSPORTATION



Measure 1: Decarbonize the County fleet of light duty vehicles by 2040

T-CO-1.1 Achieve 30% zero-emission vehicle light-duty fleet by 2026 and purchase the lowest emission model available for the service need if purchasing gasoline powered vehicles.

To meet the 30% fleet electrification target outlined in the measure, the County would need to electrify approximately 260 light-duty vehicles by 2026. Sonoma Public Infrastructure currently projects that 14% of the light-duty fleet will be electric vehicles (EVs) by the end of calendar year 2025.

Departments are encouraged to incorporate zero-emission vehicles (ZEVs) into their fleets, where operationally appropriate, as vehicles reach the end of their useful life. Of the 64 assets scheduled for replacement in FY 2025–26, an estimated 10% are expected to be ZEVs—either battery electric vehicles (BEVs) or plug-in hybrid electric vehicles (PHEVs).

Current challenges to achieving the 30% target include:

- Charging infrastructure limitations: The number and location of County charging stations must scale in tandem with EV acquisitions.
- Insufficient funding: Some EV models are cost prohibitive. The \$400,000 allocated by the Board is not enough to fully fund purchase of the EVs required to meet the 30% near-term target (estimated at \$5.4 million).
- Vehicle availability: There is a limited supply of EVs that meet the County’s specific operational needs in terms of capacity, range, and vehicle configuration.

Given these constraints, the County currently anticipates reaching the 30% fleet electrification goal between 2028 and 2030. Parameters around EV pricing and availability change rapidly. Staff will utilize the 2024 Fleet Electrification Assessment, the current vehicle asset replacement schedule, and other pertinent information, to continue to assess feasibility, timeline, and costs of achieving electrification goals.

Measure 5: Deploy zero emission vehicle infrastructure in number and locations to support the decarbonization schedule for light and heavy-duty fleets.

T-CO-5.1 and 5.2

5.1 Develop a zero-emission vehicle infrastructure plan that ensures charging/fueling infrastructure is in place in locations to support the decarbonization schedule for light and heavy-duty fleets.

Two reports will provide a roadmap for developing the infrastructure needed to support decarbonization of the fleet:

- Finalized in January 2024, the County's *Fleet Electrification Assessment* outlined recommendations for transitioning light-duty fleet to EVs and developing the necessary charging infrastructure.
- In Fall 2025 SPI was awarded a Metropolitan Transportation Commission (MTC) grant for planning the electrification of medium and heavy-duty fleet vehicles including associated charging infrastructure. This project is underway with a final report is expected in the latter half of CY 2026.

5.2 Seek funding to deploy 100 level II electric vehicle charging stations

The County received a conditional Notice of Award from the California Energy Commission's (CEC) "Charging Infrastructure for Government Fleets" in response to a 2024 grant application. Ultimately the choice was made to decline the NOA after determining that the 18-month timeline and insufficient funding made the project infeasible. Staff is continuing exploration of fleet EV charging grants and rebate programs from the CEC, PG&E and the California Air Resources Board.

Measure 6: Decarbonize off-road heavy-duty equipment by 2042.

T-CO-6.1 Develop an inventory of existing off-road equipment engine tiers and begin phase-out of Tier 0 engines, per CARB IUOR Reg.

SPI has completed an off-road equipment inventory which is maintained annually. Tier 0 engines are no longer made. Off-road engines phase-out is already part of the fleet practice. When existing equipment or vehicles are retired, they are replaced with newer technology.

Measure 7: Reduce idling emissions from County fleet vehicles and vehicles visiting County facilities through policies/ordinances as appropriate.

T-CO-7.1 Require drivers of County-owned vehicles to turn off engines after 3 minutes when not in use or when the driver leaves the vehicle, except as provided for specified vehicle types and circumstances.

Since September 2024, progress on this measure has been limited; whether or how to achieve this measure will be reevaluated. However, approximately 1,000 County vehicles are equipped with telematics devices, which can provide valuable data to support the development of a future idling reduction policy. Staff will work with SPI Fleet to analyze data for potential idling policy, survey policy examples/realized benefits from other comparable jurisdictions, and evaluate options and operational guidance for implementation.

Measure 9: Reduce emissions from employee commute by 50% by 2030

T-CO-9.1 Continue licensing the Clean Commute Trip Tracker

Originally funded as a Strategic Plan Climate Action and Resiliency project, the [County Clean Commute program](#) included pre-tax commuter benefits and discounted Sonoma-Marin Area Rail Transit (SMART) passes to encourage the use of alternative transportation.

In 2022, with funding awarded by the Metropolitan Transportation Commission (MTC) to help reduce drive-alone rates among large Bay Area employers, the County introduced the Online Trip Tracker. This platform enables employees to log telework and alternative commute days and connect with carpool options. Since its launch in 2020, 1,919 County employees have logged 300,000 trips, resulting in an estimated 1,827 metric tons of CO₂ saved. Approximately 80% of the "trips" are logged telework, emphasizing the importance of the County telework policy in GHG reduction.

Funding for this near-term measure was allocated to the Clean Commute program to extend employee incentives and the Trip Tracker contract for an additional two years. Incentives include [cash for Clean Commute trips](#) logged with the Online Trip Tracker, [EV charging](#), [discounted SMART passes](#), [free Sonoma County Transit and Santa Rosa CityBus trips](#), and [access to bike lockers](#). Due to increased participation, the structure of incentives will be adjusted within the program's existing budget. CAO Energy & Sustainability will continue education for County staff about use of Trip Tracker, particularly the importance of capturing telework.

Measure 12: Decarbonize small offroad engines beginning in 2024 by requiring all purchases be zero-emission equipment.

T-CO-12.1 Decarbonize small offroad engines beginning in 2024

SPI Fleet has been working to decarbonize small off-road engines in alignment with CARB regulations. As operating equipment reaches the end of its useful life, it is replaced with lower-emission alternatives. However, lower emissions, for example, hybrid vehicles, do not necessarily equate to zero emissions or full decarbonization.

Currently, the County fleet includes 154 off-road equipment assets, of which 12 are electric vehicles (EVs). Charging capacity requirements can sometimes limit the County's ability to replace equipment with electric alternatives. Additionally for some equipment, for example, larger tractors and mowers, the technology does not yet fully meet performance demands.

Turnover in this equipment category will continue as vehicle assets reach the end of their useful life and require replacement. In the upcoming year, forklifts represent the greatest opportunity for electrification, as there are both electric and hybrid models available on the market. Utility Task Vehicles (UTVs) and All-Terrain Vehicles (ATVs) used by Regional Parks are already being replaced with electric models.

ZERO WASTE



Measure 1: Establish a Zero Waste program with leadership and accountability in all County departments and all County facilities to increase waste diversion.

ZW-CO-1.1, 1.2, and 1.3 Establish a Zero Waste Champion at every facility to advance facility progress towards zero waste. Convene a Zero Waste Team including facility Zero Waste Champions, department management representatives, and CARD. Establish a county-wide Zero Waste Coordinator.

CEO Strategic Initiatives is developing a pilot project to launch a Zero Waste Champion within the County Executive's Office (CEO) department. The goal is to improve waste diversion, reduce contamination, and engage employees in sustainable practices while generating insights and best practices to inform potential expansion of the role across other County facilities. The pilot is currently in development in collaboration with Sonoma Public Infrastructure and Zero Waste Sonoma, with pilot launch anticipated in early 2026.

Measure 3: Demonstrate and document compliance with statewide organic waste diversion requirements.

ZW-CO-3.1, 3.2, 3.3 and 3.4. Perform and document monthly spot checks of waste bins at each facility. Prepare an annual report to the Board on waste diversion outcomes. Identify a target number of facilities and frequency of review and implement a periodic audit of facility waste streams; document audit results and corrective action taken in annual report. Develop a system to document and summarize compliance with requirements regarding procurement, mandatory policies and ordinances, education and outreach, etc.

The actions outlined in this measure provide guidance for monitoring organics diversion and are currently being integrated into the development of the Zero Waste Champion pilot project (See Measure 1 above). Insights gained from the pilot, along with input from key partners, will inform development of a process that could be used at other County facilities.

Measure 4: Increase diversion of organic waste (compostable materials) from landfills by 100% in designated County facility types that generate organic waste.

ZW-CO-4.1, 4.2, 4.3, and 4.4 Increase employee access to simple, clean composting infrastructure. Inform employees that food waste must be diverted and identify proper uses of waste receptacles. Prepare and deliver a short training video about waste diversion goals, requirements, benefits, and procedures. Evaluate and update janitorial services and waste collection agreements as needed to support increased compost diversion measures.

The actions outlined in this measure provide targeted guidance for increasing organics diversion and are currently being integrated into the development of the Zero Waste Champion pilot project (See Measure 1 above). Insights gained from the pilot, along with input from key partners will inform the design of an organics diversion campaign tailored to the specific needs of individual County facilities.

WATER



Measure 8: Conduct a vulnerability assessment/feasibility study for County-owned infrastructure and lands that are at-risk of sea-level rise and riverine flooding and/or erosion to identify strategies to protect, accommodate, and/or retreat.

W-CO-8.1 Working with Russian River Regional Monitoring Program (R3MP) and San Francisco Estuary Institute (SFEI), develop a new, comprehensive stream and riparian corridor map headwaters to ocean/bay for Sonoma County. Incorporate readily available hydrography datasets to feed into a comprehensive vulnerability assessment to help accomplish this task.

In July 2025, the County of Sonoma, Permit Sonoma, in partnership with the City of Petaluma, submitted a grant application to the Ocean Protection Council (OPC) for the Sonoma County Pacific Coast Sea Level Rise Resilience Plan and the Sonoma County North Bay Sea Level Rise Resilience Plan. The proposal aligns with Goal W-CO-8 and focuses on public facilities and infrastructure. The proposal also directly supports compliance with SB 272, which requires local governments in the California Coastal Zone and jurisdictions under the San Francisco Bay Conservation and Development Commission (BCDC) to develop sea level rise plans by January 1, 2034. Key deliverables include vulnerability and sensitivity assessments, an economic risk and adaptive capacity analysis, hydrodynamic modeling outputs, and a comprehensive adaptation plan.

In September 2025, OPC requested that the Pacific Coast and San Pablo Bay areas covered in the original proposal be submitted separately. The San Pablo Bay proposal resubmission is expected by October 1, while

the Pacific Coast proposal resubmission will follow, pending discussions with the Coastal Commission. Award notifications are anticipated in early 2026.

WILDFIRE



Measure 1: Implement the Sustainable Wildfire Resilience project with the Resiliency Coordination Team to formalize near term wildfire resilience planning and implementation coordination between departments, agencies, and partners, and prepare and present recommendations for a sustainable, integrated, long-term wildfire resilience program and funding.

WF-CO-1.1, 1.2, 1.3 and 1.4. Establish Resilience Coordination Team of department heads with wildfire resilience programs. Establish Technical Advisory Committees for 1) landscape hardening, 2) near-structure hardening, 3) climate resilient lands, and 4) organizational structure and funding. Coordinate efforts with different partners to determine wildfire resilience programming and funding opportunities long-term. Present recommendations to the Board of Supervisors for a long-term sustainable program

The Wildfire Resilience project is an exploration of possible organizing frameworks around wildfire resilience that coordinates both capital C county and lower c county organizations – to maximize meeting the needs of the county. This project has two key objectives:

- To create a near-term framework for improved coordination and collaboration within the “County family” of departments and agencies, which will also then improve coordination and collaboration between the County and other entities and organizations.
- To develop and propose to the Board of Supervisors a long-term framework for institutionalizing these efforts and how a proposed structure can best meet the needs of wildfire resiliency in Sonoma County.

Initiated in February 2024, the project has four technical advisory committees comprised of community organizations and County staff, a small core team of County staff, and a Resilience Coordination Team comprised of leadership from eight departments and agencies. Project work will continue through March 2026, with recommendations to the Board expected in May 2026, pending approval of the Board’s 2026 calendar.

Measure 2: Develop a phased wildfire risk reduction and structure hardening plan for County-owned lands and facilities

WF-CO-2.1 Conduct a wildfire vulnerability assessment of existing County buildings, infrastructure, and lands (built assets, parks, public rights of way, wooded/brush covered areas, and other vegetated spaces) in wildfire hazard areas to identify applicable defensible space and structure hardening practices

CAO Strategic Initiatives is collaborating with County partners to develop a Request for Proposals (RFP) for a Wildfire Vulnerability Assessment focused on County-owned buildings, infrastructure, and lands. The County expects to solicit proposals from qualified consultants in late 2025.

Measure 4: Develop a phased wildfire risk reduction and structure hardening plan for County-owned lands and facilities

WF-CO-4.1 Identify and prioritize suitable vegetation treatment and mulching project areas on County lands and prepare environmental review for priority projects.

Examination of current practice indicates the functions identified in this measure are being effectively accomplished at the Department level. Departments conduct environmental review for vegetation management projects in a variety of ways. Reviews may be completed internally, contracted out to a consultant, or handled by Permit Sonoma. Some projects are already covered under programmatic CEQA documents, such as the California Vegetation Treatment Program (CalVTP), while smaller-scale efforts may qualify for categorical exemptions under CEQA.

Based on currently available information, CAO Strategic Initiatives is considering how to further validate and/or recast this measure.

Measure 5: Develop a phased wildfire risk reduction and structure hardening plan for County-owned lands and facilities

WF-CO-5.1 Inventory and evaluate existing landscape practices on County-owned lands in wildfire hazard areas by 2026.

Examination of current practice indicates the functions identified in this measure are being effectively accomplished at the Department level. There is no single entity that carries out this function. Vegetation treatment is managed by all County landowning departments that are familiar with the specific needs of their properties, engage in regional coordination as needed and where appropriate, and coordinate County-wide with CAL FIRE, local fire agencies, and Fire Safe Sonoma.

Based on currently available information, CAO-Strategic Initiatives is considering how to further validate and/or recast this measure.

NATURAL and WORKING LANDS



Measure 1: Ag + Open Space will continue to consider conservation of important carbon stocks in their easement selection process.

NWL-CO-1.2 Consider additional factors in established selection criteria that assign value to carbon stocks and landowner interest in adopting carbon sequestration practices for acquisition of easements by 2025.

The evaluation process under the Vital Lands Initiative has been updated to more fully incorporate climate goals. Key updates include:

- A property's carbon stocks have been added as a factor in the property evaluation matrix.
- Extra points are awarded to properties with relatively high above-ground carbon stocks.
- Extra points are given to landowners who implement practices that enhance above-ground and/or soil carbon.
- Extra points are given for properties with a carbon farm plan or other conservation plan

This effort allows prioritization of properties with high carbon stocks for conservation easement acquisition or fee purchase. In addition, conservation easements are designed to ensure maintenance and/or enhancement of existing high carbon stocks, where present. This project is considered complete but continuous improvement is expected.

Measure 2: Increase coordination with tribes and opportunities for tribal collaboration of land management on County-owned lands by 2026, based on traditional and historic stewardship practices.

NWL-CO-2.1 and 2.2. Restore the tribal engagement liaison for the County of Sonoma, and/or engage a tribal engagement facilitator to help coordinate land management activities. Engage with local tribes to coordinate on climate resilience efforts and collaboratively identify co-management goals and opportunities by 2025.

The CAO is committed to engaging with tribes in a respectful and meaningful way to foster effective collaboration. As part of this commitment, the office is exploring the best resources and learning opportunities to guide its approach, including training from external advisors.

Measure 3: Identify appropriate sites and establish formal targets for compost and mulch application on County lands based on SB 1383 and monitor and track applications every 3 years.

NWL-CO-3.1 Identify and prioritize County-owned lands suitable for increased compost application based on feasibility and cost-effectiveness by 2025.

Several County departments have the potential to apply compost to their lands. However, like any land management practice, compost application must be approached with site specific consideration:

- Access to high-quality compost and mulch can be a limiting factor.
- Not all developed parkland fields are suitable for compost or mulch application due to varying site conditions and management goals.
- In non-developed parklands, compost or mulch application is generally not appropriate and is rarely the recommended management approach.

This measure is addressed in Regional Park's recently completed Climate Adaptation and Resiliency Plan (CARP). Sector 1-Carbon Sequestration and Natural Systems, Measure CS-5, includes consideration of increasing and optimizing compost application, where appropriate, to help the County meet its Senate Bill 1383 procurement targets. Additionally, this measure specifies criteria guiding which sites may be suitable for application. However, at this time there is no compilation of sites where additional compost application may be appropriate.

Measure 7: Establish a Climate Resilient Lands Working Group.

NWL-CO-7.1 and 7.2 Convene the working group to meet on a regular, periodic schedule to recommend priorities and coordinate projects and funding applications. Develop a strategic vision for coordinated land resilience in Sonoma County and a framework for ongoing implementation.

This has not yet been implemented as a discrete action. This working group may form from or be a natural follow-up to the Climate and Resilient Lands Technical Advisory Committee (TAC) created for the Wildfire Resilience project (See Wildfire Measure 1 above).

APPROVED CLIMATE PLAN FUNDING FOR NEAR TERM MEASURES

The Board of Supervisors adopted the County’s Climate Plan on September 10, 2024 and approved \$1,807,000 to support certain near-term actions. Table 1 below summarizes the actions and respective allocated amounts. Near term measures not listed below may have progressed with alternate funding or as part of ongoing Departmental efforts.

Table 1: Near Term Measure funding under Climate Plan

Measure #	Description	Board approved funding
E-CO-4.1	Reduce GHG emissions by purchasing Evergreen power from Sonoma Clean Power – upgrade existing SCP accounts (2-year costs)	\$130,000
T-CO-1.1	Decarbonize the County fleet of light-duty vehicles by 2030 – achieve 30% zero emission fleet by 2026 (costs above regular replacement)	\$400,000
T-CO-7.1	Reduce idling emissions by adopting policies or ordinances – limit idling in County-owned vehicles to under 3 minutes, except as allowed	\$18,000
T-CO-9.1	Reduce emissions from employee commute by 50% by 2030 – continue the Clean Commute Program w/licensing Trip Tracker (2- year costs)	\$160,000
T-CO-12	Decarbonize small offroad engines beginning in 2024 w/ zero emission purchases (2-year costs)	\$30,000
ZW-CO-1	Establish a measurable Zero Waste program w/ leadership & accountability in all departments and facilities	\$290,000
ZW-CO-4	Increase diversion of organic waste from landfills by 100% in designated County facility types (compliance with SB 1383, Lara)	\$210,000
W-CO-8	Identify, prioritize, and plan for resilience adaptation for County owned lands & infrastructure at risk for near-term sea level rise and river flooding – develop a comprehensive stream & riparian corridor map (part of larger project w/R3MP & SF Estuarine Institute)	\$50,000
WF-CO-2.1	Develop a phased wildfire risk reduction and structure hardening plan for County-owned lands and facilities – conduct a vulnerability assessment of buildings, infrastructure, lands	\$400,000
WF-CO-4.1	Identify & prioritize vegetation treatment & mulching project areas on County lands and prepare environmental review for priority projects	\$25,000
WF-CO-5.1	Implement fire-safe landscape practices tree care, and protection on County-owned lands – inventory & evaluate existing practices	\$9,000
NWL-CO-2.1 & 2.2	Increase coordination with tribes and opportunities for tribal collaboration of land management on County-owned lands – engage tribal facilitation and collaborate with tribes	\$50,000
NWL-CO-3.1	Identify appropriate sites, and establish & monitor formal targets for compost & mulch application on County-owned lands – identify & prioritize suitable application areas (SB 1383, w/ZWS)	\$20,000
NWL-CO-7.1 & 7.2	Establish a Climate Resilient Lands Working Group – convene the working group to recommend priorities and coordinate projects & funding, and develop a strategic vision for coordinated resilience	\$15,000
Total Board approved funding		\$1,807,000