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**Final Draft Climate Action Plan – Redline
Version**



A Tradition of Stewardship
A Commitment to Service

FINAL DRAFT

Climate Action Plan



Acknowledgements

Board of Supervisors

Planning Commission

Watershed Information & Conservation
Council

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Acronyms and Abbreviations

AB	Assembly Bill
BAAQMD	Bay Area Air Quality Management District
BAU	Business-As-Usual
APG	California Adaptation Planning Guide
CARB	California Air Resources Board
DWR	California Department of Water Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CALGreen	California Green Building Standards Code
CNR	California Natural Resources Agency
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CFCs	chlorofluorocarbons
CAP	Climate Action Plan
CNG	compressed natural gas
County	County of Napa
°C	degrees Celsius
°F	degrees Fahrenheit
EV	electric vehicle
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GWP	global warming potential
GHG	greenhouse gas
HFC	hydrofluorocarbon
IPCC	Intergovernmental Panel on Climate Change
MCE	Marin Clean Energy
CH ₄	methane
MT	metric ton
MPO	Metropolitan Planning Organization
NVTA	Napa Valley Transportation Authority
NVWT	Napa Valley Wine Train
N ₂ O	nitrous oxide
MTCO ₂ e	metric tons of carbon dioxide equivalent

O ₃	ozone
PG&E	Pacific Gas and Electric
ppm	parts per million
PFCs	perfluorocarbons
PACE	property assessed clean energy
SB	Senate Bill
SLCP	short-lived climate pollutant
SF ₆	sulfur hexafluoride
SCS	Sustainable Communities Strategy
TOD	transit-oriented development
VMT	vehicle miles traveled
ZNE	zero net energy



Napa County Climate Action Plan



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Executive Summary

Executive Summary

This Climate Action Plan (CAP) provides a comprehensive roadmap to address the challenges of climate change in unincorporated Napa County. Acting on climate change means both reducing greenhouse gas (GHG) emissions from local sources in the unincorporated County and helping the community to adapt to climate change and improve its resilience over the long term.

The scientific consensus is that it is “extremely likely” that global climate change is caused by GHG emissions associated with human activities, and that significant reductions in human-caused GHG emissions are needed by the mid-21st century to prevent the most catastrophic effects of climate change. To this end, in 2006, the California Global Warnings Solutions Act (Assembly Bill [AB] 32) established the State’s first target to reduce GHG emissions, which established a goal of lowering emissions to 1990 levels by 2020. California has been making steady progress and is expected to achieve the 2020 target; however, ongoing reductions in GHG emissions are needed as noted above.

In 2016, Governor Brown signed Senate Bill (SB) 32 into law, which established a new mid-term target of 40 percent below 1990 levels by 2030. This target aligns with those of leading international governments such as the 29-nation European Union which adopted the same target in October 2014. The new 2030 target places California on a trajectory towards meeting its longer-term goal, which is to bring emissions down to 80 percent below 1990 levels by 2050.

Over the last decade, the County of Napa (County) has taken several steps to begin addressing climate change and achieving reductions in GHG emissions, both in the County’s operations as well as the broader community. Dating as far back as 2007, the County has been involved in various efforts to quantify GHG emissions sources and formulate reduction strategies on both a county and larger regional level. The County’s General Plan and Environmental Impact Report (EIR) called for development and adoption of a CAP. This CAP builds upon the County’s past efforts and fulfills the requirements of the County’s General Plan and EIR.

The key components of the climate action planning process represented in this CAP are briefly summarized below:

1. A baseline GHG emissions inventory was prepared for 2014.

- 484,283 metric tons of carbon dioxide equivalent (CO₂e) were emitted by communitywide sources in the unincorporated County in 2014.
- The largest source of emissions was the Building Energy sector (i.e., residential and commercial/industrial buildings

The CAP aims to address climate change by reducing GHG emissions from sources within the unincorporated area, and by identifying threats and strategies for adapting to future environmental conditions caused by climate change.

As directed by AB 32 and SB 32, the State aims to reduce annual GHG emissions to:

- 1990 levels by 2020; and,
- 40 percent below 1990 levels by 2030.

The State’s longer-term goal is to reduce emissions down to 80 percent below 1990 levels by 2050.



Source: County of Napa

The Top 5 Emitting Sectors in 2014:

1. Building Energy Use (31%)
2. On-Road Vehicles (26%)
3. Solid Waste (17%)
4. Agriculture (10%)
5. Off-Road Vehicles (9%)



Source: County of Napa

and other facilities), which accounted for 31 percent of the inventory; while the Transportation sector accounted for approximately 26 percent of the inventory.

2. GHG emissions forecasts and reduction targets were identified for 2020, 2030 and 2050, consistent with State targets under AB 32 and SB 32.

- Without any future actions (i.e., “business-as-usual” conditions), GHG emissions are expected to increase by 2020, 2030 and 2050.
- GHG emissions reduction targets for the CAP were established consistent with the most recent guidance provided by the California Air Resources Board (CARB):
 - 2 percent below 2014 levels by 2020;
 - 40 percent below 2014 levels by 2030; and
 - 77 percent below 2014 levels by 2050.
- Legislative actions by State or Federal agencies help to reduce emissions in the future, but are not enough to achieve the targets.
- Achieving the 2030 and 2050 targets will require local action to help close the gap between legislative-adjusted emissions forecasts and the emissions limits established by the CAP’s targets.

Local governments play an important role in achieving the State’s long-term GHG targets for 2030 and 2050. Action and collaboration are needed at all levels to complement and support State level actions.

The CAP contains a total of **4248** local GHG reduction measures. While many of the emission reductions of the measures can be quantified, others are more difficult to quantify. However, the combination of all measures contributes towards achieving 2020 and 2030 targets.

The top five GHG reduction measures will reduce County emissions by a total of **35,753 MTCO_{2e}** per year by 2030.

The total estimated annual GHG emissions reductions from all reduction measures quantified is approximately **57,828 MTCO_{2e}** in 2030.

3. Local GHG emissions reduction strategies and measures were identified to help the County achieve the 2020 and 2030 targets.

- GHG reduction strategies in the CAP are aligned with each of the GHG inventory sectors, and contain a total of **4248** specific local GHG reduction measures that will achieve GHG reductions.
- Some of the GHG reduction measures will result in measurable, quantifiable reductions in emissions. Others are difficult to quantify, but will still contribute to achieving local reductions, either alone or in combination with legislative actions or other local GHG reduction measures.
- The top 5 measures in the CAP that will the achieve the most local GHG emissions reductions **by the year 2030** include:
 - Measure BE-6: Requiring new or replacement residential water heating systems to be electrically-powered or alternatively-fueled (e.g., solar thermal, ground-source heat pump) will reduce emissions annually by 11,575 **MTCO_{2e}** metric tons of carbon dioxide equivalent (MTCO_{2e}) by 2030.
 - Measure AG-3: Replacing diesel or gasoline-powered equipment with electric or alternatively-fueled agricultural equipment and pumps will reduce emissions annually by 8,540 MTCO_{2e} by 2030.

- Measure OR-2: Replacing diesel or gasoline with alternative fuels in recreational watercraft throughout the County will reduce emissions annually by 7,512 MTCO_{2e} by 2030.
- Measure LU-1: Establishing targets and enhanced programs that result in the preservation of oak woodlands and coniferous forests to avoid future carbon storage and sequestration losses, along with mandatory replanting to mitigate for tree loss when land use changes occur, will result in the annual reduction of 4,544 MTCO_{2e} by 2030.
- Measure TR-1: Updating and enforcing the County's Transportation System Management Ordinance will result in an annual reduction of 3,582 MTCO_{2e} by 2030.
- While the measures included in the CAP are generally geared towards reducing GHG emissions, many will also result in environmental or economic “co-benefits,” including climate adaptation co-benefits.

Co-benefits are the collateral positive side effects that result from strategies and measures identified in the CAP.

4. A climate change vulnerability assessment was prepared, and climate adaptation measures were developed to improve community sustainability.

- The climate change vulnerability assessment (Appendix C) determined that the County is vulnerable to several adverse impact climate change effects, including:
 - Increases in average temperatures and the frequency of heat waves and extreme heat events;
 - Changes to precipitation patterns;
 - Increased risk of wildfire;
 - Increased likelihood of flooding; and
 - Increased risk of coastal flooding from sea-level rise.
- Specific adaptation measures are included in Chapter 4 to address these effects. Many of the measures require the County and other partnering agencies to address climate-related risks as part of existing planning processes, as well as move towards incremental changes in the way that County services and infrastructure are maintained and operated. Community education and awareness-building are also important components of the adaptation strategies.

A vulnerability assessment includes identification of localized climate change exposure and related effects, an assessment of potential areas of vulnerability, a review of the County's current capacity to adapt to climate-related impacts, and consideration of how likely and how quickly impacts will occur. See Appendix C for the full vulnerability assessment.

5. Implementation and monitoring mechanisms are identified that will help the County to ensure that the measures and targets are achieved.

- Implementation of the measures in the CAP will require the County to develop and implement new ordinances, programs and projects, or modify existing one. This will require careful consideration of the operational and capital resources

The CAP outlines how County staff will implement measures, and how the CAP will be monitored and updated over time to ensure measures and targets are achieved.

<p><u>Beginning in 2020, the County will:</u></p> <ul style="list-style-type: none"> ▪ <u>Coordinate inventory updates every five years; and</u> ▪ <u>Evaluate and summarize measures in a report to the Board of Supervisors every two years.</u> 	
<p><u>The County's CAP monitoring and reporting activities will include:</u></p> <ul style="list-style-type: none"> ▪ <u>Evaluate the performance of CAP measures and prepare a progress report to the Board of Supervisors every two years, and</u> ▪ <u>Review and update the GHG emissions inventory every five years.</u> 	

Climate change is a global problem, but one that must be addressed on a local level through partnerships and individual actions.

needed, as well as the timing and phasing of implementation. Chapter 5 outlines these assumptions in detail.

- Monitoring is an important aspect of the CAP to ensure that the County is on track to achieve the GHG reduction targets and desired outcomes for increasing resilience in the face of a changing climate. To this end, the County will need to review and update the GHG emissions inventory periodically (every five years), track the community's progress on the implementation status of each measure in the CAP, and report back to the Board of Supervisors and the public at least every five~~two~~ years.
- The County will use the CAP to streamline the analysis of project-level GHG emissions pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183.5. Projects subject to discretionary review will be required to determine consistency with the CAP Consistency Checklist (see Appendix D).
- Local action on climate change cannot be addressed insularly by one agency or community, but requires active and ongoing partnerships between residents, businesses, the County, and other agencies and organizations in the region. On a community-wide level, individuals and businesses can play an important role in combating climate change. By changing habits to consume less energy; produce less waste through recycling, conserve water, and compost; and drive less by choosing to carpool, take transit, or walk and bike more frequently, individuals and businesses can work towards reducing their carbon footprint. The combination of these small efforts can lead to better outcomes for the environment and the County.



Napa County Climate Action Plan



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Chapter 1

Introduction

*(https://upload.wikimedia.org/wikipedia/commons/e/e2/Bay_Trail_in_Napa_County.jpg)
By Lauraat (Own work) [GFDL (<http://www.gnu.org/copyleft/fdl.html>) or CC BY-SA 3.0
(<http://creativecommons.org/licenses/by-sa/3.0/>)], via Wikimedia Commons*

1.1 Climate Action Plan Overview

There is strong consensus that global climate change is occurring; seasons are shifting, average temperatures are increasing, precipitation levels are changing, and sea levels are rising. These changes will have ~~the potential to adversely affect~~ adverse effects on human health and safety, economic prosperity, provision of basic services, and the availability of natural resources in Napa County.

This Climate Action Plan (CAP) sets a course of action for the County of Napa (County) to address global climate change. The CAP, consistent with and complimentary to Statewide legislation and actions, provides a feasible roadmap for the County to both reduce greenhouse gas (GHG) emissions from many sources in the unincorporated County and address the challenges of a changing climate by helping to adapt and respond to climate change over the long term.

While the CAP uses the best information, research, and techniques available today, technologies and markets are constantly changing. Thus, strategies identified in the CAP may become obsolete considering the development of new technologies that do not yet exist, or as new State and Federal laws are passed. However, the overarching goals of the CAP; ~~however~~, remain the same: to reduce GHG emissions and prepare for and adapt to climate change.

The CAP provides the County with a roadmap to address two climate change challenges: to reduce GHG emissions from sources within the County and to improve its response to climate change over the long term.

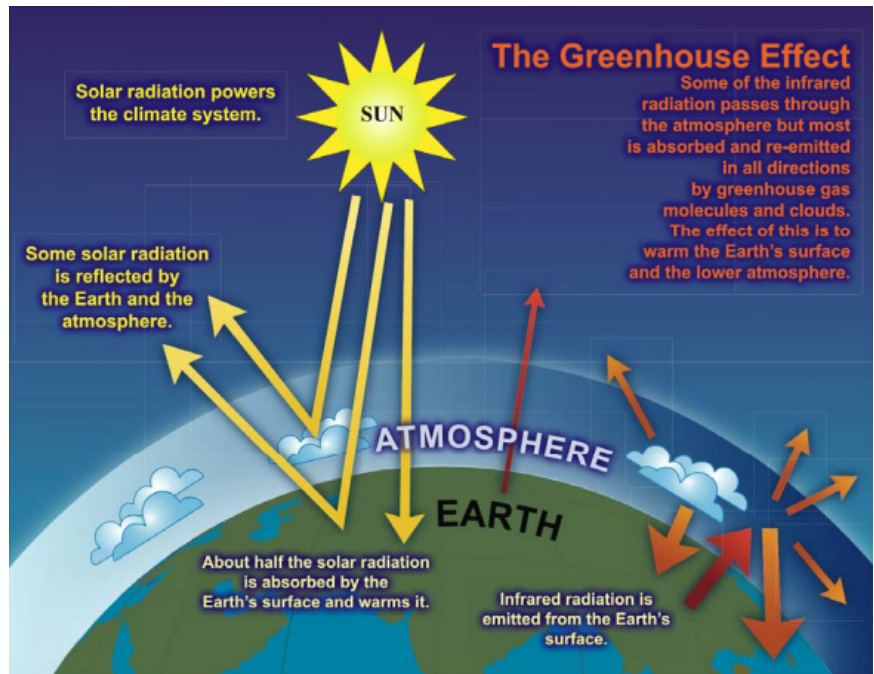
The County will monitor, review, and update the CAP to ensure continued effectiveness and relevance of the document.

1.2 Introduction to Climate Change Science

The greenhouse effect, as outlined below in Figure 1-1, results from a collection of atmospheric gases called GHGs that insulate the Earth and help regulate its temperature. These naturally occurring gases, mainly water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃), ~~and chlorofluorocarbons (CFCs)~~ all act as effective global insulators, reflecting Earth's visible light and infrared radiation to keep temperatures on Earth stable. Without the greenhouse effect, Earth would not be able to support life as we know it.



Source: County of Napa



Source: IPCC 2007

Figure 1-1: The Greenhouse Effect

However, human activities (e.g., burning of fossil fuels for transportation and energy, and increasing rates of deforestation and development) have contributed to the elevated concentration of these gases in the atmosphere. Human-caused (i.e., anthropogenic) emissions of ~~these~~ GHGs above natural ambient concentrations are responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change, or global warming. There is strong scientific consensus that it is "extremely likely" that most of the changes in the world's climate during the last 50 years are a result of anthropogenic GHG emissions (Intergovernmental Panel on Climate Change [IPCC] 2014:3, 5).

Furthermore, short-lived climate pollutants (SLCPs), which are GHGs that remain in the atmosphere for a much shorter period than long-lived climate pollutants (i.e., CO₂ and N₂O), are powerful climate forcings that have an outsized impact on climate change in the near term. Despite their relatively shorter atmospheric lifespan, their relative potency in terms of how they heat the atmosphere (i.e., global warming potential [GWP]) can be tens, hundreds, or even thousands of times greater than that of CO₂. SLCPs include CH₄; F-gases, including hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆); and, black carbon.

It is "extremely likely" that in the last 50 years, most of the changes in the world's climate are a result of anthropogenic, or human-generated, activities.

Global climate change, ~~in turn~~, is causing changes in precipitation patterns, shrinking polar ice caps, rises in sea level, and other impacts to biological resources and humans. Chapter 2 of the CAP

summarizes the County's GHG emissions that are contributing to global warming.

Climate change is a global problem and can lead to significant fluctuations in regional climates. While there is consensus that global climate change is occurring, and is influenced by human activity, there is less certainty as to the timing, severity, and [potential](#) consequences of climate change phenomena, particularly at specific locations. Chapter 4 of the CAP discusses the predicted climate change effects in the County in more detail, while also outlining specific vulnerabilities the County faces [because of these effects](#).

The CAP represents an important step in acknowledging global climate change effects on the County. Chapters 3, 4 and 5 of the CAP includes strategies, specific measures, and implementation programs and monitoring tools to reduce GHG emissions and plan for climate change impacts.

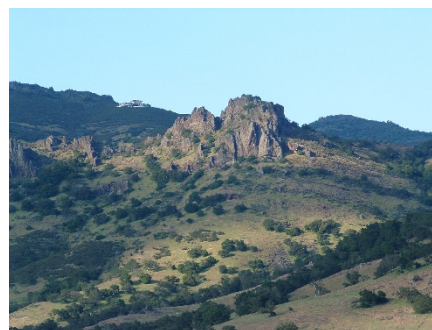
1.3 Regulatory Background

In response to the threat of global climate change, the State and County have already taken several steps to both reduce GHG emissions and adapt to climate change. These efforts, briefly summarized below, provide important policy direction and context for the CAP.

1.3.1 California

In 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which directed California to reduce GHG emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. A year later, in 2006, the Global Warming Solutions Act (Assembly Bill [AB] 32) was passed, establishing regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions. AB 32 put a cap on GHG emissions, setting a target of reducing GHG emissions to 1990 levels by 2020. As part of its implementation of AB 32 and Executive Order S-3-05, the California Air Resources Board ([CARB](#)) developed a Scoping Plan in 2008. The Scoping Plan, along with its Update in 2013³⁴, describes the approach California will take to reduce GHGs to achieve reduction targets and goals. California is currently on track to meet or exceed the AB 32 current target of reducing GHG emissions to 1990 levels by 2020.

On April 20, 2015 Governor Edmund G. Brown Jr. signed Executive Order B-30-15, establishing a new GHG emissions reduction target 40 percent below 1990 levels by 2030. This target aligns with those of leading international governments such as the 29-nation European Union which adopted the same target in October 2014. Executive Order B-30-15 also directed [CARB](#) to update the AB 32 Scoping Plan to reflect the path to achieving the 2030 target. In September 2016,



Source: County of Napa

As directed by AB 32, SB 32 and Executive Orders B-30-15 and S-3-05, the State aims to reduce annual GHG emissions to:

- 1990 levels by 2020,
- 40 percent below 1990 levels by 2030, and
- 80 percent below 1990 levels by 2050.

Governor Brown also signed Senate Bill (SB) 32, which codified into statute the mid-term 2030 target established by Executive Order B-30-15. The new 2030 GHG emissions reduction target places California on a trajectory towards meeting the goal of reducing statewide emissions to 80 percent below 1990 levels by 2050.

[Specific to SLCPs, SB 605, which was signed in September 2014, required CARB to develop a plan to reduce emissions of SLCPs. SB 1383, signed in September 2016, requires CARB to approve and begin implementing the plan by January 1, 2018. SB 1383 also sets targets for statewide reductions in SLCP emissions of 40 percent below 2013 levels by 2030 for methane and HFCs and 50 percent below 2013 levels for 2030 for anthropogenic black carbon. CARB adopted the SLCP Reduction Strategy in March 2017 pursuant to SB 605 and SB 1383, laying out options to accelerate SLCP emissions reductions in California through enacting regulations, creating incentives, and other market-supporting activities.](#)

In addition to legislation setting statewide GHG reduction targets, SB 375, signed by the Governor in 2008, better aligned regional transportation planning efforts, regional GHG emissions reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocations in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

To effectively address the challenges that a changing climate will bring, the State also prepared the 2009 California Climate Adaptation Strategy, which highlights climate risks and outlines possible solutions that can be implemented throughout the State. This Strategy was updated in 2014 and is now known as Safeguarding California. In 2015, the State developed the Safeguarding California Implementation Action Plans.



Source: County of Napa

1.3.2 Napa County

Over the last decade, the County has taken several steps to begin addressing climate change, sustainability, and reductions in GHG emissions. Dating as far back as 2007, the County has been involved in various efforts to quantify GHG emissions sources and formulate reduction strategies on both a county and larger regional level. This CAP builds upon these past efforts by creating a GHG inventory for 2014 and forecasting emissions for 2020, 2030 and 2050 to comply with new legislation. Other notable County efforts are highlighted below.

- **GHG Reduction Plan for County Municipal Operations:** In 2007, the Napa County Department of Public Works, together

with Kenwood Energy, performed a separate inventory and prepared a reduction plan for the GHG emissions associated with the County's municipal operations. The Emissions Reduction Plan identified a suite of actions that would result in reducing emissions from government operations by 15 percent by 2020 [compared to 2008 levels](#) (Napa County 2007). In 2015⁶, the County updated the [2008](#) GHG emissions inventory for County operations (Napa County 2015⁶). A 10 percent reduction has been achieved so far.

- **Napa County General Plan (2008):** The County General Plan provides the foundation upon which all future land use and public investment decisions are based. It is a guide for the development of all planning documents, including this CAP, which must be consistent with General Plan Policies. The General Plan includes policies aimed at reducing local contributions to global climate change and encouraging sustainable building practices, sustainable vineyard practices, and ecological stewardship. The General Plan's Environmental Impact Report (EIR) specifically directed the County to develop a CAP as an implementation action and mitigation measure to reduce GHG emissions in the County and address climate change impacts (Mitigation Measure M-4.8.7a).

The CAP is not a part of the General Plan, but must be maintained consistent with the General Plan. This allows the County to update the CAP on an ongoing, as-needed basis, without amending the General Plan. It also ensures that County climate action efforts can be adjusted over time to reflect new legislation and technologies.

1.4 Climate Action Plan Purpose and Objectives

The CAP outlines a course of action for the County to reduce community-wide GHG emissions in the County, as well as prepare for and adapt to climate change.

The GHG reduction targets for the County in the CAP are established in proportion to [CARB's](#) Draft 2030 Target Scoping Plan's community-wide GHG reduction targets. Consistent with the Scoping Plan targets and the State's 2014 GHG emissions inventory, the CAP aims to achieve the following local community-wide GHG reduction targets:

- 2 percent below 2014 levels by 2020;
- 40 percent below 2014 levels by 2030; and
- 77 percent below 2014 levels by 2050.

AB 32, SB 32, and Executive Orders B-30-15 and S-3-05 use 1990 levels as a benchmark to identify statewide reduction targets. Because the County's 1990 emissions level were not estimated, proportional targets for the County's CAP were developed for 2014 that are consistent with [CARB's](#) Draft 2030 Target Scoping Plan and the State's 2014 GHG emissions inventory.

To achieve these objectives, the CAP identifies the following:

- A summary of baseline GHG emissions and the potential growth of these emissions over time;
- The expected climate change effects on the County, including areas of vulnerability;



Source: County of Napa

- GHG emissions reduction targets and goals to reduce the community’s contribution to global warming; and
- Identification and evaluation of strategies and specific measures to comply with statewide GHG reduction targets and goals, along with measures to help the community adapt to climate change impacts.

As part of CAP implementation, each strategy and measure must be continually assessed and monitored. Reporting on the status of implementation of strategies, periodic updates to the GHG emissions inventory, and other monitoring activities will help to ensure that the CAP is making progress. See Chapter 5 for more information on administering, implementing, and monitoring the CAP.

1.5 Co-Benefits

Co-benefits are the collateral positive side effects that result from strategies and measures identified in the CAP.

While the measures included in the CAP are generally geared towards reducing GHG emissions, many will also result in environmental or economic “co-benefits.” Environmental co-benefits include improved air quality, water supplies, biological resources, public health outcomes, and beneficial outcomes for other resources. For example, a significant co-benefit of implementing CAP measures related to reductions in motor vehicle use and associated fuel combustion will result in fewer toxic air contaminants, leading to better air quality and improved health for everyone. Other strategies focus on improving energy and water-use efficiency in new and existing buildings, lowering overall housing and operation costs for residents and businesses. Another reduction measure focuses on improving the sustainability of wineries in the County, which is a large economic driver. By incentivizing wineries in the County to participate in the Napa Green Program, wineries could expand their facilities while also reducing the amount of GHGs their facilities emit.

- Co-Benefits identified in the CAP:**
- Improved Air Quality
 - Reduction in Black Carbon Emissions
 - Improved Water Supply and Quality
 - Protection of Natural Ecosystems and Habitats
 - Improved Public Health
 - Improved Quality of Life
 - Reduced Fossil Fuel Reliance
 - Protection of Structures and Assets
 - Increased Public Awareness of Climate Change
 - Lowered Energy Demand
 - Lowered Energy, Water, and Sewer Bills

Furthermore, several reduction measures encourage transit-oriented development and siting of affordable housing in the County, which allow residents to live closer to jobs, schools, and services. The CAP also supports the development of increased interregional transit solutions, as well as the construction of more park and ride facilities. These measures allow people to drive less, save money, and use their time more constructively.

More detailed discussion of reduction measures, along with their co-benefits, can be found in Chapter 3, Greenhouse Gas Emissions Reduction Strategies and Measures. Further details on the co-benefits analysis can be found in Appendix B. Adaptation co-benefits can be found in Chapter 4, Climate Change Vulnerability and Adaptation.

1.6 Community Action and Public Involvement

1.6.1 Community Action

While global change is happening worldwide, local efforts to reduce human-induced GHG emissions and build resilience in the face of adverse climate change effects can make a difference. Local action on climate change cannot be addressed individually by one agency or community, but requires active and ongoing partnerships between residents, businesses, the County, and other agencies and organizations in the region. By beginning to plan now and engage in more sustainable practices, communities will be better suited to adapt and respond to climate change in the future.

Effective and long term climate action and resiliency in the County can only be achieved through efforts that continue to change the way individuals interact with the environment. The CAP serves as a resource and starting point to support long term sustainability efforts.

Climate change is a global problem, but one that must be addressed on a local level through partnerships and individual actions.

1.6.2 Summary of Public Involvement

The CAP was prepared with the involvement and engagement of key internal and external stakeholder groups ~~from~~ various public, private, and nonprofit sectors; as well as individual citizens and residents of the County. A total of four outreach meetings occurred at key milestones in the process, engaging the community and interested stakeholders.

The first meeting, which occurred in November 2015, introduced the CAP process, provided a history of ~~what has been done~~County actions to date on climate change, and provided an explanation of methods used in GHG emissions inventories. The second meeting took place in February 2016 and presented the results of both the draft GHG emissions inventory and emissions forecasts for the County. There was also time allotted for public comments and questions. The third meeting, occurring in June 2016, presented the draft emissions reductions targets, measures, and gap analysis. The final meeting, held in February 2017, presented the Draft CAP to the public and the County Watershed Information and Conservation Council. Public comments were accepted from January 26, 2017 through February 24, 2017. ~~The Planning Commission held a public hearing on XX and voted to forward a recommendation of approval to the Board of Supervisors. The final CAP was adopted by the Board of Supervisors during a public hearing held on XX~~March 10, 2017.

The Planning Commission will hold a public hearing on the Final CAP and will be requested to forward a recommendation for adoption to



Source: County of Napa

the Board of Supervisors. The Final CAP proposed for adoption will be considered by the County Board of Supervisors at a public hearing.

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Napa County Climate Action Plan



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Chapter 2

Greenhouse Gas Emissions Inventory, Forecasts, and Reduction Targets

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2.1 Introduction

This chapter summarizes the community's contribution to global warming by offering a detailed accounting of greenhouse gas (GHG) emissions within the unincorporated areas of Napa County. It includes a discussion of the primary sources and annual levels of GHG emissions for 2014 (i.e., inventory); describes likely trends if emissions are not reduced for 2020, 2030, and 2050 (i.e., forecasts); and sets a path forward to reduce emissions for 2020, 2030, and 2050 (i.e., targets). Emissions from communitywide activities are discussed in Sections 2.2 through 2.4.

2.1.1 Why Prepare a Greenhouse Gas Emissions Inventory?

Recent increases in global temperatures are highly correlated with elevated GHG emissions resulting from human activities. Per the scientific community, to avoid “dangerous climate change” in the Earth’s climate system, GHG emissions will need to be stabilized so that global temperatures do not increase more than 3.6 degrees Fahrenheit (°F) (2 degrees Celsius [°C]) above pre-industrial levels. To achieve this outcome, global carbon dioxide (CO₂) emissions must be stabilized between 300 and 350 parts per million (ppm).

One of the main objectives of this climate action plan (CAP) is to identify and reduce local contributions to global GHG emissions. This chapter is intended to serve as a foundation for the strategies and measures that will implement the commitment of the County of Napa (County) to reducing GHG emissions. Measuring GHG emissions is a critical first step in developing the CAP for several reasons. First, the GHG inventory identifies major sources and quantities of GHG emissions associated with the activities and choices currently made by residents, businesses, and public institutions. Second, the inventory provides the baseline that is used to forecast emissions trends and to develop an accurate near-term reduction target and interim goals consistent with State objectives. Finally, the inventory sets the baseline for the County to develop, evaluate, and implement strategies and measures to achieve its near-term target and interim goals.

The GHG emissions inventory also plays a role in ensuring that the County stays on course to meet the GHG reduction targets. After the CAP is adopted, the County will prepare regular GHG emissions inventories that will be compared to the baseline inventory and be used to track progress in reducing emissions as CAP measures are implemented.

The inventory establishes 2014 as the baseline year from which the County determines GHG reduction targets.



Source: County of Napa

The inventory baseline is used to:

- forecast emissions,
- develop reduction targets, and
- develop, evaluate, and implement strategies to achieve the targets.

AB 32, SB 32, and Executive Orders B-30-15 and S-3-05 use 1990 levels as a benchmark to identify statewide reduction targets. Because the County's 1990 emissions level was not estimated, proportional targets for the County's CAP were developed for 2014 that are consistent with CARB's Draft 2030 Target Scoping Plan and the State's 2014 GHG emissions inventory.

2.1.2 Overview of GHG Emissions Inventory versus Carbon Footprint Characteristics

The emissions inventory is limited to gases that are generated locally in the County or within the region from a defined set of sources (e.g., transportation, electricity use, waste) that can be readily monitored and reduced through County actions.

A local community GHG emissions inventory is an estimate of a defined set of gases emitted to the atmosphere from local or regional sources that contribute to climate change. The six primary GHG emissions typically included in a community GHG emissions inventory are carbon dioxide (CO₂); methane (CH₄); nitrous oxide (N₂O); and, three types of fluorinated gases (F-gases), including hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Two common terms used when discussing climate change are “carbon footprint” and “GHG emission inventories.” While related, these concepts are not synonymous.

~~A GHG emissions inventory is an estimate of a defined set of gases (e.g., CO₂, methane [CH₄], nitrous oxide [N₂O]) that contribute to climate change. The community emissions inventory prepared for this CAP is limited to emissions that are generated due to from local and regional activities within the unincorporated County or the surrounding region (i.e., San Francisco Bay Area), from a defined set of sources (e.g., transportation, electricity use, waste). These include emissions that can be readily estimated, monitored and reduced by County measures that support the efforts of residents and businesses, and are within local jurisdictional control. However, this means that the GHG emissions inventory is limited and does not comprehensively address everyone’s contribution to GHG emissions on a global scale (e.g., purchasing imported goods, global goods exports, or air travel to and from the County).~~

The inventory does not comprehensively address everyone’s “carbon footprint” or attempt to quantify life-cycle emissions on a global scale that could be generated from all economic activities associated with the County (e.g., purchasing imported goods, global goods exports, or air travel to and from the County). Unlike a GHG emissions inventory, a carbon footprint is not limited to a defined geography or to a set of activities and sources that the County can influence. A carbon footprint ~~includes all~~ is based on a life-cycle analysis of GHG emissions that result from ~~each of our daily choices or the~~ numerous activities of ~~a business or organization~~ residences, businesses or organizations, such as the energy required to grow and ship food; the energy required for various forms of travel or goods movement far beyond the County’s borders (e.g., trains, planes, ships); or the embodied energy to manufacture, market, and dispose of the products we use. ~~Thus, not all the GHG emissions generated directly or indirectly (i.e., our carbon footprint) are included in the County’s GHG emissions inventory.~~



Source: County of Napa

Local community GHG emissions inventories are focused on emissions that occur within the physical boundaries of the local community or its surrounding region. Attempting to account for the global, life-cycle carbon footprint of the community in the context of a GHG emissions inventory could result in double counting emissions that are within the inventories of other jurisdictions in California or elsewhere. Thus, the preparation of the 2014 GHG emissions inventory for the County's CAP does not include the calculation of the community's global "carbon footprint."

This CAP includes strategies and measures that will help achieve the County's objectives to reduce GHG emissions as documented in the GHG emissions inventory. Many of the measures could also help residents, businesses, and organizations reduce their carbon footprint; however, achieving the targets in the context of the community's broader carbon footprint is beyond the scope of this CAP.

It should be noted that residents, businesses, and organizations make choices daily that produce GHG emissions that may be beyond the influence of the County and the CAP. This does not mean that individual residents or business in the County should feel limited to only those measures identified in this CAP, which are focused primarily on the County's inventoried emissions. Rather, members of the community can still make climate-friendly choices, such as buying locally-grown foods and locally-manufactured products that reduce electricity and energy use, to further reduce the local carbon footprint and further contribute to helping reverse global warming trends on a global scale.

On a community-wide level, individuals and businesses can play an important role in combating climate change. By changing habits, residents and businesses can work towards reducing their carbon footprint

2.2 Inventory

The first step in the County's climate action planning process is to understand the sources and amounts of GHG emissions generated from activities within the County.

The County's 2014 inventory of GHG emissions is broken down into the following nine sectors, shown in decreasing order by level of contribution:

- **Building Energy Use:** Building Energy ~~use~~sector emissions ~~associated with~~include CO₂, CH₄, and N₂O emissions generated as the result of electricity and natural gas consumption in residential, commercial, and industrial buildings and stationary equipment, including water pumps for private wells.
- **On-Road Vehicles:** On-road transportation emissions ~~include~~ CO₂, CH₄ and N₂O emissions associated with gasoline ~~and~~, diesel ~~and other fossil fuel~~ consumption from ~~driving that occurred~~motor vehicles on ~~local and regional~~ roadways.

The County's 2014 GHG Emissions Inventory has Nine Sectors:

1. Building Energy Use
2. On-Road Vehicles
3. Solid Waste
4. Agriculture
5. Off-Road Vehicles
6. High GWP Gases
7. Wastewater
8. Land Use Change
9. Imported Water Conveyance

Black carbon emissions associated with diesel exhaust will continue to be reduced through state actions.



Source: County of Napa

- **Solid Waste:** ~~Solid Waste~~ sector emissions associated with both existing include waste-in-place CH₄ emissions generated from the decomposition of previously-landfilled waste in existing landfills operating in the County-and, as well as CH₄ emissions from the decomposition of waste generated by residences and businesses in the County, discounting any overlap, in at landfills in various locations.
- **Agriculture:** ~~Agricultural~~ Agriculture sector emissions associated with include CO₂, CH₄ and N₂O generated during fuel combustion in farm equipment operations; CH₄ and N₂O emissions from livestock, crop burning,; and, N₂O from fertilizer use, soil management, and agricultural equipment.
- **Off-Road Vehicles:** Off-road vehicles and equipment generate CO₂, CH₄ and N₂O emissions associated with combustion of gasoline-and, diesel consumption-and other fossil fuels.
- **High global warming potential (GWP) gases:** High GWP GHGs produced by gas emissions are generated as the result of the use or leakage of refrigerants, electrical insulators in transmission lines, fumigants, and other materials. Emissions in this sector include F-gases such as HFCs, PFCs, and SF₆.
- **Wastewater:** Wastewater treatment results in CO₂ emissions associated with both the energy/electricity consumed during treatment-and, as well as fugitive CH₄ emissions resulting from the treatment process for domestic sewage and industrial wastewater. Fugitive CH₄ accounts for most of the emissions in this sector.
- **Land Use Change:** Lost carbon sequestration and storage potential from conversion of natural lands such as oak woodlands, forests, and shrublands to developed uses, such as agriculture or urban development.
- **Imported Water Conveyance:** Water-related emissions include CO₂ associated with energy and fuel used to convey imported water into the unincorporated County for domestic, irrigation, and industrial purposes.

~~Further details on the methodology for the inventory can be found in Appendix A.~~

~~2.2.12.1.1 Napa County's 2014 GHG Emissions~~

An important aspect of GHGs is the unit of measurement used to inventory and estimate emissions. CO₂ is the ~~largest contributor to global warming and the most~~ most prevalent and recognized GHG;

however, there are five other primary GHGs that must be addressed to meet State-mandated reduction targets, including: CH₄, N₂O, [sulfur hexafluoride \(SF₆\)](#), [hydrofluorocarbons \(HFCs\)](#), [HFC](#), and [perfluorocarbons \(PFCs\)](#). To simplify discussion and comparison of these emissions collectively, climate action plans use a measurement known as carbon dioxide equivalent (CO₂e).

CO₂e measurement translates each GHG to an equivalent volume of CO₂ by weighting it by its relative global warming potential (GWP). For example, per the Intergovernmental Panel on Climate Change (IPCC), [Fourth Assessment](#), CH₄ and N₂O are [approximately](#) 25 and 298 times more potent, respectively, than CO₂ in their ability to trap heat in the atmosphere (IPCC 2007). [The County's 2014 GHG emissions inventory uses the IPCC's Fourth Assessment Report values to maintain consistency with the latest statewide inventory prepared by the California Air Resources Board \(CARB\)](#). Converting [these gases all six classes of GHG emissions](#) into “carbon dioxide equivalents (CO₂e)” [using GWP values](#) allows us to consider all the gases in comparable terms and makes it easier to communicate how various sources and types of GHG emissions contribute to global warming- [using a standard unit of measurement](#). A metric ton of CO₂e (MTCO₂e) is the standard [unit of](#) measurement of the amount of GHG emissions produced and released into the atmosphere.

[Some GHG emissions can also be referred to as “short-lived climate pollutants” \(SLCPs\) because they remain in the atmosphere for a much shorter period than long-lived climate pollutants and have much higher global warming potential \(GWP\) values than longer-lived climate pollutants. SLCPs include CH₄, F-gases, and black carbon.](#)

[The GHG emissions inventory prepared for this CAP includes the most common and prevalent SLCPs \(i.e., CH₄ and F-gases\); however, black carbon emissions are not quantified in the inventory. Pursuant to Senate Bill \(SB\) 605 and 1383, CARB adopted the SLCP Reduction Strategy in March 2017, which outlines how the State will reduce emissions of SLCPs. CARB notes in the SLCP Reduction Strategy that there are considerable difficulties in developing accurate black carbon estimates at the statewide level because they depend on a variety of factors with very high rates of variability uncertainty \(CARB 2017b\). Thus, because of this uncertainty and known difficulties in developing reliable methods for black carbon inventories, black carbon emissions are not included in the 2014 emissions inventory. Nevertheless, the State is leading the way in reducing black carbon emissions. The SLCP Strategy states that while mobile sources \(primarily from diesel exhaust\) and wildfire are the primary statewide sources of black carbon, black carbon emissions from mobile sources have been reduced by 90 percent since the 1960s and the State's air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years. Additionally, wildfires are now the largest statewide source](#)

See Section 1.3 Regulatory Background for a more detailed summary of the legislation pertinent to SLCPs.

The County's 2014 emissions are equal to the emissions of a car driving 1.4 billion miles, or driving to the moon and back 2,851 times.

On a local level, certain measures related to on-road transportation and wildfire, will have a co-benefit of reducing black carbon emissions.

The Top Five Emitting Sectors in 2014:

1. Building Energy Use (31%)
2. On-Road Vehicle (26%)
3. Solid Waste (17%)
4. Agriculture (10%)
5. Off-Road Vehicles (9%).

[of black carbon, and the state will continue to explore the actions needed to decrease emissions \(CARB 2017b\).](#)

[Transportation sector GHG reduction measures contained in this CAP are aimed at reducing fossil fuel combustion, increasing the use of alternative fuel and zero-emissions vehicles, and reducing vehicle miles traveled \(VMT\). These measures will help to further reduce fine particulate matter \(PM_{2.5}\) from diesel fuel combustion and other sources, which will complement the State's efforts under the SLCP strategy and result in co-benefits of reducing black carbon emissions in the County. Less black carbon would also be emitted into the atmosphere in the County through wildfire-related climate adaptation measures contained in this plan. For a complete list of measures related to on-road transportation and wildfire, see Chapters 3 and 4.](#)

[Further details on the methodology for the inventory can be found in Appendix A.](#)

2.2.1 Napa County's 2014 GHG Emissions

In 2014, communitywide activities in the County accounted for 484,283 MTCO_{2e}. Most emissions were due to building energy use and on-road vehicle activity. Thirty-one percent of these emissions were due to energy used in buildings for heating, cooling, and powering devices, equipment, and other energy loads. Emissions from gasoline and diesel consumption related to vehicles and trucks on local and regional roads accounted for another 26 percent of the County's emissions in 2014.

To put the County's emissions into perspective, 484,283 MTCO_{2e} is equivalent to combusting 54.5 billion gallons of gasoline, combusting 258,388 tons of coal, or a year's worth of carbon sequestration from 458,424 acres of U.S. forests. Assuming an average car gets about 25 miles to the gallon, the County's 2014 emissions is same as a single car driving 1.4 billion miles, or driving to the moon and back 2,851 times (U.S. Environmental Protection Agency 2015⁶).

Additional detail related to the specific emission sectors, data sources, assumptions, and methodology can be found in Appendix A. Figure 2-1 and Table 2-1 below show the breakdown of Napa County's GHG emissions 2014.

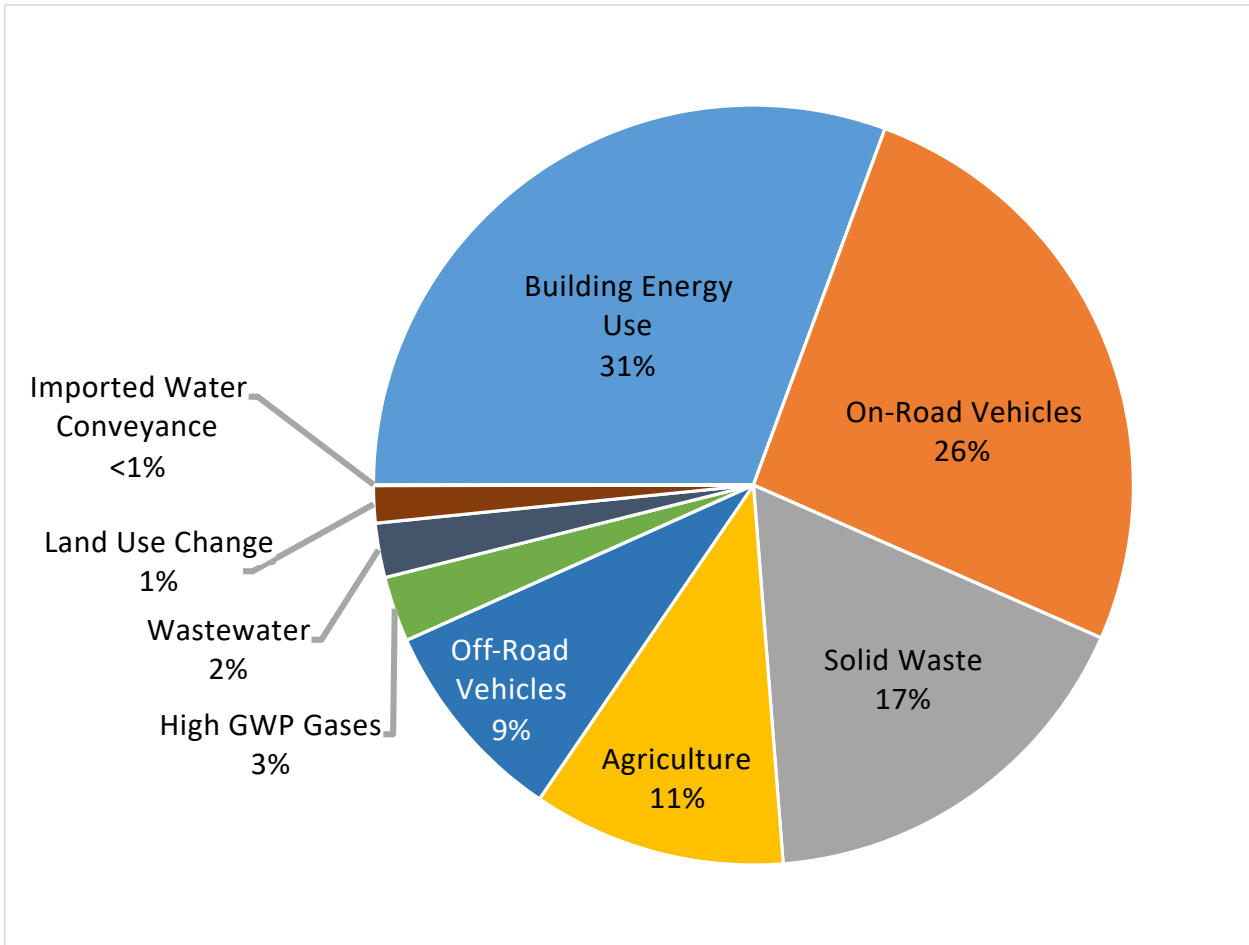


Figure 2-1: Napa County 2014 GHG Emissions

Emissions Sector	MTCO ₂ e	Percent
Building Energy Use	148,338	31
On-Road Vehicles	125,711	26
Solid Waste	83,086	17
Agriculture	52,198	11
Off-Road Vehicles	42,508	9
High GWP Gases	13,481	3
Wastewater	11,189	2
Land Use Change	7,684	1
Imported Water Conveyance	88	<1
Total	484,283	100

Source: Ascent Environmental 2016

2.3 Forecasts

GHG emissions forecasts provide an estimate of future emission levels based on a continuation of current trends in activity while also accounting for known regulatory actions by State or Federal agencies (i.e., “legislative” actions) that could reduce emissions in the future. Forecasts provide insights into the scale of local reductions needed to achieve the GHG emissions reduction targets, in addition to legislative actions.

The BAU GHG emissions forecasts in the CAP assume a continued increase in population, housing units, employment and vehicle activity. Projections are based on MTC and the Napa County General Plan.

The first step in preparing GHG emissions forecasts is the preparation of a “business-as-usual” (BAU) forecast, which assumes that no additional efforts or legislative actions beyond what have already been adopted will be made to reduce GHG emissions in the future. The BAU forecast also assumes that population, housing, employment, and transportation activity will grow over time, consistent with County projections. Finally, the BAU forecast does not account for GHG emissions reductions associated with implementation of the CAP or legislative actions.

Details on how the forecasts were developed and the indicators used to estimate each sector can be found in Appendix A.

2.3.1 Demographic Trends

GHG emission forecasts were estimated for 2020, 2030, and 2050 using County-specific demographic and vehicle activity projections through 2040 from the Metropolitan Transportation Commission (MTC). Based on MTC’s projections, the County’s unincorporated population is expected to increase by 7 percent by 2020, 19 percent by 2030, and 44 percent by 2050 from 2014 levels. Growth in

From 2014 levels, population in the County is expected to increase by:

- 7 percent by 2020,
- 19 percent by 2030, and
- 44 percent by 2050.

employment is expected at a lower rate than population, with jobs growing by 3 percent by 2020, 8 percent by 2030, and 17 percent by 2050. This is likely due to the continued agricultural character and associated employment characteristics in the unincorporated area.

The number of households in the unincorporated area is also anticipated to grow by 5 percent by 2020, 12 percent by 2030, and 28 percent by 2050 from 2014, a significantly lower rate than population. Housing growth is anticipated to be concentrated in the cities and towns to accommodate future population increases, highlighting planning efforts to reduce sprawl and achieve denser development.

The forecasts also consider anticipated changes in land use based on Napa County's General Plan. These land use change forecasts not only affect housing and population, but they also indicate losses in natural vegetation, such as oak woodlands and forests, that sequester CO₂ from the atmosphere.

2.3.2 Legislative Reductions

The County's GHG forecasts account for a variety of legislative actions that will reduce future emissions from the County, without any additional local government action called for in this CAP. The applied legislative reductions include:

- improved vehicle fuel efficiency standards;
- a Federal ban on certain high-GWP gases;
- adopted improvements to the State's Building Energy Efficiency Standards;
- adopted statewide targets to reach 33 percent renewable mix in statewide electricity generation by 2020 and 50 percent by 2050;
- a statewide target to double energy efficiency in existing buildings by 2030 (i.e., Senate Bill [SB] 350);
- a 75 percent statewide waste diversion goal by 2020;
- planned landfill gas capture projects pursuant to State regulations; and
- participation in [Marin Clean Energy \(MCE\)](#).

The legislative reductions described above do not assume that the stringency of GHG emissions reductions will increase beyond 2030. A detailed description and analysis of how specific legislative reductions are included in the County's BAU GHG emissions forecast can be found in Appendix A. Table 2-2 and Figure 2-2 below show the



Source: County of Napa

breakdown of the County's forecasted BAU GHG emissions, including a comparison to total annual emissions that will occur without any legislative reductions.

Sector and Subsector	2014	2020	2030	2050
Building Energy	148,337	131,643	59,150	67,184
Transportation	125,711	112,854	84,846	85,735
Solid Waste	83,086	62,345	56,711	48,854
Agriculture	52,198	52,521	53,589	57,446
Off-Road Vehicles and Equipment	42,508	45,164	49,592	58,474
High-GWP Gases	13,481	11,828	13,169	15,867
Water and Wastewater	11,277	11,858	12,959	14,335
Land Use Change	7,684	35,608	18,239	21,669
Total BAU with Legislative Reductions	484,283	463,821	348,253	369,563
<i>Percent change from 2014 (%)</i>	<i>0%</i>	<i>-4%</i>	<i>-28%</i>	<i>-24%</i>
Total BAU without Legislative Reductions	484,283	523,645	522,248	557,379
<i>Percent change from 2014 (%)</i>	<i>0%</i>	<i>8%</i>	<i>8%</i>	<i>15%</i>
Reductions due to Current Legislative Actions	0	59,824	173,995	187,816

Notes: Columns may not add to totals due to rounding.

BAU = business as usual

GHG = greenhouse gas emissions

MTCO_{2e} = metric tons of carbon dioxide equivalents

Source: Ascent Environmental 2016

2.3.3 BAU GHG Forecasts with Legislative Reductions

The legislative actions listed above will help to lower GHG emissions in the unincorporated County, as shown in Table 2-2. Despite a 44 percent increase in population between 2014 and 2050, and without the strategies and measures included in this CAP (see Chapter 3), it is estimated that GHG emissions will decrease by 4 percent from 2014 levels to 463,821 MTCO_{2e}/year by 2020. By 2030 and 2050, emissions will decrease by 28 and 24 percent below 2014 levels, respectively. The overall decrease in emissions is primarily due to substantial increases in renewable electricity generation, improved energy efficiency in existing buildings, and more efficient vehicles. As shown in the legislative-adjusted forecasts in Table 2-2, transportation will replace building energy as the largest emissions sector in the future, accounting for 23 percent of emissions through 2050. On the other hand, emissions from building energy accounted for 31 percent of the County's emissions in 2014, but will account for

Taking legislative reductions into account, emissions are projected to decrease in the BAU forecast. However, these reductions in emissions are not, in and of themselves, enough to meet State mandates.

less than 18 percent of emissions by 2050 in the legislative-adjusted forecasts.

2.4 Reduction Targets

This CAP primarily focuses on reducing emissions by 2020 and 2030, consistent with the State mandates. While setting goals beyond 2030 is important to provide long-term objectives, it is difficult to establish targets beyond a 15-year time frame for which defensible reduction assumptions can be made. This is primarily due to uncertainty around future technological advances and future changes in State and Federal law beyond 2030.

As directed in Assembly Bill (AB) 32, SB 32, and Executive Orders B-30-15 and S-3-05, the State aims to reduce annual statewide GHG emissions to:

- 1990 levels by 2020;
- 40 percent below 1990 levels by 2030; and
- 80 percent below 1990 levels by 2050.

The California Air Resources Board (ARB) developed the *First Update to the Climate Change Scoping Plan (Scoping Plan Update)* pursuant to AB 32. It indicated that reducing the State's emissions to 80 percent below 1990 levels by 2050 would be consistent with the IPCC's analysis of the global emissions trajectory needed to stabilize atmospheric concentrations at 350 ppm or less, to reduce the likelihood of catastrophic global climate change (CARB 2014).

To determine an equivalent reduction target at the local level, CARB's Draft ~~2030 Target~~ 2017 Scoping Plan, released in December 2016, Update recommends community-wide GHG reduction goals for local climate action plans that will help the State achieve its 2030 and 2050 targets (ARB 2016a CARB 2017a). These goals consist of reducing emissions to 6 MTCO_{2e} per capita and 2 MTCO_{2e} per capita by 2030 and 2050, respectively. Considering the overall statewide emissions in 2014 and the estimated statewide population for 2014 through 2050, CARB's recommended per-capita goals are equivalent to reducing 2014 emissions by 40 percent by 2030 and 77 percent by 2050 (ARB 2016b CARB 2016, DOF 2014). Thus, consistent with CARB's recommended community-wide targets and recent updates to the State's 2014 GHG emissions inventory, the following adjusted reduction targets should be achieved in the County:

- 2 percent below 2014 levels by 2020_{-i}
- 40 percent below 2014 levels by 2030_{-i} and
- 77 percent below 2014 levels by 2050.

Attaining a 2 percent reduction in GHG emissions will require that annual emissions be reduced to approximately 474,598 MTCO_{2e}/year



Source: County of Napa

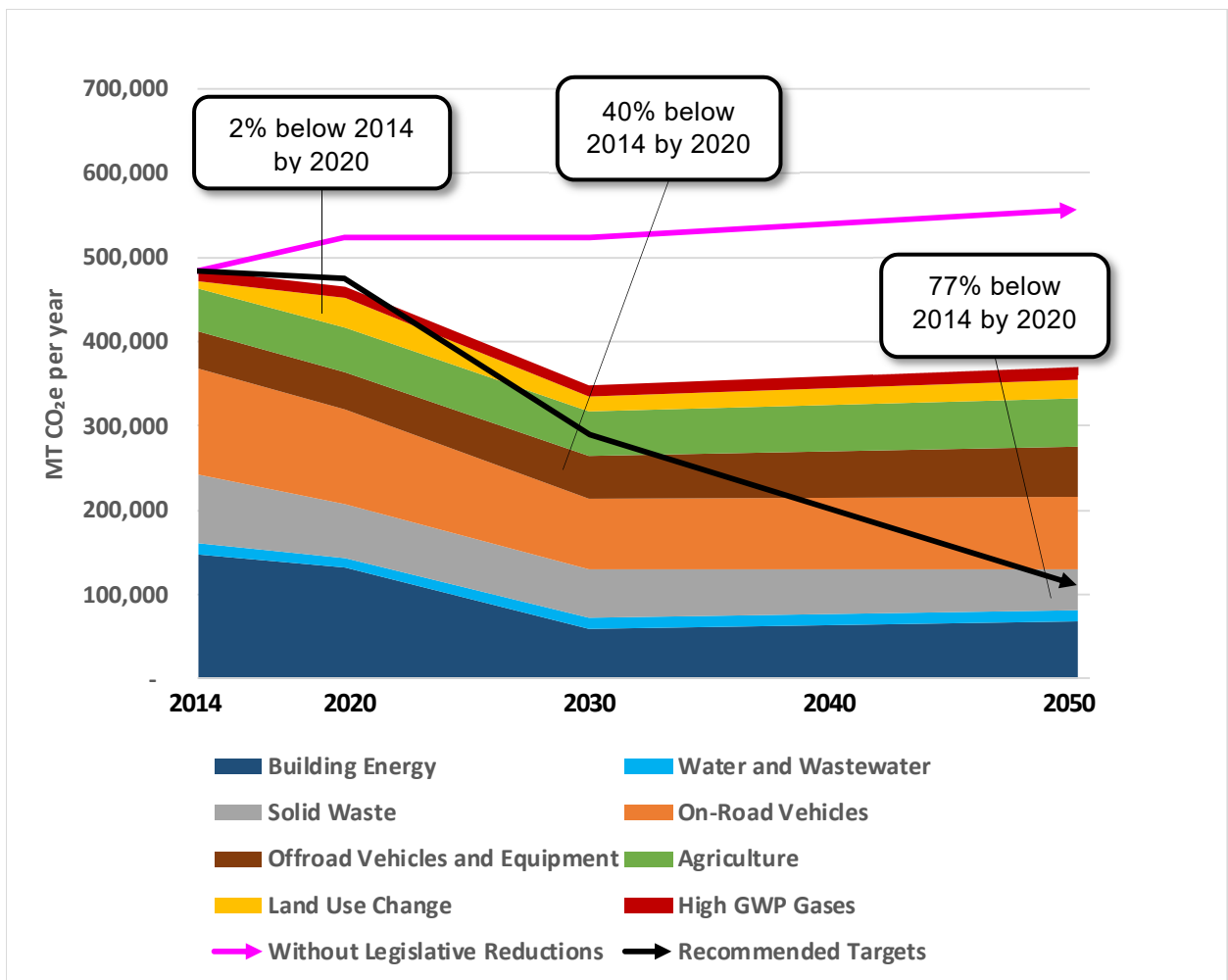
The County's reduction targets are consistent with CARB's Draft 2017 Scoping Plan's recommended community-wide targets, as well as the State's 2014 GHG emissions inventory.

To meet reduction targets, the County will need to reduce emissions to:

- 474,598 MTCO_{2e}/year in 2020,
- 290,570 MTCO_{2e}/year in 203, and
- 111,385 MTCO_{2e}/year in 2050

in 2020, which is about 9,686 MTCO₂e/year lower than 2014 levels. Forecasts in Table 2-2 show that the County will meet and exceed this reduction target by over 10,000 MTCO₂e through existing legislative reductions.

To achieve long-term GHG reductions, the County will need to reduce emissions to 290,570 MTCO₂e/year by 2030, or about 193,713 MTCO₂e (40 percent) below 2014 GHG emissions levels. To achieve a 77 percent reduction in GHG emissions from 2014 levels by 2050, the County will need to reduce its emissions to about 111,385 MTCO₂e per year in 2050, which is about 372,898 MTCO₂e lower than 2014 levels. A detailed technical analysis of the County's emissions reduction target and goals can be found in Appendix B. Figure 2-2 below shows the GHG reduction targets alongside the breakdown of the County's emissions over time discounting any actions and measures proposed in this CAP.



Source: Ascent Environmental 2016

Figure 2-2: Napa County BAU GHG Emissions Forecasts and Targets without CAP Measures

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Napa County Climate Action Plan



A Tradition of Stewardship
A Commitment to Service

Chapter 3

Greenhouse Gas Reduction Strategies and Measures

3.1 Introduction

This chapter outlines strategies and specific measures to be implemented by the County of Napa (County) to achieve its greenhouse gas (GHG) reduction targets over the coming decades. The strategies and measures focus on locally-based actions to reduce GHG emissions in various sectors as a complement to legislative actions taken by the State or Federal government.

The strategies mainly focus on community-scale strategies, but also include municipal operations strategies – to address both public and private responsibility for climate change. Through partnerships with and among residents, businesses, and other organizations, these measures will provide net benefits for everyone, such as an improved environment, long-term cost savings, conserved resources, a strengthened economy, and greater quality of life, while also making a difference in the world.

In addition to defining new measures, the Climate Action Plan (CAP) accounts for existing plans, programs, and activities that the County has already undertaken to reduce GHG emissions. The CAP acknowledges these efforts and, in some cases, builds or expands on them.

Many of the strategies and measures to reduce GHG emissions will also have important co-benefits, which are discussed in this chapter. Climate change adaptation and building community resilience are important co-benefits of many GHG reduction measures, and this is discussed in further detail in Chapter 4, Climate Change Vulnerability and Adaptation.

Strategies are organized under seven GHG emissions sector-based strategies and one multi-sector strategy. Measures identify specific locally based-actions to reduce GHG emissions.

Co-benefits are the additional, beneficial effects that will result from implementation of strategies and measures identified in the CAP.

3.2 Summary of Greenhouse Gas Reduction Strategies

As described in Chapter 2, the County has established a 2020 GHG emissions reduction target (2 percent below 2014 levels), and 2030 and 2050 targets (40 percent and 77 percent below 2014 levels, respectively) to reduce annual emissions levels, consistent with State laws and guidelines. If communitywide emissions in the county were to continue growing under business-as-usual (BAU) practices and activities, the County's GHG emissions will meet and exceed the 2020 reduction target by just over 10,000 metric tons of carbon dioxide equivalent (MTCO_{2e}), but would fall short of the 2030 and 2050 targets by 57,683 and 258,178 MTCO_{2e} per year, respectively. With the measures included in the CAP, the County's GHG emissions will exceed 2020 and 2030 targets by 57,438¹⁰² and 445²⁶⁴ MTCO_{2e} per year, but would still need to reduce emissions by 458,306^{157,460} MTCO_{2e} per year to meet the 2050 target.

The County aims to reduce annual GHG emissions to:

- 2 percent below 2014 levels by 2020,
- 40 percent below 2014 levels by 2030, and
- 77 percent below 2014 levels by 2050.

Over time, the County will also monitor, review, and update the CAP with new reduction measures to ensure continued effectiveness and progress towards meeting the 2050 emissions reduction target.

~~In the long term,~~ The quantifiable measures in the CAP currently fall short of meeting the County’s 2050 reduction goal; however, everdemonstration of achievement of the 2050 goal in a local government CAP is considerably challenging due to the extended time horizon and the County’s limited jurisdiction over numerous sources of emissions. In the coming decades, new innovations and technologies will likely become available that will enable further GHG reductions. New or more reliable methods may also become available to quantify measures that are currently unquantifiable. Finally, new Federal and State laws may further reduce emissions in sectors currently addressed primarily by local County measures. As climate change science and policy continues to advance, the County will be able to apply new reductions toward meeting the long-term 2050 GHG emissions reduction target in future CAP updates.

Table 3-1 below shows the annual GHG reductions attributable to the measures included in this Plan. Table 3-2 shows how the anticipated reductions will help the County meet its GHG reduction targets. See Appendix B for detailed calculations and an explanation of how the measures in the CAP work towards achieving the 2020 2030, and 2050 targets.

Table 3-1 Annual GHG Reductions by Sector due to Proposed Reduction Strategies and Measures (MTCO _{2e} /year)			
Strategy	2020	2030	2050
Building Energy	13,361	16,999	20,412
On-Road Transportation	5,599	4,198	4,083
Solid Waste	1,807	3,731	4,433
Off-Road Vehicles and Equipment	1,687	7,867	23,014
Agriculture	<u>3,549</u> <u>512</u>	<u>10,632</u> <u>752</u>	<u>21,442</u> <u>22,288</u>
Land Use Change	18,576	8,657	20,751
Wastewater ¹	1,783	5,743	5,737
Total Reductions	<u>46,362</u> <u>5</u>	<u>57,828</u> <u>947</u>	<u>99,874</u> <u>100,718</u>

Notes: Columns may not add to totals due to rounding.
¹ Reduction attributed only to Action MS-2, a multi-sector strategy.
 GHG = greenhouse gas emissions
 MTCO_{2e} = metric tons of carbon dioxide equivalents
 Source: Ascent Environmental 2016

Emissions Source	2020	2030	2050
Legislative-Adjusted BAU Napa County Emissions	463,821	348,253	369,563
Reductions from CAP Measures	<u>46,362</u> ⁵	<u>57,828</u> ⁹ <u>47</u>	<u>99,874</u> ¹⁰⁰ <u>,718</u>
Napa County Emissions with CAP	417,459 ⁶	290,425 ³⁰ <u>6</u>	269,692 ²⁶ <u>8,845</u>
Napa County GHG Reduction Targets (Percent below 2014)	-2%	-40%	-77%
Maximum Emissions allowed with Targets	474,598	290,570	111,385
Additional GHG Reductions Needed to meet Targets	- <u>57,138</u> ¹⁰ <u>2</u>	- <u>126</u> ⁵ <u>4</u> ^a	<u>158,306</u> ¹⁵ <u>7,460</u>

Notes: Columns may not add to totals due to rounding.

^a Negative values represent that the reductions meet and exceed the targets.

BAU = Business-As-Usual

CAP = Climate Action Plan

GHG = greenhouse gas emissions

MTCO₂e = metric tons of carbon dioxide equivalents

Source: Ascent Environmental 2016

3.3 Strategies and Measures to Reduce Greenhouse Gases

To help close the gap between the County's future BAU emissions and State targets, the CAP proposes 4248 GHG-reducing measures which are organized under seveneight GHG emissions sector-based strategies and one multi-sector strategy.

There are 48 GHG-reducing measures, organized under eight GHG emissions sector-based strategies.

The measures were developed based on a combination of factors, including:

- the feasibility of the measure to be implemented by the County;
- the need for greater reductions in the sectors with the most emissions, especially in building energy and transportation (See Figure 2-1 in Chapter 2);
- existing policies, actions, or programs that can be expanded or proposed policies yet to be adopted;
- feedback from community and other stakeholders; and
- technological innovations.

While many of the emission reductions of the measures can be quantified, others are more difficult to quantify. However, the combination of all measures contributes towards achieving 2020 and 2030 targets.

The discussion below describes each strategy, measure, and associated GHG emissions reductions, to the extent that they are quantifiable. Some

of the measures are not quantifiable due to data limitation or lack of available method to quantify emissions reductions; however, these qualitative measures are still important to include in the CAP.

Additional detail and calculations can be found in Appendix B. Chapter 5 further describes how measures will be implemented.



Source: County of Napa

3.3.1 Building Energy

The energy used in buildings is a significant contributor to GHG emissions in the county, accounting for more than 30 percent of total emissions (10 percent from residential and 21 percent commercial/industrial) in 2014. Although legislative reductions related to State actions will help to reduce building energy emissions by 60 percent from 2014 levels by 2030, and 55 percent by 2050, additional reductions can help the County meet State GHG reduction targets.

The Building Energy strategy offers the greatest opportunity to achieve emissions reductions across the eight strategies. Measures under the Building Energy strategy will reduce building energy emissions by an additional 14 percent, resulting in a 72 percent reduction from 2014 levels by 2030, and a 68 percent reduction by 2050 when combined with legislative reductions. The building energy measures included in the CAP aim to further reduce emissions by improving energy efficiency earlier than or beyond State requirements, streamlining access to renewable energy, and increasing the supply of renewable energy for homes and businesses within the county. The success of these measures relies on coordination with local utilities and organizations, participation from the community, and administration of new or revised local policies and programs.

The Building Energy strategy includes ~~40~~11 measures, seven of which were quantified. ~~Three~~Four measures [under this strategy](#) could not be quantified due to the uncertainty of the energy reductions that could occur, but are addressed qualitatively. Two major measures include a water heater replacement program and a formal adoption of standards to achieve the State’s zero net energy (ZNE) goals. Combined, these two measures will reduce emissions by 17,137 MTCO_{2e} per year by 2050.

Table 3-3 summarizes the annual reductions anticipated from building energy measures. Each measure is described in further detail below.

Legislative reductions contribute greatly to emission reductions in the Building Energy sector. Measures under the Building Energy will reduce emissions by an additional:

- 14 percent in 2030, and
- 13 percent in 2050.

All Building Energy measures also serve as adaptation measures by reducing overall energy demand and increasing the ability of the community and local economy to weather future change. For a complete list of adaptation measures, see Chapter 4.

Measure Number	Measure Description	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
BE-1	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	NA	NA	NA
BE-2	Require energy audits for major additions to or alterations of existing buildings	NA	NA	NA
BE-3	Require compliance with CALGreen Tier 1 green building standards and Tier 1 Building Energy Efficiency Standards for eligible alterations or additions to existing buildings	28	23	24
BE-4	Require compliance with CALGreen Tier 1 standards for all new construction , and phase in ZNE requirements for new construction starting beginning in 2020	1,361	2,037	4,587
BE-5	Increase participation in MCE-MCE's Deep Green (100% renewable (Deep Green)) option	4,005	1,384	1,338
BE-6	Require new or replacement residential and commercial ¹ water heating systems to be electrically powered and/or alternatively fueled systems	6,096	11,575	12,550
BE-7	Expand current renewable energy and green energy incentives and update local ordinances	1,479	1,806	1,703
BE-8	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes and buildings	NA	NA	NA
BE-9	Select MCE's Deep Green Option for all County-Owned Facilities	382	170	205
BE-10	Support Waste-to-Energy Programs at Unincorporated Landfills	10	5	5
BE-11	Encourage Solar Panel Installations on Warehouse Roof Space	NA	NA	NA
TOTAL		13,361	16,999	20,412

Notes: Columns may not add to totals due to rounding.

¹ [Emissions reductions quantified under BE-6 only apply to residential water heating systems.](#)

BAU = Business-As-Usual

CALGreen = California Green Building Standards Code

CAP = Climate Action Plan

GHG = greenhouse gas emissions

MCE = Marin Clean Energy

MTCO₂e = metric tons of carbon dioxide equivalent

NA = Not Available

PACE = property assessed clean energy

ZNE = zero net energy

Source: Ascent Environmental 2016

Measure BE-1 Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings

The County will provide information on County-, State- and utility-based energy efficiency programs and funding opportunities (e.g., Pacific Gas and Electric's [PG&E's] Energy Watch Program, Sustainable Napa County, property assessed clean energy [PACE] financing). Information sharing can be done through providing

informational brochures at County offices, updating the County website, and other methods.

- Co-Benefits (BE-1 and BE-2)**
- Improved Air Quality
 - Reduced Fossil Fuel Reliance

Measure BE-2 Require energy audits for major additions to or alterations of existing buildings

The County will amend the County Code to require energy audits when a building permit application is submitted for a substantial addition to or alteration to an existing building. Audits could be triggered by an alteration or addition greater than or equal to 50 percent of a lot’s total building square footage. According to permit records, the County issued or finalized an average of 300 permits per year for additions, alterations, and replacements for inhabited residential and commercial land uses between 2010 and 2015.

This measure could be combined with BE-1 to inform permit applicants of available incentives and financing available to cover efficiency upgrades pursuant to audit recommendations.

Measure BE-3 Require compliance with CALGreen Tier 1 Green Building standards and Tier 1 Building Energy Efficiency Standards for eligible alterations or additions to existing buildings.

The County will amend County Code to require compliance with California Green Building Standards Code (CALGreen) Tier 1 standards (Title 24, Part 11), as well as Tier 1 building energy efficiency standards (Title 24, Part 6), for alterations and additions over 1,000 square feet, in addition to requiring energy audits (see [Measure BE-2](#)). The County may also consider incentivizing compliance with CALGreen Tier 2 standards for eligible buildings, such as through expedited permitting or reduced permit fees. CALGreen Tier 1 also requires all appliances to be EnergyStar rated.

- Co-Benefits (BE-3 and BE-4)**
- Improved Air Quality
 - Improved Water Supply and Quality
 - Protection of Natural Ecosystems and Habitats
 - Improved Public Health
 - Reduced Fossil Fuel Reliance

Measure BE-4 Require compliance with CALGreen Tier 1 standards for all new construction, and phase in ZNE standards for new construction beginning in 2020.

The County will amend the County Code to require compliance with CALGreen Tier 1 green building standards (Title 24, Part 11), as well as Tier 1 building energy efficiency standards (Title 24, Part 6), for all new construction. These “reach code” standards include green building measures that can reduce GHG emissions beyond mandatory CALGreen requirements in several categories, including Energy Efficiency, Planning and Design, Water Efficiency and Conservation, Materials Conservation and Resource Efficiency, and Indoor Air Quality. Compliance with these green building measures can lead to increased use of green and recycled materials, turf area limits, reduction of construction waste through recycling, and other important features that achieve important sustainability and public health co-benefits.

Under Tier 1 standards, new construction will be required to exceed minimum building energy efficiency standards by 15 percent or more. The County may also consider additional incentives for new

construction projects meeting or exceeding Tier 2 standards which will have energy efficiencies of 30 percent above current standards.

The State is considering, but has not formally adopted, a mandatory ZNE¹ standard for all new residential construction starting in 2020 and new commercial construction starting in 2030. Under this measure, the County will also revise the County's building code to phase in and formally adopt the State's proposed ZNE standard in 2020. The State has demonstrated that ZNE can be achieved through a combination of high-performance energy efficient design and maximizing on-site renewable energy production (e.g., solar and storage).

To phase in the ZNE requirements, the County will amend the local building code to require compliance with ZNE standards for all residential and commercial construction starting in 2020 and 2030, respectively.

Under this measure, CALGreen Tier 1 measures for green building categories other than energy efficiency (Planning and Design, Water Efficiency, Material Conservation and Resource Efficiency, and Indoor Air Quality) will continue to be required after ZNE requirements have been phased in.

Also, with respect to Water Efficiency and Conservation standards under CALGreen Tier 1, the County will develop a program to provide incentives through the permitting process, including:

- incentivize installation of commercial and residential rainwater capture systems;
- incentivize installation of commercial and residential graywater capture and reuse systems for discharge to irrigation applications; and
- require ultra-low flow fixtures and toilets in new construction.

Measure BE-5 Increase participation in ~~Marin Clean Energy's~~ (MCE) MCE's Deep Green (100 percent renewable) option

The County will develop and provide incentives for residents and businesses to adopt MCE's Deep Green Option, which provides 100 percent renewable electricity. The County will consider subsidizing the extra cost of opting into Deep Green (e.g., \$0.01 per kilowatt hour) for low-income households, and will develop incentives for wineries, hotels, and other businesses that opt into Deep Green. The County will also work with MCE to promote awareness of the Deep Green Option.



Source: County of Napa

- Cc-Benefits (BE-5 and BE-6)**
- Improved Air Quality
 - Reduced Fossil Fuel Reliance

¹ A ZNE building is one that produces as much renewable energy on-site as it consumes in one year.

Measure BE-6 Require new or replacement residential and commercial water heating systems to be electrically powered and/or alternatively fueled systems

As part of a new ordinance or revisions to existing County Code, the County will act to require all new or replacement residential and commercial water heaters to be either electrically-powered or alternatively fueled systems, such as solar thermal or geothermal heat pump systems. Replacement of natural gas-fueled water heaters with electric or alternatively fueled heating allows for more opportunities to reduce emissions by displacing on-site fossil fuel combustion with electricity that is at least 50 percent renewable under MCE, on-site renewable energy, or a combination thereof.

This measure will be enforced through the County's current permitting process ~~and will initially apply to residential properties first~~. New or replacement residential natural gas water heaters ~~will~~ would typically no longer be permitted under this ordinance ~~unless they meet stringent annual fuel efficiency ratings (i.e., 95 or higher)~~. Examples of eligible replacement types could include solar thermal water heaters, tankless on-demand and storage-type electric water heaters, geothermal heat pumps, and electric heat pump systems. Electric water heaters could be paired with a solar water heating system to provide backup hot water. Heat pump systems could also include air or ground-source heat pump systems. The County will later phase in requirements for new or replacement commercial water heaters to develop an effective program that can accommodate the variations in size, cost, and capacity of commercial-grade water heaters.

As part of this measure, the County will also consider ~~developing a program offering financial incentives if the conversion to electric would require substantial work beyond the unit replacement cost. Financial incentives would also help to~~ offset the incremental cost of electric or solar thermal systems compared to natural gas water heaters for eligible homeowners ~~based on household income and size, and commercial owners. The County could also expedite or reduce permitting fees associated with electric or solar water heating installations; however, no incentives would be provided for natural gas systems.~~ This could be achieved in coordination with implementation of Measures BE-1 and BE-7.

<p>Co-Benefits (BE-7)</p> <ul style="list-style-type: none">▪ Improved Air Quality▪ Reduced Fossil Fuel Reliance
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Measure BE-7 Expand current renewable energy and green energy incentives and update local ordinances

The County will continue to provide expedited permitting incentives for installing solar panels, electric vehicle charging stations, and wind turbines. The County will also consider expanding incentives to other green technologies (e.g., solar water heating systems, geothermal ground source heat pump, micro-turbines, and battery storage). Any modifications to ordinances under this measure will ensure that ground-based solar panels will not change residential acreage limits on agricultural land uses.

The County will also work with Google, National Renewable Energy Laboratory, or other information providers to help communicate the customized cost-benefits associated with solar opportunities for each resident and business. The County will set a goal of approving 20,000 kW worth of solar permits by 2030, periodically review progress of permit applications, and adjust incentives and outreach efforts accordingly.

Measure BE-8 Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes and buildings

The County will establish a program that allows new development to offset construction or operational GHG emissions by setting up a funding mechanism into which developments pay and, indirectly, finance residential energy efficiency retrofits in local existing income-qualified homes or buildings. The County will need to determine how the offset funds will be used to fund retrofits. Emissions benefits may be quantifiable once program details are established. The County could consider pairing funds from the retrofit program with other funding sources or financing mechanisms to allow for even greater energy efficiency improvements in existing buildings (see Measure BE-1).

- Co-Benefits (BE-8)**
- Improved Air Quality
 - Improved Water Supply and Quality
 - Improved Public Health
 - Reduced Fossil Fuel Reliance

Measure BE-9 Select MCE’s Deep Green option for all County facilities

The County will select MCE’s Deep Green option for all County-owned facilities within the County’s operational control.

- Co-Benefits (BE-9)**
- Improved Air Quality
 - Reduced Fossil Fuel Reliance

Measure BE-10 Support waste-to-energy programs at unincorporated landfills

The County will encourage landfills located in the county to pursue waste-to-energy programs that convert waste-based fuel to usable energy that can offset a facility’s non-renewable energy usage.

- Co-Benefits (BE-10)**
- Improved Air Quality
 - Improved Water Supply and Quality
 - Improved Public Health
 - Reduced Fossil Fuel Reliance

Measure BE-11 Encourage solar panel installations on warehouse roof spaces

The County will work with MCE and commercial & industrial warehouse owners to encourage solar panel installations on warehouse roof spaces. The County would develop a program to incentivize these installations by expediting permitting (see Measure BE-7) or reducing permit fees associated with installations on existing facilities. The County could also work with interested stakeholders in developing a program to encourage solar panel installations for Feed-in-Tariff arrangements.

- Co-Benefits (BE-11)**
- Reduced Fossil Fuel Reliance
 - Lowered Energy Demand
 - Lowered Energy, Water, and Sewer Bills

3.3.2 On-Road Transportation

Legislative reductions contribute greatly to emission reductions in the On-Road Transportation sector. When combined with legislative reductions, on-road transportation measures will reduce annual GHG emissions by:

- 36 percent by 2030, and
- 35 percent by 2050.

Like building energy, on-transportation is also a significant contributor to the County’s GHG emissions. Emissions from on-road transportation sources accounted for 26 percent of the County’s total emissions in 2014. Legislative reductions outside of the County’s jurisdiction will reduce 2014 transportation emissions by 33 percent by 2030 and 32 percent by 2050 despite population growth, mainly due to improvements in State and Federal vehicle fuel efficiency standards. These legislative reductions apply to the fuel efficiency of vehicle operations, while measures that affect the frequency or distance of vehicle travel are within local or regional control and can be addressed in a local CAP.



Source: County of Napa

The Plan’s on-road transportation measures will reduce 2014 emissions from this sector by 36 percent by 2030 and a 35 percent by 2050 when combined with legislative reductions. The transportation-related measures proposed under this strategy aim to further reduce emissions by reducing vehicle trips through consolidation of vehicle trips and non-motorized solutions, encouraging the use of electric and alternative fuel vehicles, and reducing vehicle miles traveled (VMT) through smarter land use planning. Emissions reductions from these measures rely on successful coordination with and participation from local and regional transportation and planning agencies, incorporated cities in the county, residents, and businesses. [These measures will also help to reduce criteria pollutants such as fine particulate matter \(PM_{2.5}\) from diesel fuel combustion and other sources, which will result in the additional co-benefit of reducing black carbon emissions.](#)

This strategy includes ~~13~~14 measures, five of which can be quantified. ~~Eight~~Nine measures were qualitatively addressed and could not be quantified due to the uncertainty related to participation rates and variability of external factors. One major measure included in this strategy is an update to the County’s transportation system management ordinance that will establish a policy mechanism that ~~reduces commute-related vehicle trips~~[addresses commute trips and VMT. Measures under this strategy will also encourage and support the development of active transportation projects in the County.](#)

Table 3-4 summarizes the annual reductions anticipated from on-road transportation measures. Each measure is described in further detail below.

Measure Number	Measure Name	Annual GHG Reductions (MTCO _{2e} /year)		
		2020	2030	2050
TR-1	Update Transportation System Management Ordinance (for employers)	4,818	3,582	3,547
TR-2	Parking reduction ordinance revisions	78	58	57
TR-3	Increase affordable housing, especially workforce housing, in Napa County	31	23	23
TR-4	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	389	289	286
TR-5	Support efforts of transit agencies to increase availability and accessibility of transit information	NA	NA	NA
TR-6	Support alternatives to private vehicle travel for visitors	NA	NA	NA
TR-7	Support NVTA and Napa County's incorporated cities in developing transit oriented development unique to the needs of the Napa Region	NA	NA	NA
TR-8	Support interregional transit solutions	NA	NA	NA
TR-9	Work with Cities Napa County's incorporated cities, NVTA , and neighboring regions to increase presence of park and ride facilities near residential centers	NA	NA	NA
TR-10	Promote existing ride-matching services for people living and working in the unincorporated county	NA	NA	NA
TR-11	Increase the supply of electric vehicle charging stations	NA	NA	NA
TR-12	Promote telecommuting at office based businesses	NA	NA	NA
TR-13	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to use CNG.	284	247	169
TR-14	Encourage and support the development of active transportation projects	NA	NA	NA
TOTAL		5,599	4,198	4,083

Notes: Columns may not add to totals due to rounding.

CNG = compressed natural gas

GHG = greenhouse gas emissions

[MCE – Marin Clean Energy](#)

MTCO_{2e} = metric tons of carbon dioxide equivalents

NVTA = Napa Valley Transportation Authority

PG&E = Pacific Gas and Electric

NA = Not Available

Source: Ascent Environmental 2016

Measure TR-1 Update Transportation System Management Ordinance (for employers)

The County will revise, adopt, and enforce the existing Transportation System Management ordinance. The updated ordinance will include measures to reduce commute trips to workplaces within the county as well as a program to oversee implementation of these measures at businesses. The County may consider a point-based system that allows employers with more than 20 employees to choose the best trip reduction measures that work for them. The County may recommend a list of trip reduction measures, such as preferential parking for carpools/vanpools or providing shuttle service. The

Co-Benefits (TR-1)

- Improved Air Quality
- [Reduction in Black Carbon Emissions](#)
- Improved Public Health
- Reduced Fossil Fuel Reliance

ordinance could also establish a measurable target (e.g., percent increased vanpool ridership and number of transit pass sales). See example trip reduction ordinances from EPA and Code 17.94.060 (Transportation Control Measure) for the City of Rocklin (EPA 2011). The ordinance will be integrated with current [Bay Area Air Quality Management District \(BAAQMD\)](#) and [Metropolitan Transportation Commission \(MTC\)](#) programs and regulations.

Measure TR-2 Parking reduction ordinance revisions

The County will consider reductions in visitor and employee parking requirements and requiring minimum carpool/vanpool/tour bus or shuttle parking spaces, consistent with CALGreen Tier 1 measures (see CALGreen Tier 1 requirements for applicable project in Measures BE-3 and BE-4 above). The County will also consider allowing EV-only parking in lieu of parking reductions. Reductions in standard parking requirements will be made to the standards in Napa County Code 18.66.280.

Measure TR-3 Increase affordable housing, especially workforce housing, in Napa County

The County will promote development of affordable housing and transit-oriented development (TOD) in priority development areas in the County as allowable under the County’s jurisdiction. Also, the County will encourage the development of housing closer to jobs and services. The Napa Valley Transportation Authority’s (NVTA) Countywide Transportation Plan (Vision 2040) predicts growth in low-wage employment throughout the County. Given the many low-wage jobs already located in the county, VMT from commuting will increase without sufficient affordable housing in the County.

Measure TR-4 Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way

The County will support efforts to allow commuter rail service to operate on the Napa Valley Wine Train (NVWT) right-of-way. The NVTA has already explored the possibility of having such a service, but no action has yet been taken to implement such a service. Enhancing connection services, such as shuttles, between stations and nearby employment destinations, in both incorporated and unincorporated areas, will improve the effectiveness of this measure.

According to the 2014 Napa County Travel Behavior Study Survey, 66 percent of workers in the County live in Napa County cities and could be serviced by the commuter rail service on the NVWT line (NCTPA 2014:109). Twelve percent of workers in the county work in the unincorporated area. This measure will reduce more trips associated with VMT to and from incorporated cities and the unincorporated county.

<p>Co-Benefits (TR-2, T-3, and TR-4)</p> <ul style="list-style-type: none"> ▪ Improved Air Quality ▪ Reduction in Black Carbon Emissions ▪ Improved Public Health ▪ Reduced Fossil Fuel Reliance



Source: County of Napa

Measure TR-5 Support efforts of transit agencies to increase availability and accessibility of transit information

The County will support efforts to improve overall availability and accessibility of transit information. NVTA is currently working with Google to provide up-to-date transit information online.

Measure TR-6 Support alternatives to private vehicle travel for visitors

The County will improve access to available travel alternatives for visitors. The ways the County will support travel alternatives include:

- subsidizing shuttles for visitors;
- offering winery travel trip route plans that reduce trips and VMT;
- providing information of public and private multi-modal options (e.g., bike tour, van tour, motorcycle tour);
- participating in an industry-wide transportation demand management program (such as a “hop-on hop-off” shuttle programs);
- exploring driverless technology solutions, as they become available;
- requiring dedicated parking space for eligible car-sharing vehicles at major destinations;
- providing cost comparisons to tourists to show monetary and safety benefits of driving vs. using a shuttle service; and
- offering additional subsidies for commercial fleets that are more than 50 percent alternatively fueled.

Co-Benefits (TR-5, TR-6, and TR-7)

- Improved Air Quality
- Reduction in Black Carbon Emissions
- Improved Public Health
- Reduced Fossil Fuel Reliance

Measure TR-7 Support ~~NVTA~~ and Napa County's incorporated cities in developing transit oriented development unique to the needs of the Napa Region

The County will work with ~~NVTA~~², the City of Napa and other incorporated cities in exploring the possibility of making the recently-built Soscol Gateway Transit Center, other planned transit hubs, and surrounding areas more visitor-friendly and not just serve commuters. Transit facilities can be marketed as attractions in and of themselves. The County will also support and encourage development of restaurants, hotels, and other attractions within walking distance of the transit center throughout the County, as its jurisdiction allows. One example of such a development is a “grand station” district concept with easy and walkable access to major downtown destinations (e.g., downtown Napa, Riverfront green). This will encourage transit and other non-automobile ridership for visitors traveling to and from the county. This measure should be enacted in tandem with vanpool, shuttle, and increasing transit service in the county (e.g., stops along

² While the County of Napa does not control the NVTA, the NVTA Board of Directors includes two seats held by the Napa County Board of Supervisors. Thus, the County collaborates with incorporated cities and others through NVTA to address regional transportation needs.

Vine’s Route 10). In addition to funding, the County could install wayfinding signage to promote uses of these developments.

<p>Co-Benefits (TR-8, TR-9, TR-10 and TR-11)</p> <ul style="list-style-type: none"> ▪ Improved Air Quality ▪ Reduction in Black Carbon Emissions ▪ Improved Public Health ▪ Reduced Fossil Fuel Reliance

Measure TR-8 Support interregional transit solutions

The County will support and work with NVTA, [Association of Bay Area Governments](#) (ABAG-), MTC, and Bay Area tourism bureaus to develop transit solutions for interregional passenger travel between San Francisco/East Bay and Napa County, including the unincorporated areas. In addition to expanding connections with ferries, Bay Area Rapid Transit, and Amtrak, the County will consider supporting improvements to existing transit/rail connections to Sonoma and Solano Counties to increase ridership. This could help offset employee commuter trips to and from the county. The County will also work with NVTA to implement or support applicable measures for interregional travel already included in NVTA’s Short Range Transit Plan and Vision 2040.

Measure TR-9 Work with Napa County’s incorporated cities, NVTA, and neighboring regions to increase presence of park and ride facilities near residential centers

The County will work with the incorporated cities, neighboring jurisdictions, and NVTA to install additional park and ride facilities near major unincorporated residential centers, where feasible. Currently, there are only a handful of park and ride facilities in the County, all of which are located in three incorporated cities: Yountville, the City of Napa, and American Canyon. The additional park and ride facilities will help consolidate and reduce vehicle trips through carpooling, vanpooling, and transit.

Measure TR-10 Promote existing ride-matching services for people living and working in the [unincorporated](#) county

The County will support NVTA and the Solano Transportation Authority to promote awareness of the ride-matching services provided through the Solano Napa Commuter Information website and other organizations. The County will work with local businesses, especially winery, vineyards, and hospitality, to provide information to employers and their employees on ridesharing or shuttle options to transport seasonal workers to and from home. The County will consider offering monetary and non-monetary incentives.

Measure TR-11 Increase the supply of electric vehicle charging stations

The County will promote or incentivize installation of electric vehicle (EV) charging stations at wineries, industrial centers, hotels, major visitor attractions, and multifamily complexes. Charging stations will also be required at park-and-ride facilities. Stations should have clear and obvious signage, require some form of payment to allow for availability, be near amenities, easily accessible, and enforced. The County will also ensure consistency with plans already made under Vision 2040.



Source: County of Napa

Additionally, as noted in Measures BE-3 and BE-4, new construction projects or major additions or alterations to existing buildings will be required to implement CALGreen Tier 1 measures. Tier 1 measures under the Planning and Design section of the code require a minimum number of on-site, dedicated EV parking spaces and pre-wiring dedicated spaces for EV charging stations. This will also contribute to increasing the supply of EV charging.

Measure TR-12 Promote telecommuting at office-based businesses

To reduce commute vehicle miles traveled, the County will work with local office-based businesses to encourage telecommuting. Telecommuting should not impede on normal business practices and, thus, may not be suitable for businesses that require physical employee attendance, such as at retail storefronts and warehouses.

Measure TR-13 Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to use compressed natural gas

The County will encourage solid waste services to convert diesel and gasoline solid waste collection vehicles to compressed natural gas (CNG) or other alternative fuels, thereby reducing fleet-wide emissions.

Measure TR-14 Encourage and support the development of active transportation projects

The County will encourage and support the development of active transportation projects that encourage pedestrian and bicycle use (e.g., the multi-use Napa Valley Vine Trail).

Co-Benefits (TR-12 and TR-13)

- Improved Air Quality
- [Reduction in Black Carbon Emissions](#)

Co-Benefits (TR-14)

- Improved Air Quality
- [Reduction in Black Carbon Emissions](#)

3.3.3 Solid Waste

The solid waste sector accounted for 17 percent of the County's emissions in 2014. [Solid waste is one of the primary sources of methane \(CH₄\) emissions, which are classified SLCPs.](#) Legislative reductions outside of the County's jurisdiction will reduce 2014 solid waste emissions by 32 percent by 2030 and 41 percent by 2050 despite population growth, mainly due to the State's 75 percent waste diversion goal and a planned landfill gas collection project at Potrero Hills landfill, which accepted 98 percent of the County's waste in 2014.

The CAP's solid waste measures, in combination with legislative reductions, will reduce 2014 emissions in this sector by 36 percent by 2030 and 47 percent by 2050. The two solid waste measures included in the CAP aim to further reduce emissions by encouraging expansion of current composting programs in the County and exceeding the State's waste diversion target. Landfills located within the County already have landfill gas capture operations in place.

When combined with legislative reductions, solid-waste measures will reduce annual GHG emissions by:

- [36 percent by 2030, and](#)
- [47 percent by 2050.](#)

Solid Waste emissions reductions depend on participation from landfills; expansion of County waste reduction, recycling, and

composting programs; and participation from County residents and businesses to reduce waste and increase recycling.

Table 3-5 summarizes the annual reductions anticipated from solid waste measures, [with more detailed descriptions of the measures following](#).

Table 3-5 Summary of Solid Waste Measures				
Measure Number	Measure Name	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
SW-1	Encourage expansion of composting program for both residential and commercial land uses	629	1,106	1,270
SW-2	Meet an 80 percent Waste Diversion Goal by 2020 and a 90% percent Waste Diversion Goal by 2030	1,179	2,625	3,163
TOTAL		1,807	3,731	4,433

Notes: Columns may not add to totals due to rounding.
 GHG = greenhouse gas emissions
[MCE – Marin Clean Energy](#)
 MTCO₂e = metric tons of carbon dioxide equivalents
 PG&E = Pacific Gas and Electric
 Source: Ascent Environmental 2016

- Co-Benefits (SW-1)**
- Improved Air Quality
 - Improved Water Supply and Quality
 - Protection of Natural Ecosystems and Habitats

Measure SW-1 Encourage expansion of composting programs for both residential and commercial land uses

The County will encourage expansion of current composting programs that serve the county to exceed requirements under AB 1826. Under AB 1826, no more than 50 percent of the amount of commercial organic waste landfilled in 2014 can be landfilled starting in 2020. Under this measure, the County will target a composting rate of 85 percent of all food waste and 100 percent of yard waste generated by the County by 2030.

- Co-Benefits (SW-2)**
- Improved Water Supply and Quality
 - Protection of Natural Ecosystems and Habitats
 - Improved Public Health

Measure SW-2 Meet an 80 Percent Waste Diversion Goal by 2020 and a 90 Percent Waste Diversion Goal by 2030

The County will establish a target to meet an 80 percent waste diversion goal by 2020 and a 90 percent waste diversion goal by 2030. This will exceed the State’s 2020 75 percent waste diversion target by 5 percent. Key steps include:

- completing an updated waste characterization study to analyze the distribution of waste types in the County’s generated waste and identify major waste reduction opportunities. The last waste characterization profile available for the county was available for 1999;¹
- supporting and expanding existing composting and recycling programs and incentives for residences and businesses;² and
- supporting and incentivizing private waste collection and landfills in reducing landfilled waste.

According to Napa Recycling, recycling rates are already at 70 percent in the City of Napa and the southern county. These actions apply to waste management areas under the County's control. Waste in Zone 3 (most areas north of Yountville) is managed by a Joint Powers Authority, the Upper Valley Waste Management Agency (UVA). The County can encourage UVA to adopt these goals, but cannot itself mandate them.

3.3.4 Agriculture

As a leading center for viticulture, the County greatly values the contribution of the agricultural sector to the County's economy and livelihood. Accordingly, the high level of agricultural activity also presents a significant emissions reduction opportunity. Emissions from the agriculture sector, including emissions from livestock, fertilizer use, and equipment, accounted for 11 percent of the County's total emissions in 2014. No applicable legislative actions were assumed to reduce GHG emissions from agriculture; thus, agricultural emissions are anticipated to increase by about 3 percent by 2030 and 10 percent by 2050 from 2014 levels, proportional to the forecasted growth in agricultural acres.



Source: County of Napa

The CAP's measures that address agricultural emissions would prevent emissions increases from this sector and reduce 2014 emissions from this sector by about 18 percent by 2030 and 31 percent by 2050. The agriculture-related measures proposed under this strategy aim to reduce emissions from agricultural equipment and residue burning. Emissions from agricultural equipment accounted for over 60 percent of agricultural emissions in 2014. Actions to reduce emissions from other agricultural operations were not included due to limitation in the County's jurisdiction over activities such as [methaneCH₄](#) generated from cattle (enteric fermentation) and fertilizer use necessary for cultivation.

This strategy includes four measures, ~~all of which were~~ [that are](#) quantified. The measure with the most future reductions in this strategy supports the usage of electric or alternatively-fueled equipment in lieu of gasoline- or diesel- powered equipment.

Table 3-6 summarizes the annual reductions anticipated from measures affecting the agriculture sector. ~~A description of~~ Each measure is described below Table 3-6.

Agriculture-related measures will reduce annual GHG emissions by:

- ~~18~~ percent by 2030, [and](#)
- 31 percent by 2050

Table 3-6 Summary of Agriculture Measures				
Measure Number	Measure Name	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
AG-1	Support BAAQMD in ending <u>efforts to reduce</u> open burning of removed agricultural biomass and flood debris	236 NA	236 NA	236 NA
AG-2	Convert <u>Support the conversion of</u> all stationary diesel or gas-powered irrigation pumps to electric pumps	1,696	1,792	2,009
AG-3	Support use of electric or alternatively- fueled agricultural equipment	1,617	8,540	19,149
AG-4	Support the use of Tier 4 final diesel equipment for off-road agricultural equipment	0	64	48
<u>AG-5</u>	<u>Support reduced application of inorganic nitrogen fertilizer</u>	<u>199</u>	<u>420</u>	<u>1,130</u>
<u>AG-6</u>	<u>Encourage and support the use of carbon farming and other sustainable agricultural practices in the County</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
TOTAL		<u>3,549</u> <u>512</u>	<u>10,632</u> <u>752</u>	<u>21,442</u> <u>22,288</u>

Notes: Columns may not add to totals due to rounding.
 BAAQMD = Bay Area Air Quality Management District
 GHG = greenhouse gas emissions
 MTCO₂e = metric tons of carbon dioxide equivalents
[NA = Not Available](#)
[RCD = Resource Conservation District](#)
 Source: Ascent Environmental 2016

- Co-Benefits (AG-1)**

 - Improved Air Quality
 - Protection of Natural Ecosystems and Habitats
 - Improved Public Health

Measure AG-1 Support BAAQMD in endingefforts to reduce open burning of removed agricultural biomass and flood debris

The County does not have regulatory control over open burning. The County will support BAAQMD in encouraging farmers and County public services to find alternatives to open burning of agricultural, forest, and other removed biomass (~~e.g., waste-to-energy, compost, mulching~~). Potential alternatives could include converting agricultural and forest waste to compost, mulch, or biochar for reapplication on cropland (see Measure AG-6 below); or, converting to biomass to energy at waste-to-energy facilities. The County may also be willing to contribute funds to support a wood waste to energy plant, should a viable project be proposed by another party. ~~The County does not have regulatory control over open burning.~~ There may be instances where open burning is still the most effective tool to prevent the spread of pests and disease, and for this reason the County will support ongoing use of open burning where appropriate and in compliance with BAAQMD regulations.

Measure AG-2 ConvertSupport the conversion of all stationary diesel or gas-powered irrigation pumps to electric pumps

The County will work with PG&E, MCE, or other utilities to provide incentives to convert stationary diesel or gas-powered irrigation pumps to electric pumps that are connected to the grid or use off-grid alternative/renewable energy sources, such as solar. Electric pumps are up to 2.5 times more efficient than diesel pumps. This measure will apply to all crop types and assumes that all pumps will be

converted to electric by 2020 and that any new pumps associated with growth in agriculture will be electric.

Measure AG-3 Support use of electric or alternatively-fueled agricultural equipment

Farm equipment other than irrigation pumps accounted for 60 percent of agricultural emissions in 2014 and is anticipated to increase through 2050. Under this measure, the County will support the use of electric or alternatively-fueled equipment in place of gasoline or diesel equipment. The County will work with BAAQMD or [ARBthe California Air Resources Board \(CARB\)](#) to promote or provide financial or regulatory incentives to encourage the switch to electric or alternatively-fueled equipment. Currently-available electric equipment includes vineyard tractors, mulchers, and chainsaws; however, the range and types of such equipment will likely increase as low- or zero-emission technology advances in the future.

Co-Benefits (AG-2, AG-3, and AG-4)

- Improved Air Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health
- Reduced Fossil Fuel Reliance

Measure AG-4 Support the use of Tier 4 final diesel equipment for off-road agricultural equipment

The County will work with Napa Green and other entities to encourage vintners and other grower to use Tier 4 final diesel equipment³. Equipment manufacturers claim that Tier 4 final equipment may increase fuel efficiency by up to 5 percent from Tier 4 interim and Tier 3 level equipment (Caterpillar 2016, Empire Renewable Energy 2011).

Measure AG-5 Support reduced application of inorganic nitrogen fertilizer

[The County will work with farmers to either reduce or replace the use of nitrogen-based fertilizers. Reductions can be achieved through better fertilizer management, and examples of recommended replacements include compost production from local waste management or manure from local ranches and dairies. This measure targets a fertilizer reduction rate of 5 percent by 2020, 10 percent by 2030, and 30 percent by 2050 from 2014 levels of inorganic nitrogen applied in the County. To track the progress of this measure, the County will work with the farming cooperatives or industry associations, such as the Napa Valley Grapegrowers or Napa Valley Vintners, to determine the amount of inorganic and organic nitrogen fertilizers applied per year. Measure AG-6 below will also contribute to achieving these reductions.](#)

Co-Benefits (AG-5)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health

Measure AG-6 Encourage and support the use of carbon farming and other sustainable agricultural practices in the County

[The County will work with the Napa County Resource Conservation District \(RCD\), farmers, and other stakeholders to encourage and support the use of carbon farming and other sustainable agricultural](#)

Co-Benefits (AG-6)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health
- Increased Public Awareness of Climate Change

³ In 1994, EPA established tiered rulings for diesel equipment to meet certain emission standards to be phased in over a period of time. The most recent ruling was for Tier 4 equipment, signed in 2004, which would reduce emissions of particulate matter and nitrogen oxides by over 90 percent from Tier 1 equipment.

[practices in the County. The County can encourage and promote, through partnerships and education and outreach, the use of best management practices \(BMPs\) in farming operations to reduce emissions and sequester carbon. These BMPs include, but are not limited to, low carbon farming, low impact farming including minimizing tractor passes, low- or no-till farming, cover cropping strategies, low nitrogen usage, low water usage, composting, and use of fuel efficient equipment.](#)

[The County will set a goal to engage 10 percent of Napa County’s working lands in carbon farming by 2030. To support the increased use of carbon farming practices, the County could use Napa County RCD’s Huichica Creek Sustainable Demonstration Vineyard Carbon Farm Plan and its implementation as a pilot project for potential replication. Additionally, the County could also work with Napa County RCD and farmers to identify regional, state, and federal incentive programs, along with other funding sources and financing.](#)

[Sustainable farming practices are also supported and encouraged under Multi-Sector Strategy measures outlined later in this chapter.](#)



Source: County of Napa

3.3.5 Off-Road Vehicles and Equipment

Emissions from the off-road sector accounted for nine percent of the County’s total emissions in 2014, and off-road emissions are anticipated to increase by about 17 percent by 2030 and 38 percent to 2050 from 2014 levels, proportional to the forecasted growth in population and jobs.

The CAP includes two measures that will reduce 2014 emissions from this sector by about 2 percent by 2030 and 17 percent by 2050. The proposed measures under this strategy are focused on improving equipment efficiency and the use of alternative fuels in marine vessels.

Table 3-7 summarizes the reductions from this strategy. [A description](#)~~Descriptions~~ of the off-road ~~measure is described below~~[measures follow](#) Table 3-7.

Off-road measures will reduce annual GHG emissions by:

- 2 percent by 2030, [and](#)
- 17 percent by 2050.

Measure Number	Measure Name	Annual GHG Reductions (MTCO _{2e} /year)		
		2020	2030	2050
OR-1	Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030	0	354	386
OR-2	Promote Increase the use of alternative fuels for recreational watercraft	1,687	7,512	22,629
TOTAL		1,687	7,867	23,014

Notes: Columns may not add to totals due to rounding.
 GHG = greenhouse gas emissions
 MTCO₂e = metric tons of carbon dioxide equivalents
 Source: Ascent Environmental 2016

Measure OR-1 Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030

The County will revise current building ordinances to require the use of Tier 4 final equipment as a condition of approval for all construction projects occurring in the county by 2030. Equipment manufacturers claim that Tier 4 final equipment may increase fuel efficiency by up to 5 percent from Tier 4 interim equipment. Because higher Tier equipment have more stringent standards, efficiency gains compared to lower Tier equipment may be greater.

Co-Benefits (OR-1)

- Improved Air Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health
- Reduced Fossil Fuel Reliance

Measure OR-2 Increase the use of alternative fuels in recreational watercraft

The County will encourage both visitors and residents to use alternative fuels in recreational boats and other recreational watercraft. The County will work with watercraft rental companies, marinas, and parks districts that operate on waterways within the County to explore ways to offset diesel or gasoline with biodiesel, ethanol, or other alternative fuels. This could include increasing the availability of alternative fuels at marinas or other fueling locations, and working with incorporated cities in the county that have jurisdiction over similar entities within city limits, as recreational watercraft docking within city limits may operate on waterways in the county.

Co-Benefits (OR-2)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health
- Reduced Fossil Fuel Reliance

The biofuel performance targets for this measure (expressed as a percentage of total watercraft fuel consumption) are 5 percent by 2020, 20 percent by 2030, and 50 percent by 2050.

3.3.6 Water and Wastewater

Although water and wastewater-related GHG emissions only accounted for two percent of the County's emissions in 2014, water conservation is needed to address serious periodic drought issues affecting Napa County and the State, in general. As discussed further in Chapter 4, drought conditions could increase in frequency and severity because of climate change over the long term.

Water and wastewater-related measures included in this Plan will reduce both the strain on water supplies and GHG emissions from pumping and treatment activities. Although electricity emission factors will decrease over time due to current legislative actions, water and wastewater-related GHG emissions would still increase by 15 percent by 2030 and 27 percent by 2050 from 2014 levels. This is due primarily to the anticipated population growth in the county overshadowing the reductions due to greater renewable energy

Water and wastewater-related GHG emissions will increase over time because projected population growth overshadows anticipated reductions in emissions from renewable energy production.

production. The State’s water conservation plans, despite addressing the on-going drought, do not address reductions in non-urban water use by 2020 or future years.

The measures proposed under this strategy will reduce emissions primarily through water conservation in new and existing facilities. Most measures involve revising the County’s current ordinances that relate to water conservation. Emissions reductions from these measures rely on successful coordination with and participation from Napa County residents and businesses.

All water and wastewater measures also serve as adaptation measures by preserving water quality and encouraging water conservation. For a complete list of adaptation measures related to water, see Chapter 4.

This strategy includes four measures, all of which are qualitatively addressed. These could not be quantified due to the uncertainty related to participation rates and the types of new facilities that will be constructed. Table 3-8 summarizes the measures included in this strategy. Each measure is described in further detail below.

[Measure MS-2 under the Multi-Sector Strategy described later in this chapter also addresses reductions of wastewater emissions from wineries.](#)

Table 3-8 Summary of Water and Wastewater Measures				
Measure Number	Measure Name	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
WA-1	Amend or revise water conservation regulations for landscape design to include residential landscaping, and consider cash-for grass rebates or other incentives to replace turf with drought-tolerant landscaping	NA	NA	NA
WA-2	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering	NA	NA	NA
WA-3	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities	NA	NA	NA
WA-4	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities	NA	NA	NA
TOTAL		NA	NA	NA

Notes: Columns may not add to totals due to rounding.

GHG = greenhouse gas emissions

MTCO₂e = metric tons of carbon dioxide equivalents

NA = Not Available

Source: Ascent Environmental 2016

Note that Measure MS-2, under the multi-sector strategy, includes and quantifies emissions reductions in wastewater treatment activity at wineries. However, emissions reductions from that measure are not specifically attributed to the measures under the water and wastewater strategy. Nevertheless, emission reductions from MS-2 will reduce water and wastewater-related emissions by 36 percent in 2030 and 24 percent in 2050 from 2014 levels.

Measure WA-1 Amend or revise water conservation regulations for landscape design to include residential landscaping, and consider cash-for-grass rebates or other incentives to replace turf with drought-tolerant landscaping.

The County will consider expanding its existing water conservation ordinance (Chapter 18.118) to include homeowner- provided landscaping projects. Section 18.118.020 exempts home-owner provided landscaping on a residential property. This measure will limit documentation requirements for homeowners. Other potential amendments can include minimum drought tolerant plant species and cash-for-grass turf rebates.

Measure WA-2 Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering

The County will adopt a new water conservation ordinance for commercial and residential land uses that focuses on limiting on-site outdoor and indoor water use. Requirements include:

- limiting outdoor watering to 2 days per week and having written violations for the first offense and increasing fines for each offence thereafter, waiving a second offense fee after an offender attends a 2-hour water conservation seminar;
- staggering allowable watering days on an address-number basis (e.g., even address numbers can only water on Tuesday and Saturday);
- banning most lawn and landscape watering on consecutive days and irrigation within 48 hours of measurable rainfall, similar to the City of Napa’s water conservation ordinance;
- banning outdoor car washing on certain days of the week; and
- providing educational material for residents and businesses on water conservation tips.

Measure WA-3 Expedite and/or reduce permit fees associated with water conservation installations in existing facilities

The County will expedite, reduce, or exempt permits and permit fees associated with water conservation installations in existing facilities. These installations can include graywater plumbing and large rainwater catchment systems.

Measure WA-4 Require water audits for large new commercial or industrial projects and significant expansions of existing facilities

The County will require water audits for large new commercial or industrial projects and significant expansions of existing facilities to identify opportunities for water conservation. The County will establish a program to follow up with the water audits and explore water conservation that are appropriate to each facility.

Co-Benefits (WA-1 and WA-2)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Reduced Fossil Fuel Reliance

Co-Benefits (WA-3)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Reduced Fossil Fuel Reliance

Co-Benefits (WA-4)

- Improved Water Supply and Quality

3.3.7 Land Use Change



Source: County of Napa

Changes in land use can result in the reduction or loss of stored carbon and carbon sequestration potential. This occurs when trees and other vegetation on natural undeveloped lands (e.g., riparian woodland, grassland, coniferous forest, oak woodland, shrubland) are converted to agriculture (e.g., vineyards) or urban development. The net losses in carbon storage and sequestration are GHG emissions in the CAP, and emissions from this sector accounted for two percent of the County’s total emissions in 2014.

The County anticipates that conversion of natural lands will increase in the future due to conversion of undeveloped lands to new or expanded vineyards or other crops, as well as increased residential and commercial development. The County’s General Plan projected that over 8,000 acres of riparian woodland, oak woodland, coniferous forests, and other natural lands will be converted to vineyards between 2005 and 2030 (Hade, pers. comm., 2015). Due to these development forecasts, land use change-related emissions will increase by nearly 137 percent by 2030 and 180 percent by 2050 compared to the baseline annual losses in 2014. These emissions are based on the annual carbon sequestration lost from the cumulative reduction in natural lands since 2014 and the annual losses in stored carbon from year-to-year reductions in natural lands. Apart from the County’s land use forecasts under its general plan, no legislative actions are currently assumed to address future changes in land use or emissions related to land use change.

Land use change will result in net GHG emissions over time due to the loss of stored carbon and sequestration potential. However, land use measures will help to reduce this net increase in annual GHG emissions by:

- 25 percent in 2030, and
- 88 percent in 2050.

The measures included in this Plan will reduce GHG emissions from the land use change sector by promoting conservation of existing natural lands, tree replanting efforts, and preserving stored carbon through repurposing removed wood. These measures will not show substantial reductions in the near term due to the slow growth rates of trees over time and the larger effect in emissions from sudden loss of natural land cover. However, the CAP measures will increase 2014 emissions from this sector by a lesser amount (25 percent) in 2030 and reduce 2014 emissions by 88 percent by 2050. Emissions reductions from these measures rely on successful administration of new programs, enforcement of County ordinances, and coordination with and participation from land use development in the County.

Measure LU-2 also serves as an adaptation measure by conserving natural habitats to prevent future flooding (see Chapter 4).

This strategy includes three measures, all of which are quantified. The first measure, LU-1, prioritizes preservation of existing trees on lands that will be converted to urban development or agricultural use. In addition, the measure targets planting 2,500 trees per year. Such efforts will have a compounding effect on the amount of carbon dioxide (CO₂) removed from the atmosphere resulting in a reduction of over 10,000 MTCO₂e per year by 2050 from replanting alone.

Table 3-9 summarizes the annual GHG emissions reductions anticipated from measures affecting the land use change sector. [A description of](#) Each measure is described below Table 3-9.

Measure Number	Measure Name	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
LU-1	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	7,077	4,544	15,360
LU-2	Refine protection guidelines for existing riparian lands	660	660	660
LU-3	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	10,839	3,453	4,731
TOTAL		18,576	8,657	20,751

Notes: Columns may not add to totals due to rounding.

GHG = greenhouse gas emissions

MTCO₂e = metric tons of carbon dioxide equivalents

Source: Ascent Environmental 2016

Measure LU-1 Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting

The County will establish a mitigation program that prioritizes preservation of existing on-site trees for land use development projects, including vineyard conversions. Trees that cannot be preserved will be required to be replaced at a 2:1 ratio, consistent with General Plan Policy CON-24. This program will primarily focus on, but will not be limited to, oak and coniferous trees. The program will target a minimum preservation rate of 30 percent of existing on-site trees. For any tree replacements, the County will encourage project applicants to prioritize replanting on the project site followed by offering off-site planting opportunities.

Considering County resources, staffing, and physical space limitations on available lands, it is assumed that an average of 2,500 replacement trees will be planted per year beginning in 2017. This target could be achieved by a combination of existing or enhanced volunteer replanting efforts (e.g., 5,000 Oaks Initiative) and compliance with the County's 2:1 tree replacement policy.

The County will work with arborists and local conservation organizations (e.g., Napa Land Trust) to design and implement this mitigation program, along with other policies and programs that will protect or enhance the health of existing oak woodlands. Key coordination activities include determining ecologically-sound locations for tree plantings, or expanding the use of conservation easements or other efforts to protect existing oak woodlands.

Measure LU-2 Refine protection guidelines for existing riparian lands

The County will continue to enforce the County's Conservation Regulations (County Code, section 18.108.010 B.4) that protect riparian lands and prevents conversion of riparian lands to urban development, agricultural land use, or other land use types. If

Co-Benefits (LU-1)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health

Co-Benefits (LU-2)

- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health

appropriate, the County will develop guidelines or refine existing regulations to ensure that no net losses of riparian lands will occur. The County will work with arborists and local organizations to implement policies or programs that enhance existing riparian lands, especially those deemed unhealthy or at risk.

Measure LU-3 Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests

The County will develop a program to require repurposing of usable lumber from trees removed due to land use conversion and burying or chipping of non-usable lumber. Repurposed wood may be used in construction or sold to local woodworking businesses or collectives with proceeds funding the administration of this measure. A minimum of 80 percent of the total removed weight of trees shall be repurposed, buried, chipped, or otherwise prevented from burning.

Land use forecasts and associated GHG emissions forecasts from vegetation losses conservatively assume that all vegetation removed due to land conversions will be burned, releasing all stored carbon as CO₂ into the atmosphere. The goal of this program is to prevent burning of removed biomass, thus avoiding future CO₂ emissions.

Co-Benefits (LU-3)

- Improved Air Quality
- Improved Public Health

3.3.8 Multi-Sector Strategy

In addition to identifying reduction opportunities associated with individual measures in the affected sectors, a multi-sector GHG reduction strategy looks at implementing program and policies that will reduce GHG emissions across sectors. This strategy includes four measures, one of which was quantified. These measures address the overall function of activity in the County and establish a carbon offset program. One of the measures targets Napa Green certification of 100 percent of eligible wineries, vineyards, and eligible businesses in the county by 2030. This measure will reduce approximately 5,743 MTCO_{2e} per year by 2030 and 5,737 MTCO_{2e} per year by 2050.



Source: County of Napa.

Table 3-10 summarizes the annual reductions anticipated from measures affecting the all sectors. [A description of](#) Each measure is described below Table 3-10.

Table 3-10 Summary of Multi-Sector Measures				
Measure Number	Measure Name	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
MS-1	Work with other local jurisdictions within the County to develop a unified Climate Action Plan	NA	NA	NA
MS-2	Support efforts to increase Napa Green Certified wineries and vineyards in the County, with a goal of 100 percent certified by 2030.	1,783	5,743	5,737
MS-3	Promote the sale of locally grown foods and/or products	NA	NA	NA
MS-4	Establish a local carbon offset program in partnership with Sustainable Napa County	NA	NA	NA
TOTAL		1,783	5,743	5,737

Notes: Columns may not add to totals due to rounding.

GHG = greenhouse gas emissions

MTCO₂e = metric tons of carbon dioxide equivalents

[NA = Not Available](#)

Source: Ascent Environmental 2016

Measure MS-1 Work with other local jurisdictions within the County to develop a unified Climate Action Plan

Reducing GHG emissions in the entire County will require the efforts of all local jurisdictions in the County. The measures in the CAP are primarily focused on the unincorporated county. Under this measure, the County will coordinate with the incorporated cities in the County to pursue development of a unified, countywide climate action policy framework. This could result in a countywide CAP that applies to both the County and incorporated cities, or similar efforts to encourage incorporated communities to adopt their own CAPs consistent with the County's CAP.

A comprehensive, unified CAP will improve the effectiveness of intraregional GHG reduction efforts, such as providing affordable housing in city centers and offering regional transit or rideshare solutions to wineries, vineyards, and other employment centers throughout the county.

Measure MS-2 Support efforts to increase Napa Green Certified wineries and vineyards in the County, with a goal of achieving 100 percent certified by 2030

The Napa Green certification program aims to reduce solid waste generation, water use, and wastewater generation, promoting sustainable agricultural practices. Green practices at vineyards include using electrified or alternatively-fueled agricultural equipment, converting diesel-powered irrigation pumps to electric, night-shift harvesting, and using biochar as soil amendments.

Co-Benefits (MS-1 and MS-2)

- Improved Air Quality
- Improved Water Supply and Quality
- Protection of Natural Ecosystems and Habitats
- Improved Public Health
- Reduced Fossil Fuel Reliance

The County will support efforts to increase the number of Napa Green Certified wineries and vineyards in the County by including designated facilities as a favorable factor in its locational criteria when considering applications for new or expanded facilities. [This action depends on the County will also work with Napa Green to incentivize the replacement of CH₄-emitting open air wastewater treatment ponds in certified wineries and vineyards with low-emissions treatment systems. These actions depend](#) on the ongoing support of the Napa Valley Vintners and increased staffing in the County to support the certification program.

The County will also consider highlighting Napa Green Certified wineries on appropriate websites (e.g., visitnapavalley.com). Currently, approximately 56 wineries in Napa are Napa Green Certified, representing approximately 40 percent of current annual wine production by volume in the County. This measure targets a participation rate of 60 percent by 2020 and 100 percent by 2030, as a function of annual production by volume.

- Co-Benefits (MS-3)**
- Improved Air Quality
 - Improved Water Supply and Quality
 - Improved Public Health

Measure MS-3 Promote the sale and consumption of locally-grown foods and/or products

Developing and supporting a market for locally-grown foods or other consumer products helps to decrease transportation emissions from delivery, promotes local sustainable growing practices, and contributes to a stronger local economy. Under this measure, the County will promote the sale and use of locally grown food and/or products in the County. The County will work with local grocery stores, farmer’s markets, and restaurants to identify opportunities to reduce the supply of imported foods and to encourage local farmers to grow foods that are typically imported. Imported crops are typically off-season crops or tropical fruits for which there is little or no domestic production. The County will encourage farmers to use greenhouses or other methods to supply off-season crops during the winter.

While primarily focused on food, this measure could also be expanded to other products. For example, locally-sourced wood products developed because of Measure LU-3 implementation will help to reduce demand for wood products from more distant locations.

- Co-Benefits (MS-4)**
- Improved Air Quality
 - Improved Water Supply and Quality
 - Protection of Natural Ecosystems and Habitats
 - Improved Public Health Reduced Fossil Fuel Reliance

Measure MS-4 Establish a local carbon offset program in partnership with Sustainable Napa County

In coordination with Sustainable Napa County, the County will establish a local carbon offset program that allows events, persons, businesses, or institutions in Napa County to purchase credits to offset GHG emissions they generate. The funds from the sale of carbon offsets will be used to construct, develop, or operate projects that provide short or long term GHG reductions, depending on the emissions being offset. This program could be used to help implement other measures in this CAP, such as retrofitting existing buildings under measures BE-1, BE-2, BE-3, or BE-8; or, converting agricultural equipment to alternative fuels under measures AG-2 or AG-3.

3.3.9 High GWP Gases

High-GWP gases accounted for 13,481 MTCO₂e, or approximately three percent of total emissions in 2014. High GWP gas emissions are generated as the result of the use or leakage of refrigerants, electrical insulators in transmission lines, fumigants, and other materials. Emissions in this sector includes various types of F-gas emissions such as hydrofluorocarbons (HFC), perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆), which are also classified as SLCPs.

State and Federal regulations are reducing High-GWP gases as the result of regulations. The County will take action to complement legislative actions already in place. This strategy includes two measures that aim to reduce the use of high-GWP refrigerant systems.

Table 3-11 summarizes measures from this strategy, with descriptions following the table.

Measure Number	Measure Name	Annual GHG Reductions (MTCO ₂ e/year)		
		2020	2030	2050
HG-1	Encourage registration of facilities in CARB's RMP and incentivize installation of low-GWP refrigerant systems	NA	NA	NA
HG-2	Incentivize the use of low-GWP refrigerants	NA	NA	NA
TOTAL		NA	NA	NA

Notes:

CARB = California Air Resources Board

GWP = global warming potential

GHG = greenhouse gas emissions

HVAC = heating, ventilation, and air conditioning

MTCO₂e = metric tons of carbon dioxide equivalents

NA = Not Available

RMP = Refrigerant Management Program

Source: Ascent Environmental 2016

Measure HG-1 Encourage registration of facilities in CARB's Refrigerant Management Program and incentivize installation of low-GWP refrigerant systems

CARB's Refrigerant Management Program (RMP) requires facilities with refrigeration systems using over 50 pounds of high GWP refrigerant to register with the program. To reduce emissions of these refrigerants, facilities registered in the program are required to enact several BMPs including conducting periodic leak checks and detecting leaks in a timely manner. The County will encourage

Co-Benefits (HG-1)

- **Improved Air Quality**
- **Improved Water Supply and Quality**
- **Protection of Natural Ecosystems and Habitats**
- **Improved Public Health**

- Co-Benefits (HG-2)**
- [Improved Air Quality](#)
 - [Improved Water Supply and Quality](#)
 - [Protection of Natural Ecosystems and Habitats](#)
 - [Improved Public Health](#)

[registration into the program and explore ways to financially incentivize the future installation of low-GWP refrigerant systems.](#)

[Measure HG-2 Incentivize the use of low-GWP refrigerants](#)

[The County will consider incentivizing the use of low-GWP refrigerants in refrigeration systems or HVAC systems by expediting the permitting process or reducing permitting for new or replacement projects. The County could also pair funds with other funding sources and financing mechanisms to increase installation rates.](#)

[Because of adoption and enforcement of CALGreen Tier 1 standards under Measures BE-3 and BE-4, eligible HVAC and refrigeration equipment would not be permitted to contain hydrochlorofluorocarbons \(HCFCs\). Installation of HVAC systems could comply with either of the following: install HVAC and refrigeration that do not contain hydrofluorocarbons \(HFCs\) or do not contain HFCs with a GWP greater than 150; or install HVAC and refrigeration equipment that limit the use of HFC refrigerant through the use of a secondary heat transfer fluid with a GWP no greater than one.](#)



Napa County Climate Action Plan



A Tradition of Stewardship
A Commitment to Service

Chapter 4

Climate Change Vulnerability and Adaptation

https://upload.wikimedia.org/wikipedia/commons/8/89/Fall_in_Napa_Valley.jpg
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4.1 Introduction

Climate change is a global phenomenon that over the long term [has the potential for will have](#) a wide variety of impacts on human health and safety, economic continuity, water supply, ecosystem function, and the provision of basic services (California Natural Resources Agency [CNRA] 2012a:3). Locally, climate change is already affecting and will continue to affect the physical environment throughout California, the Bay Area, and Napa County. Because impacts of climate change vary by location and other social and economic characteristics, it is important to identify the projected severity these impacts could have in Napa County.

The California Adaptation Planning Guide (APG) provides climate adaptation planning guidance to cities, counties, and local governments. The APG, developed by the California Office of Emergency Services and CNRA, introduces the basis for climate change adaptation planning, including a nine-step process that details ways communities can reduce climate-related risks and impacts and prepare for climate change.

The nine steps in the adaptation planning process are outlined below in Figure 4-1. The first five steps of the process represent the vulnerability assessment phase, which is a method for determining the potential impacts of climate change on community assets and populations. The severity of these impacts and the community's ability to respond determine how these impacts affect a community's health, economy, ecosystems, and socio-cultural stability. Section 4.2 of this chapter summarizes the results of the vulnerability assessment prepared for the County of Napa (County). The entire vulnerability assessment can be found in Appendix C.

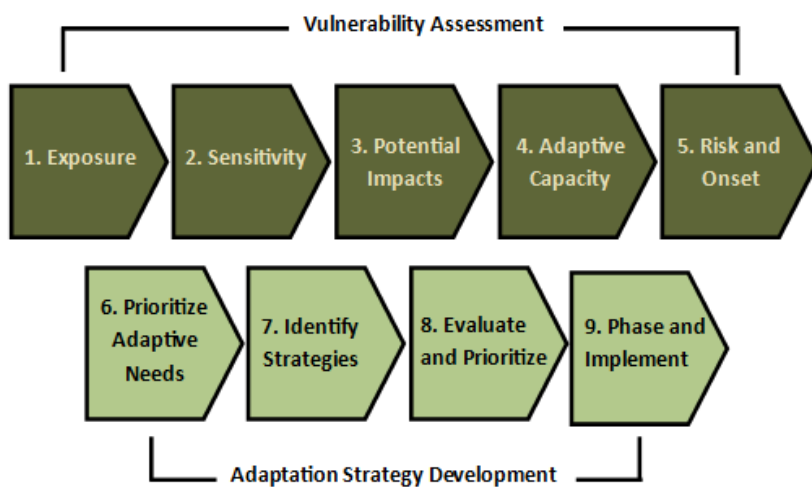


Figure 4-1: The Nine Steps in the Adaptation Planning Process

The second phase of the process is adaptation strategy development, in which effective climate adaptation strategies and measures are identified and prioritized that apply to County assets, systems or populations that may be vulnerable to climate change. These strategies and measures will help increase the County's ability to prepare for, respond to, and adapt to climate change. Climate adaptation strategies and measures for the County are included in Section 4.3 of this chapter.

4.2 Summary of Climate Change Effects and Vulnerability Assessment

This section summarizes the results of the vulnerability assessment prepared for the County, which includes identification of localized climate change exposure and related effects, an assessment of [potential](#) areas of vulnerability, a review of the County's current capacity to adapt to climate-related impacts, and consideration of how likely and how quickly impacts will occur. The completed vulnerability assessment, which follows the first five steps of APG's adaptation planning development, can be found in Appendix C.

4.2.1 Climate Change Effects

Where possible, climate change effects in the County are characterized for two periods of time: midcentury (around 2050) and the end of the century (around 2100). Historical data is used to identify the degree of change by these two future periods in time.

The first step in assessing vulnerability is to identify what climate change effects the County will experience in the future. To begin assessing [potential](#) climate change impacts over time, Cal-Adapt, a climate change scenario planning tool was used. Cal-Adapt downscales global climate simulation model data to local and regional resolution under both high and low global GHG emissions scenarios. Results from both emissions scenarios are considered in this summary and distinguished where possible.

The direct, or primary, changes analyzed for the County include average temperature, annual precipitation, and sea-level rise. Secondary impacts, which can occur because of individual or a combination of these changes, are also assessed and include extreme heat and its frequency, wildfire risk, and changes in precipitation and hydrology (CNRA 2012a:16-17).

Increased Temperatures

Annual average temperatures are projected to increase between 3.3 °F and 5.7 °F by the end of the century.

Annual temperatures in the County are projected to climb steadily. The County's historical average temperature, based on data from 1960-1990, is 58.3 degrees Fahrenheit (°F). Under the low-emissions scenario, annual average temperature is projected to increase to 61.6 °F by 2090, an increase of 3.3 °F. The annual average temperature under the high-emissions scenario is projected to increase 5.7 °F to 64.0 °F by the end of the century.

The County's average annual low temperature, based on historical data from 1960-1990, is 44.4 °F. Under the low-emissions scenario, annual low temperature is projected to increase to 48.6 °F by 2090, an increase of approximately 4.2 °F. The annual average low temperature under the high-emissions scenario is projected to increase to 50.7 °F in 2090 (i.e., an increase of approximately 6.3 °F). Historically, annual high temperatures average 70.5 °F. Annual average high temperatures are projected to increase under the low-emissions scenario by approximately 2.9 °F to 73.4 °F. Under the high-emissions scenario, annual average high temperature is projected to increase to 76.4 °F, an increase of approximately 5.9 °F.

Increased Frequency of Extreme Heat Events and Heat Waves

In Napa County, an "extreme heat day" is ~~considered~~ [defined as a day with](#) a high temperature of at least 92 °F (Cal Adapt 2016). Historically, the County has experienced an average of four extreme heat days a year. Because of climate change, the number of extreme heat days is projected to increase substantially by 2099. The projected annual average number of extreme heat days is expected to increase approximately 23-26 days per year in 2050, and 54-64 days per year towards the end of the 21st century.

Heat waves, which can be defined as five or more consecutive extreme heat days, have been historically infrequent in the County, with no more than two heat waves occurring in a year. However, with climate change, a significant rise in the frequency in heat waves is projected under both emissions scenarios. Under the low emissions scenario, projections show an increase of heat wave events with around three per year at the middle of the century and up to seven per year in 2090. The high emissions scenario also shows an increase in annual heat wave events, with up to five heat wave events occurring annual by midcentury and as high as 16 heat wave events occurring annually by the end of the century. Along with an increased frequency of heat events, heat waves are also projected to occur both earlier and later in the season, which historically started in late May/early June and ended in mid-September.

Changes to Precipitation Patterns

While projections generally show little change in total annual precipitation in California and trends are not consistent, even modest changes could have a significant effect on California ecosystems that are conditioned to historical precipitation levels (Cal-Adapt 2016).

While the County is not located in an area where snow typically accumulates, major water districts and utilities in the County receive a significant amount of water from the State Water Project, which depends on spring and early-summer snowmelt in the Sierra Nevada



Source: County of Napa

Heat waves have been historically infrequent in the County. However, with climate change, a significant rise in the frequency in heat waves is projected to occur.

Reduced precipitation could lead to higher risks of drought, while increased precipitation could cause flooding and soil erosion (CNRA 2014: 25).

for water supply. Additionally, agricultural water users in the unincorporated areas of the County are the primary user of groundwater (Napa County 2005:2). Increased average temperatures and changes in the timing and amounts of precipitation could affect local aquifer recharge for groundwater supplies, and thus the County could face increasing challenges of providing adequate water supplies due to increased uncertainty in the amount and timing of water availability to meet future demand. If demand exceeds supply, water users could face shortages in normal or dry years.

Increased Wildfire Risk

Recent mitigation efforts, including adoption of the 2010 Uniform Fire Code, the Firewise Program, and the Chipping Program, have helped reduce Napa County's wildfire risk, but it is still quite vulnerable and at high-risk for wildfires (Napa County 2013: 77).

According to Napa County's Operational Area Hazard Mitigation Plan, the County has a history of wildfires, with more than 200,000 acres of the County's 482,000 acres burned in the last thirty years, most of which have occurred in the unincorporated areas (Napa County 2013: 12). Currently, the major wildland fire hazard risks for residential development are in the County's hilly areas characterized by steep slopes, poor fire suppression delivery access, inadequate water supply and highly-flammable vegetation (Napa County 2013: 75).

Increased temperatures and changes in precipitation patterns associated with climate change are expected to increase the risk of wildfire in the County. Under the low-emissions scenario, fire risk is 11 percent more likely to occur in 2020, compared with a baseline year of 2010, 15 percent more likely to occur in 2050, and 12 percent more likely to occur in 2085. Under the high-emissions scenario, fire risk is 14 percent more likely to occur in 2020, compared to the 2010 baseline year, 13 percent more likely in 2050, and 22 percent more likely to occur in 2085. Given that the County is currently at risk for wildfire, these increases of between 10 and 20 percent under both emissions scenarios is significant and could result in additional threats and increased vulnerability.

Increased Likelihood of Flooding

Climate change is likely to lead to changes in the frequency, intensity, and duration of extreme events, such as sustained periods of heavy precipitation and increased rainfall intensity during precipitation events. These projected changes could lead to increased flood magnitude and frequency (IPCC 2001: 14).

The County is dry during the late spring, summer, and early fall and receives most of its rain during the winter months (Napa County 2013:11).

According to Napa County's Operational Area Hazard Mitigation Plan, the County is already considerably vulnerable to flooding. Flooding has caused the most disaster declarations and the most damage and loss of life historically in the County, with floods usually occurring during the season of highest precipitation or during heavy rainfall after prolonged dry periods (Napa County 2013:11). Almost all of the land adjacent to the Napa River is subject to flooding that has a one percent probability of occurring in any given year, or a 100-year flood event (Napa County 2013:58). While it is uncertain exactly how and to what extent climate change will affect flooding events in the County, it

is reasonable to assume that any increase in flooding could have serious ramifications as the area is already considerably vulnerable. Additional information on increased risk of flooding, which could be exacerbated by sea-level rise in the southern portion of the County, is included below.

Sea-Level Rise

Another outcome of global climate change is sea-level rise. The southwestern portion of the County includes the mouth of the Napa River, which forms a tidal estuary that drains into San Pablo Bay. Less than one percent of the County's population is considered at risk and vulnerable to sea-level rise (CEC 2012:14 and U.S. Census 2014). Some critical infrastructure (i.e., roads, hospitals, schools, emergency facilities, and properties) are at increased risk of coastal flooding in the County. For example, the American Canyon Power Plant and the Napa Sanitation District Water Treatment Plant could become vulnerable to a 100-year flood event with 1.4 meters (m) of sea-level rise (CEC 2012:23).

Currently 140,000 people, or 2 percent of the Bay Area's population, live in areas currently at risk of being inundated in a 100-year flood event. A 1.4 m rise in sea level will put an additional 130,000 people at risk, increasing the total number of people at risk to 270,000 (CEC 2012).

Because several physical structures (i.e., levees) are currently in place to protect against a 100-year flood event, approximately 36 acres in the County are currently at risk for flooding. Taking a 1.5 m rise in sea level into account, along with other storm factors, it is projected that an additional 13,000 acres could be inundated by a 100-year flood event. The majority of area that is at risk is currently undeveloped or used for agricultural purposes. Specific areas along the Napa River that could become vulnerable include Buchli, Cuttings Wharf, Thompson, and Imola, along with areas further north along the Napa River, including some industrial uses, wineries, and parts of Downtown Napa (i.e., up to 3rd Street and portions east of State-Road 29). The Milton Road/Edgerly Island area could be lost in its entirety if the privately-owned levy system were to fail. Additional portions of Thompson, Middleton, and American Canyon also have some flood-prone low lying areas that would become more vulnerable to flooding due to sea-level rise. While the Napa County Airport itself is not at immediate risk for inundation from coastal flooding due to 1.5 m of sea-level rise, adjacent areas to the west are at increased risk of flooding due to sea-level rise.

4.2.2 Vulnerability

This section summarizes the main areas of vulnerability, in terms of structures, functions, and population to climate change exposures and impacts in the County. Vulnerability to climate change also considers the County's adaptive capacity, or the ability to currently address climate change exposures, along with how likely and how quickly impacts will occur. More detailed discussion of climate-related vulnerabilities, as they relate to the climate change exposures, can be found in Appendix C.

Agriculture and Wine Industries

The County's wine industry accounts for \$10.1 billion of \$51.8 billion in economic impact from winemaking and related industries in California (Mayton 2015)

Climate change could significantly impact the agricultural and wine industries, which are large drivers of the County's economy. Specifically, the wine industry in Napa, which produces an average of 904 percent of [AmericanCalifornia's wine grape harvest](#), currently has 475 wineries, producing more than 49.7 million cases of wines totaling over \$4.5 billion dollars in sales (Napa [Valley Vintners 2017 and Napa](#) County 2013: 28).

Increases in temperature and changes in precipitation and soil moisture could impact the growing of wine grapes by causing late or irregular blooming and affecting yields (Lee et al. 2013:1).



Source: County of Napa

The increased likelihood of extreme floods could also lead to the destruction of crops, erosion of topsoil, and deposits of debris and sediment on crop lands. Conversely, as average temperatures increase with climate change, agricultural demand for water could intensify under extreme heat conditions, under which water evaporates faster and plants need more water to move through their circulatory systems to stay cool (CNRA 2014:21). More specifically, attempts to maintain wine grape productivity and quality in the face of warming may be associated with increased water use for irrigation, a change to different varieties of grapes, and to cool grapes through misting or sprinkling (Lee et al. 2013). As noted earlier, increased average temperatures and changes in timing and amounts of precipitation could affect local aquifer recharge for groundwater supplies in the future, which could in turn affect water supplies for agricultural uses.

The wine industry and thousands of acres of vines could also be affected by wildfire. For vineyards that are near fire-prone areas, smoke from wildfire could potentially cause problems, particularly for red grapes, where the grape skin is still used in the winemaking process. Studies have shown that wildfire smoke can potentially infuse with the grape skin and create abnormal flavors (Mayton 2015a). Furthermore, wildfires could threaten vineyards, particularly at the start of harvest season. Oftentimes when wildfires occur, evacuation orders are established by Cal Fire, which could leave certain vineyards inaccessible for a period of time. Without access, grapes could remain on the vine too long and over ripen, leaving them unsuitable for winemaking (Mayton 2015b).

Sensitive Populations

With approximately 17 percent of the County's population over the age of 65 and 33 percent of Hispanic or Latino origin, projected climate change exposures have the potential to leave sensitive populations in the County especially vulnerable to [increased](#) risk (Census 2014).

Higher frequency of extreme heat conditions can cause serious public health impacts, increasing the risk of conditions directly related to heat such as heat stroke and dehydration (CNRA 2012a: 3). Older adults, particularly seniors, are more likely to experience respiratory and/or cardiovascular health complications than younger individuals. Approximately 24,000 of the County's population are elderly, which are more likely to live alone with limited mobility, all of which can exacerbate health risks associated with extreme heat (Census 2014).

The County has a large Hispanic population, many of which are low-income agricultural workers that speak primarily Spanish. The majority of the County's large agricultural job base is of Hispanic origin. Heat stress can seriously affect those working outside, by reducing overall productivity and in extreme exposures could lead to illness, disability, or death (CNRA 2014:24). Wildfire could also negatively impact those who pick the grapes, due to the potential degradation of transportation infrastructure. Because a large number of agricultural workers cannot afford to live in the County (due to high housing costs and the lack of affordable housing), their access and mobility could be impaired.

The Hispanic population has increased from 23.7 percent in 2000 to 33.7 percent in 2014 (Census 2014).

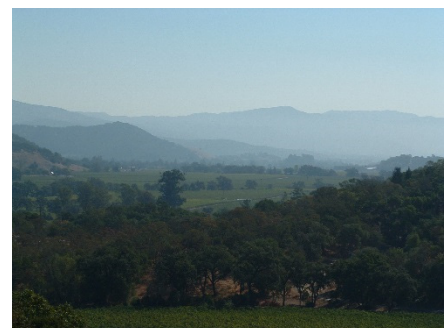
As sea levels rise, the area and the number of people at risk due to flooding will also rise. Factors that increase vulnerability to the adverse impacts of flood events associated with sea-level rise include access to preparedness information, transportation, healthcare, and insurance. Key demographics associated with these vulnerabilities include income, race, linguistic isolation (i.e., non-English speaking), and residential tenure (CEC 2012:8). Language ability is an important factor in assessing vulnerability as emergency response crews may be unable to communicate with non-English speakers (CEC 2012: 9). The portion of the County's Hispanic population that is low-income and that speak primarily Spanish are especially vulnerable and would be impacted by a flood event associated with sea-level rise.

Renters are also more vulnerable, as they are less likely to reinforce buildings and buy insurance because the decision to make major home improvements typically lies with the property owner. Additionally, disaster recovery services have often targeted homeowners, to the disadvantage of renters (CEC 2012:9).

Wildfire Threat is Likely to Increase

The County is already considered to be an area that is at high-risk for wildfires, which is only expected to increase by the end of the century (Napa County 2013:77). This increase could cause additional threats to the County and has the potential to affect emergency services, roads, water supplies to residents, housing access, and quality of life.

A changing climate is expected to subject forests to increased stress due to drought, disease, invasive species, and insect pests. These stressors are likely to make forests more vulnerable to catastrophic



Source: County of Napa

fire (Westerling 2008:231). While periodic fires are natural processes and carry out an important ecological function, catastrophic fire events that cannot be contained or managed can cause serious threats to homes and infrastructure, especially for properties located at the wildland-urban interface (i.e., where residential development mingles with wildland areas) (California Dept. of Forestry and Fire Protection 2009). Ecological functions are further impacted as the risk of fire increases. When it does rain in burned areas, more soil washes off the hills and into roads, ditches, and streams.



Source: County of Napa

Flooding and Sea-Level Rise Could Make New Areas in the County Vulnerable

The County as a whole is not very vulnerable to sea-level rise, with less than one percent of the County's total population considered at risk (CEC 2012:14 and Census 2014). Considering a 100-year flood event, a 1.5 m rise in sea-level and other hydrodynamical factors, most of the land at increased risk for flooding is undeveloped. A small portion of critical infrastructure, such as roads, railways, hospitals, emergency facilities, and properties in the southwestern portion of the County and in areas along the Napa River, including parts of Downtown Napa, could become vulnerable. American Canyon Power Plant and the Napa Sanitation District Water Treatment Plant could also become vulnerable (CEC 2012:23).

Current Actions and Adaptive Capacity

The County has already begun to address many of the challenges associated with climate change through existing local policies, plans, programs, resources, and institutions.

On a planning level, the County addresses current and future impacts related to existing natural hazards, as evidenced by the creation of the County's Operational Area Hazard Mitigation Plan in 2013, which identifies current hazard risks and mitigation strategies for flooding, earthquakes, and fires. Furthermore, the County's 2008 General Plan includes policies aimed at reducing local contributions to global climate change and encourages sustainable building practices, efficient use of resources (i.e., water, land, and energy), sustainable vineyard practices, and ecological stewardship. It also covers vulnerable populations, including policies aimed at achieving more equitable outcomes for the growing low-income populations in the County, as well as its aging population that require better access to public services and housing.

The County is already addressing climate change through existing policies, plans, and programs. Based on current efforts, the CAP assesses the County's adaptive capacity, or its ability to adapt and respond to projected changes.

In addition to planning efforts, the County has embarked on a number of climate adaptation-related efforts, which are summarized below. The County's adaptive capacity, or the ability to adapt and reduce vulnerability to climate change, is also assessed. Adaptive capacity can be rated high, medium, or low. High adaptive capacity indicates that sufficient measures are already in place to address projected

changes, while a low rating indicates a community is unprepared (CNRA 2012:26).

Efforts Related to Increased Temperature and Extreme Heat Frequency

The Napa County Health and Human Services Agency, Public Health Division, maintains an Excessive Heat Emergency Response Plan, which is designed to address current and projected changes in increased temperature, including extreme heat events and heat waves (Napa County 2009). The plan clearly outlines procedures and steps the County can take, including which other agencies to enlist for support, to effectively help the community in the event of excessive heat emergencies. While the plan can account for projected increases in temperature, it is reactive in nature and does not include potential solutions that could be put in place before extreme heat events occur. Therefore, the adaptive capacity ranking for increased temperature is considered medium.



Source: County of Napa

Efforts Related to Water Supply and Precipitation Patterns

The County has several water conservation programs, including rebates for appliances and free-water saving devices for residents, that are helping to combat drought and other water supply issues, but the County is still currently vulnerable to water supply issues due to drought and other factors. The County will face challenges in providing sufficient water supplies in the future due to climate change effects, coupled with an increasing population (i.e., mostly in the incorporated areas) and increasing water demand. ~~The County recently adopted a Sustainable Groundwater Management Plan, which continues polices that have arrested further subsidence from the Milliken, Sarco, and Tulocay (MST) basin. This has resulted in a stable aquifer for the past ten years.~~ While the County has already taken steps towards achieving long-term groundwater sustainability, there is still a possibility that water supply availability may change in the future and will need to be further addressed. Therefore, the adaptive capacity ranking for changes to precipitation patterns and water supply is medium.

The County has water conservation regulations for landscape design, with the intent to conserve water through promotion of the most efficient use of water in landscape design, while respecting the economic, environmental, aesthetic, and lifestyle choices of individuals and property owners (Napa County Municipal Code Title 18, Chapter 18.118).

Efforts Related to Flooding

While levees and structures have been built to protect the County from a 100-year flood event, and the Napa River Flood Control Project will provide a higher level of flood protection, the County is currently not prepared to address effects associated with future sea-level rise and other hydrodynamic factors that would increase the risk of flooding. Climate change is projected to expose 13,000 additional acres to 100-year flood risk. While a majority of these areas are undeveloped, some developed areas are at risk and should be

accounted for in future plans. Therefore, the adaptive capacity for risks associated with flooding is considered medium.

The Napa River Flood Control Project will restore more than 900 acres of high-value tidal wetlands of the San Francisco Bay Estuary while protecting 2,700 homes, 350 businesses, and over 50 public properties from 100-year flood levels, a savings of \$26 million annually in flood damage costs (Napa County 2016).

Efforts Related to Wildfire Prevention

The County is an area that is currently at high-risk for wildfires. Currently, the County has ~~a number of several~~ programs to help prevent wildfires. The County participates in the National Fire Protection Association’s (NFPA) Firewise Communities Program and also has several Fire Safe Councils that are active in minimizing the potential for wildfire damage. The County is also only one of four Counties to have road standards that meet the Board of Forestry’s stringent requirements. While programs and policies in place show a current capacity to address risks, the County is still vulnerable. Climate change is projected to increase this current risk by anywhere from 10 to 20 percent and the County will need to continue to adapt to this projected increase. Therefore, the adaptive capacity for risks associated with wildfire is considered medium.

The County enforces the Green Building Standards Code to establish and encourage sustainable building construction practices having a positive environmental impact (Napa County Municipal Code Title 15, Chapter 15.14).

Other Climate-Adaptation Related Efforts

The County has practices and organizations in place that help address future issues of sustainability and climate adaptation. With organizations, such as Sustainable Napa County, that educate the public and foster collaboration for longer term environmental sustainability, the County through partnerships is finding ways to change behaviors and practices now. The County also supports the Napa Green Certification program, which aims to reduce solid waste generation, water use, and wastewater generation, promoting sustainable agricultural practices. Furthermore, by adopting the Green Building Standards Code, the County is setting a precedent for reduced energy use, building with more sustainable materials, and employing better water conservation tactics. The County also recently joined ~~Marin Clean Energy (MCE)~~, which allows users to purchase more renewable energy options. These efforts, however, would need to be expanded and applied on a much larger scale throughout the County to address future changes attributed to climate change. Therefore, the adaptive capacity for other climate-adaptation related efforts is medium.

Risk and Onset

The County is committed to continuing efforts to address and reduce existing climate-related risks and future impacts on a program level. With several ordinances and programs that cover a range of climate exposures and related impacts, the County is well equipped to handle current issues of extreme heat events and water supply issues, but could still likely face increasing challenges as projected changes occur.

The timeframe in which the impact is most likely to occur are defined as follows:

- Near-term: 2020-2040,
- Mid-term: 2040-2070, and
- Long-term: 2070-2100.

In terms of how likely and quickly impacts will occur, temperature related impacts are the most likely near-term climate change exposure facing the County and should be addressed and prioritized in future adaptation planning efforts. While sea-level rise has a high certainty rating and is already occurring, its onset is not expected to

occur until closer to the end of the century in terms of changes in areas already vulnerable to flooding or causing permanent inundation in tidally-influenced areas of the County. Addressing increases in flooding and wildfire risk have mid-term onsets and should be prioritized accordingly.

4.3 Adaptation Strategies and Measures

This section defines the strategies and measures that the County will pursue to further its climate adaptation efforts. These strategies build upon current efforts to be more sustainable, adaptive, and progressive. The County's 2008 General Plan contains [a number of several](#) policies aimed at achieving sustainable development, reducing vehicle emissions, using resources more efficiently, and improving vineyard practices. The strategies and measures within this section define the specific steps necessary to prepare for the future effects of a changing climate. Other County plans, programs, efforts, and policies support this vision and contribute to addressing climate change issues.

Adaptation measures are grouped into five strategies. These strategies address the climate change impacts and vulnerabilities identified in the vulnerability assessment (i.e., temperature, wildfire, precipitation, flooding, and sea-level rise). Within each strategy are a series of measures that define the programs, policies and regulations the County will implement to remain responsive to the challenges created by climate change. Consideration for how likely and how soon impacts are expected to occur are included, with specific attention given to those exposures that pose the most serious and near-term threats to the County. This includes identifying responsible County departments and an implementation timeframe for each measure. More detailed discussion on implementation and monitoring of the CAP can be found in Chapter 5. Strategies also have the potential to provide other important benefits to the community, or co-benefits. These benefits are identified within each strategy, where applicable. And finally, GHG reduction measures previously identified in Chapter 3 that also contribute to adaptation are discussed, where appropriate.

Below are the five strategies included in this section:

- Prepare for Increases in Average Temperatures and Extreme Heat Events₁
- Prepare for Increased Risk of Wildfire₁
- Prepare for Variable Water Supplies and Preserve Water Quality₁
- Prepare for Increased Likelihood of Flooding, [and](#)
- Prepare for Sea-Level Rise₁

See Section 4.2 Current Actions and Next Steps for more details regarding current County efforts to address climate change.

Strategies identify the primary ways to adapt to climate change impacts. Measures identify specific steps that the County will take to implement strategies.

The five adaptation strategies address the climate change impacts and vulnerabilities identified in Section 4.2:

- temperature,
- wildfire,
- precipitation,
- flooding, and
- sea-level rise.



Source: County of Napa

4.3.1 Prepare for Increases in Average Temperatures and Extreme Heat Events

Temperature-related impacts because of climate change are likely to affect the County in several ways. Increased average temperatures, along with more frequent extreme heat events, are likely to exacerbate already high temperatures, in what are known in developed areas as urban heat islands. Built-up areas, which tend to have a prominence of asphalt and less vegetation, create, intensify and retain heat. To help curb the effects of urban heat islands in developed areas, the County will incorporate “green” infrastructure into new development and developing areas. Examples of green infrastructure include planting trees, climate-appropriate landscaping, rain gardens, and rooftop gardens. The County will also incorporate cool pavement and rooftop technology in new and existing developments, while also including more shade trees in parking lots.

All GHG Building Energy measures serve as adaptation measures by reducing overall energy demand. For a complete list of measures related to building energy, see Chapter 3.

With increased average temperatures and more frequent extreme heat events, energy demand is likely to increase. A number of GHG-reduction measures (see Chapter 3) also serve as climate adaptation measures. For example, improving energy efficiency and reducing energy demand in buildings today will help to mitigate future increases in energy demand as average temperatures rise and more extreme heat events occur. GHG-reduction measures include working on increasing energy efficiency in new and existing buildings, by incentivizing energy efficiency improvements (GHG Measures BE-1 and BE-7), requiring compliance with CALGreen Tier 1 Standards (GHG Measures BE-3 and BE-4), and increasing participation in MCE’s Deep Green option for renewable energy (GHG Measures BE-5 and BE-9).

Understanding that health-related risks increase along with average temperatures, the County will continue to work with other departments to ensure that the proper outreach programs and plans are in place to deal with heat-related illnesses and that the agricultural sector is equipped to withstand a changing climate.

Measures related to temperature are described below and summarized in Table 4-1 below.

Measure Temp-1 Map Critical Infrastructure Locations Vulnerable to Extreme Heat Events

Map locations of communication, energy, service, and transportation infrastructure that are vulnerable to extreme heat events.

Measure Temp-2 Develop Outreach Programs for Outdoor Workers

Work with labor organizations, the agriculture and wine community, and County and State health and safety agencies to publicize

programs and standards for preventing heat-related illness in employees who work outdoors.

Measure Temp-3 Educate Residents on Heat-Related Illness Prevention

Develop education outreach materials to publicize methods for preventing heat-related illness during heat waves.

Measure Temp-4 Encourage the installation of Cool Roof Technologies and Rooftop Gardens

Encourage and explore ways to incentivize the installation of cool roof technologies and, where appropriate, rooftop gardens in residences and commercial buildings.

Measure Temp-5 Incorporation of Cool Pavement Technology

Explore options to incorporate cool pavement technology into both the regular maintenance of existing and construction of new roads, sidewalks, parking areas, and bike lanes.

Measure Temp-6 Improve Parking Lot Shading and Landscaping

Explore options to improve parking lot shading requirements in new construction and to promote planting of additional trees and landscaping in existing parking lots.

Measure Temp-7 Update the County's Excessive Heat Emergency Response Plan

Coordinate with the Napa County Health and Human Services Agency, Public Health Division, to maintain and update the County's Excessive Heat Emergency Response Plan to better prepare for increased extreme heat days and more frequent and intense heat waves.

Measure Temp-8 Support and Monitor Research on the Effects of a Warmer Climate on the Agriculture and Wine Industries

Support and monitor ongoing research on the potential effects of a warmer climate on the agriculture and wine industry by existing organizations and groups, including but not limited to, Napa Valley Vintners and the California Climate and Agriculture Network.

Measure Temp-9 Understand the Tolerance of Current Wine Grape Varieties to Withstand Increased Temperatures

Work with grape growers to understand the tolerance of current wine grape crop mixes to withstand increased temperatures, and explore options to shift the types of grape varieties to suit changing environments.

Measure Temp-10 Develop Outreach Programs for Winemakers

Develop outreach programs to inform and assist winemakers in changing practices to adapt to the effects of climate change (e.g., increasing average temperatures, variation in water supplies, etc.). Techniques

Co-Benefits:

- Lowered Energy Demand
- Lowered Energy Bills
- Lowered Building and Operating Costs
- Reduced Fossil Fuel Reliance
- Improved Air Quality
- Improved Public Health
- Improved Quality of Life
- Increased Public Awareness of Climate Change

could include, but are not limited to, providing artificial shade and limiting light exposure on grapevines during extreme heat events.

Creating a more resilient energy system will increase reliability and help ensure uninterrupted access to critical resources like power and water. GHG Building Energy measures also help to increase energy resiliency by reducing the County's overall energy demand and diversifying regional sources of renewable power generation.

Measure Temp-11 Develop and Implement Strategies to Increase Energy Resiliency

Work with MCE and PG&E to develop and implement strategies to increase energy resiliency in the face of extreme events (e.g., extreme heat events, damages due to wildfire, flooding, and sea-level rise). Strategies could include, but are not limited to, battery storage and back-up systems, creating grid flexibility through increased renewable energy development, and identifying design weaknesses in energy infrastructure.

Table 4-1 Summary of Temperature Related Measures			
Measure	Title	Responsibility	Timeframe
Temp-1	Map Critical Infrastructure Locations Vulnerable to Extreme Heat Events	Planning and Public Works	Near-Term
Temp-2	Develop Outreach Programs for Outdoor Workers	Planning & Public Health Division	Near-Term
Temp-3	Educate Residents on Heat-Related Illness Prevention	Planning & Public Health Division	Near-Term
Temp-4	Encourage the installation of Cool Roof Technologies and Rooftop Gardens	Planning	Near-Term
Temp-5	Incorporation of Cool Pavement Technology	Planning	Mid-Term
Temp-6	Improve Parking Lot Shading and Landscaping	Planning	Near-Term
Temp-7	Update the County's Excessive Heat Emergency Response Plan	Planning & Public Health Division	Mid-Term
Temp-8	Support Research on the Effects of a Warmer Climate on the Agriculture and Wine Industries	Planning & the Agriculture Commissioner's Office	Near-Term
Temp-9	Understand the Tolerance of Current Wine Grape Varieties to Withstand Increased Temperatures	Planning & the Agriculture Commissioner's Office	Mid-Term
Temp-10	Develop Outreach Programs for Winemakers	Planning & the Agriculture Commissioner's Office	Mid-Term
Temp-11	Develop and Implement Strategies to Increase Energy Resiliency	Planning and Public Works	Mid-Term

Note: Near-Term: 1-3 Years, Mid-Term: 4-8 Years, Long-Term: 8+ Years

Source: Ascent Environmental 2016

4.3.2 Prepare for Increased Risk of Wildfire

With the County already at high risk for wildfire, it is imperative that the County prepare for increased wildfire risk as a result of climate change. The Napa County Fire Department currently has mutual aid agreements with American Canyon, the City of Napa, St. Helena, and Calistoga, forming the Napa County Firefighters Association (Association). The County will continue to collaborate with the Association and other pertinent agencies to coordinate strategies to ensure a cohesive County-wide approach to wildfire risk management.

Additionally, GHG Measure AG-1, which supports BAAQMD [efforts to reduce](#) open burning of removed agricultural biomass and flood debris, will help to reduce the risk of fire to spread and become hazardous threats. [Wildfire is also the largest source of black carbon in California, harmfully impacting both public health and the climate \(CARB 2017\). An added co-benefit of reducing fire hazard risks and building resiliency through wildfire-related adaptation measures, is that less black carbon will be emitted into the atmosphere.](#)

GHG Measure AG-1 will help to reduce the risk of fire spreading (see Chapter 3).

All wildfire-related measures are described below. Summaries of the measures are included in Table 4-2 below.

Measure Fire-1 Map and Identify Locations That Are Newly at Risk, or at Higher Risk for Fire Hazards

Work with CAL FIRE and the Napa County Fire Department to map and identify locations in the County that are newly at risk, or at higher risk, for fire hazards because of climate change and its impacts.

Measure Fire-2 Map Critical Infrastructure Locations Vulnerable to Wildfires

Map locations of communication, energy, service, and transportation infrastructure that are vulnerable to wildfires.

Measure Fire-3 Collaborate Dissemination of Information with the Napa County Firefighters Association

Collaborate with the Napa County Firefighters Association to disseminate information regarding the nexus between climate change and increased wildfire risk to identify opportunities for County-wide coordination efforts.

The Napa County Firefighters Association is a joint agency comprised of fire departments in Napa County, American Canyon, City of Napa, St. Helena, and Calistoga (Napa County 2016).

Measure Fire-4 Coordinate Emergency Preparedness Systems

Coordinate with the Napa County Firefighters Association and the Office of Emergency Services to identify strategies to ensure capacity and resilience of escape routes compromised by wildfire, including emergency evacuation and supply transportation routes.

Measure Fire-5 Collaborate on Programs to Reduce Fire Hazards

Collaborate with the Napa County Fire Department to continue to reduce fire hazards, including but not limited to, enforcing defensible space guidelines, restoring fire-resilient conditions by thinning, removing live or dead vegetation, and retaining healthy native trees.

- Co-Benefits:**
- Protection of Structures and Assets
 - Improved Air Quality
 - Reduction in Black Carbon Emissions
 - Protection of Natural Ecosystems and Habitats
 - Improved Public Health
 - Improved Quality of Life
 - Increased Public Awareness of Climate Change

Measure	Title	Responsibility	Timeframe
Fire-1	Map and Identify Locations That Are Newly at Risk, or at Higher Risk for Fire Hazards	Planning, Napa County Fire Department, & CAL FIRE	Near-Term
Fire-2	Map Critical Infrastructure Locations Vulnerable to Wildfires	Planning, Public Works, & Caltrans	Mid-Term
Fire-3	Collaborate Dissemination of Information with the Napa County Firefighters Association	Planning & Napa County Firefighters Association	Mid-Term
Fire-4	Coordinate Emergency Preparedness Systems	Planning, Napa County Firefighters Association, & Office of Emergency Services	Mid-Term
Fire-5	Collaborate on Programs to Reduce Fire Hazards	Planning & Napa County Fire Department	Near-Term

Note: Near-Term: 1-3 Years, Mid-Term: 4-8 Years, Long-Term: 8+ Years
 Source: Ascent Environmental 2016

4.3.3 Prepare for Variable Water Supplies and Preserve Water Quality

Climate change effects will result in variable water supplies and an increased need to preserve water quality in Napa County. To prepare for these conditions, the County will continue to evaluate the vulnerabilities of its water supply systems and networks, while also identifying innovative options to meet future water demand.

All GHG Water measures serve as adaptation measures by preserving water quality and encouraging water conservation. For a complete list of measures related to water, see Chapter 3.

A number of [Several](#) GHG reductions measures also serve as adaptation strategies. GHG Measure LU-2, refines protection guidelines for existing riparian lands, further preserving areas and water quality. Additional water related GHG measures cover a range of water conservation tactics, including regulations for landscape design (GHG Measure WA-1), adopting ordinances that limit outdoor watering for commercial and residential land uses (GHG Measure WA-2), and requiring audits for new large-scaled projects and existing facilities (GHG Measure WA-4). GHG Measure WA-3, expedites and reduces permit fees associated with water conservation installations, including rainwater catchment systems, which are also encouraged in Adaptation Measure Water-3 below.

Additionally, the County will pursue future grant opportunities to continue efforts related to provide enough water supplies in the future, and support local efforts from Napa Green Land to increase water efficiency in agricultural lands in the County.

All measures related to water supply and quality are described below and summarized in Table 4-3 below.

Measure Water-1 Evaluate Vulnerabilities of Water Supply Systems and Networks

Evaluate the vulnerability of the water supply systems and networks to climate change related impacts and develop strategies to increase the resilience of these systems.

Measure Water-2 Consider Innovative Options to Meet Future Demand

Consider innovative options to meet future water demand (e.g., on-site graywater systems; institute water conservation strategies; and use of recycled water).

Measure Water-3 Promote Use of Rainwater Catchment and Storage Systems

Promote the use of catchment systems, such as rain barrels, rain gardens, cisterns, and other mechanisms to capture and store rainwater.

Measure Water-4 Support Napa Green Land Efforts

Support efforts of Napa Green Land to increase certification of agriculture and farm land to prevent soil erosion, reduce harmful inputs and runoff, restore wildlife habitats, and support healthy rivers, streams, and riparian vegetation to maintain water quality and conserve water resources.

Measure Water-5 Collaborate with Agencies to Identify Future Water Supplies and Explore Alternative Supply Sources

Collaborate with the Napa County Flood Control and Water Conservation District and Public Works, to identify water supply options for the future. Explore opportunities to expand the use of on-site graywater systems, recycled water systems, or other alternative supply sources to meet non-potable water demands, and where possible, to offset groundwater and/or potable use.

Measure Water-6 Pursue Grant Funding Opportunities for Water Resource Planning Projects

Pursue grant funding opportunities related to on-site graywater reuse systems, water recycling projects, and/or other water resource planning projects.

Co-Benefits:

- Lowered Water and Sewer Bills
- Improved Water Supply and Quality
- Increased Public Awareness of Climate Change



Source: County of Napa

Table 4-3 Summary of Water Supply and Quality Measures			
Measure	Title	Responsibility	Timeframe
Water-1	Evaluate Vulnerabilities of Water Supply Systems and Networks	Planning, Napa County Flood Control & Water Conservation District, & Public Works	Near-Term
Water-2	Consider Innovative Options to Meet Future Demand	Planning, Napa County Flood Control & Water Conservation District, & Public Works	Mid-Term
Water-3	Promote Use of Rainwater Catchment Systems	Planning & Public Works	Mid-Term
Water-4	Support Napa Green Land Efforts	Planning	Near-Term
Water-5	Collaborate with Agencies to Identify Future Water Supplies and Explore Alternative Supply Sources	Planning, Napa County Flood Control & Water Conservation District, & Public Works	Mid-Term
Water-6	Pursue Grant Funding Opportunities for Water Resource Planning Projects	Planning & Public Works	Mid-Term

Note: Near-Term: 1-3 Years, Mid-Term: 4-8 Years, Long-Term: 8+ Years
 Source: Ascent Environmental 2016

4.3.4 Prepare for Increased Likelihood of Flooding

Through a variety of measures, the County will prepare for the increased likelihood of flooding. The County will work with local agencies and organizations to reduce the effects of flooding by improving and mapping critical infrastructure. On a larger County-wide level, the County is committed to partner with incorporated cities to address flooding collectively, paying attention to areas at increased flooding risk along the Napa River.

The County will also use [a number of several](#) measures to restore the natural environment to combat flooding. Identifying streamside areas that could be restored will not only buffer buildings, roads, and crops from floods, but will also improve natural landscapes and air quality.

GHG Measure LU-2 will help conserve natural habitats to prevent future flooding (see Chapter 3).

Additionally, GHG reduction Measure LU-2 which refines protections guidelines for existing riparian lands, also serves as an adaptation strategy.

Measures related to flooding are described below and summarized in Table 4-4 below.

Measure Flood-1 Update the County's Operational Area Hazard Mitigation Plan to Address Flooding and Climate Change

Ensure that future updates to the County's Operational Area Hazard Mitigation Plan incorporate strategies to address the increased likelihood of flooding because of climate change.

Measure Flood-2 Partner with Incorporated Cities and Local Organizations to Address Flooding

Partner with incorporated cities in the County and local organizations, such as the North Bay Climate Adaptation Initiative, to ensure coordinated efforts are taken to reduce threats to structures, populations, and functions because of flooding, particularly along the Napa River.

Measure Flood-3 Identify Streamside Restoration Areas

Identify streamside areas in the County that could be restored by stabilizing stream banks and planting appropriate vegetation to buffer buildings, roads, and crops from floods.

Measure Flood-4 Replant Bare or Disturbed Areas

Replant bare or disturbed areas to reduce runoff, improve water uptake, and reduce erosion and sedimentation in streams.

Measure Flood-5 Coordinate Emergency Evacuation and Supply Transportation Routes

Coordinate emergency evacuation and supply transportation routes with the County’s Office of Emergency Services to ensure capacity and resilience of escape routes compromised by flooding.

Measure Flood-6 Improve Sewage and Solid-Waste Management Infrastructure

Improve sewage and solid-waste management infrastructure, to the extent such infrastructure is within the jurisdiction of the County, to reduce vulnerabilities to climate change (i.e., storm surge, flooding, and inundation).

Measure Flood-7 Improve Capacity of Storm Water Infrastructure

Evaluate and improve capacity of storm water infrastructure for high intensity rainfall events.

Measure Flood-8 Increase Use of Pervious Pavements and Landscaping in Developed Areas

Increase the use of pervious pavements and landscaped areas to allow for better infiltration and reduced stormwater overflow in developed areas.

Measure Flood-9 Map Critical Infrastructure Locations Vulnerable to Flooding

Map locations of communication, energy, service, and transportation infrastructure that are vulnerable to floods and storm surges.

Measure Flood-10 Understand the Tolerance of Current Wine Grape Varieties to Withstand Increased Flooding

Work with the agriculture sector to understand the tolerance of current wine grape varieties to withstand increased flooding, and explore

Co-Benefits:

- Protection of Structures and Assets
- Protection of Natural Ecosystems and Habitats
- Improved Air Quality
- Improved Public Health
- Improved Quality of Life



Source: County of Napa

options to shift the types of grape varieties to suit changing conditions.

Measure Flood-11 Design Programs to Address Vector- and Waterborne Diseases

Design programs to monitor and prepare for the appearance of vector- and waterborne diseases following floods and storms.

Table 4-4 Summary of Flood Risk Measures			
Measure	Title	Responsibility	Timeframe
Flood-1	Update the County’s Operational Area Hazard Mitigation Plan to Address Flooding and Climate Change	Planning & Office of Emergency Services	Near-Term
Flood-2	Partner with Incorporated Cities and Local Organizations to Address Flooding	Planning & Incorporated Cities ¹	Mid-Term
Flood-3	Identify Streamside Restoration Areas	Planning & Public Works	Near-Term
Flood-4	Replant Bare or Disturbed Areas	Planning	Mid-Term
Flood-5	Coordinate Emergency Evacuation and Supply Transportation Routes	Planning & Office of Emergency Services	Mid-Term
Flood-6	Improve Sewage and Solid-Waste Management Infrastructure	Planning & Public Works	Mid-Term
Flood-7	Improve Capacity of Storm Water Infrastructure	Planning & Public Works	Mid-Term
Flood-8	Increase Use of Pervious Surfaces and Landscaping in Developed Areas	Planning	Mid-Term
Flood-9	Map Critical Infrastructure Locations Vulnerable to Flooding	Planning	Near-Term
Flood-10	Understand the Tolerance of Current Wine Grape Varieties to Withstand Increased Flooding	Planning & the Agriculture Commissioner’s Office	Mid-Term
Flood-11	Design Programs to Address Vector- and Waterborne Diseases	Planning and Public Health Division	Mid-Term

Note: Near-Term: 1-3 Years, Mid-Term: 4-8 Years, Long-Term: 8+ Years

¹ Includes American Canyon, Calistoga, City of Napa, St. Helena and Yountville.

Source: Ascent Environmental 2016

4.3.5 Prepare for Sea-Level Rise



Source: County of Napa

The County will coordinate with several agencies, including the Federal Emergency Management Agency (FEMA) Region IX, DWR, Napa County Public Works, and Napa County’s Office of Emergency Services to prepare for the projected effects of sea-level rise. Measures include identifying specific areas in the County that will be affected by sea-level rise and establishing measures to protect functions, structures and populations. In addition to supporting ongoing research and analysis of sea-level rise and its effects on the County, the County will incorporate sea-level rise effects into its future planning efforts. The County will also through an outreach strategy, educate and inform residents of potentially affected areas of the need to plan for sea-level rise.

Measures related to sea-level rise are described below and summarized in Table 4-5 below.

Measure SLR-1 Identify Areas Affected by Sea-Level Rise

Conduct a detailed sea-level rise assessment to identify and inventory areas that will be affected by sea-level rise and establish measures to protect functions, structures, and populations.

Measure SLR-2 Update the County's Operational Area Hazard Mitigation Plan to Incorporate Sea-Level Rise

Ensure that future updates to the County's Operational Area Hazard Mitigation Plan incorporate sea-level rise assessment and risk management processes.

Measure SLR-3 Floodplain Mapping Coordination

Coordinate with FEMA and DWR to ensure that floodplain mapping for potentially affected areas are regularly updated to reflect changes in Base Flood Elevations that account for sea-level rise.

Measure SLR-4 Support and Monitor Ongoing Analysis of Sea-Level Rise Data

Support and monitor ongoing collection and analysis of sea-level rise, storm surge, and tidal data by existing institutions, including, but not limited to FEMA, [the Bay Conservation Development Commission](#), [the Bay Area Regional Collaborative](#), and the National Oceanic and Atmospheric Administration.

Co-Benefits:

- Protection of Structures and Assets
- Improved Public Health
- Improved Quality of Life
- Increased Public Awareness of Climate Change

Measure SLR-5 Create a Comprehensive Outreach Strategy

Create a comprehensive outreach strategy that informs residents in potentially affected areas of County efforts to protect and increase community resiliency to sea-level rise.

Measure SLR-6 Incorporate Sea-Level Rise Effects into Capital Improvement Plans

Update capital improvement plans for critical infrastructure to address the effects of future sea-level rise and associated hazards in potentially affected areas.

Measure SLR-7 Assess Sea-Level Rise Impacts on Agriculture

Conduct a more detailed assessment of the impacts sea-level rise, severe storms, and increased risk of coastal flooding on the County's agriculture sector.

Table 4-5 Summary of Sea-Level Rise Measures			
Measure	Title	Responsibility	Timeframe
SLR-1	Identify Areas Affected by Sea-Level Rise	Planning	Mid-Term
SLR-2	Update Napa County's Operational Area Hazard Mitigation Plan to Incorporate Sea-Level Rise	Planning & Office of Emergency Services	Near-Term
SLR-3	Floodplain Mapping Coordination	Planning, FEMA & DWR	Near-Term
SLR-4	Support Ongoing Analysis of Sea-Level Rise Data	Planning	Near-Term
SLR-5	Create a Comprehensive Outreach Strategy	Planning	Mid-Term
SLR-6	Incorporate Sea-Level Rise Effects into Capital Improvement Plans	Planning & Public Works	Mid-Term
SLR-7	Assess Sea-Level Rise Impacts on Agriculture	Planning	Mid-Term

Note: Near-Term: 1-3 Years, Mid-Term: 4-8 Years, Long-Term: 8+ Years

Source: Ascent Environmental 2016

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Napa County Climate Action Plan



A Tradition of Stewardship
A Commitment to Service

Chapter 5 Implementation and Monitoring

5.1 Introduction

This chapter outlines in detail how the County of Napa (County) will implement and monitor the Climate Action Plan (CAP) strategies and measures over time to reduce ~~GHGs~~ greenhouse gas (GHG) emissions and adapt to climate change. To achieve the ~~greenhouse gas~~ (GHG) emissions reductions and adaptation strategies described in Chapters 3 and 4, measures must also be continuously assessed and monitored to ensure that: (1) the measures are effective; (2) the CAP is on track to achieve the GHG reduction targets; and (3) desired community outcomes are attained.



Source: County of Napa

5.2 Implementation Strategy

Ensuring that the measures translate to on-the-ground results and reductions in GHG emissions is critical to the success of the CAP. Table 5-1, which lists each strategy and measure in this CAP, summarizes the first steps towards implementing the CAP. More specifically, the table identifies the time frame for which each measure will be implemented. It also identifies County departments that will be responsible for implementing assigned actions upon adoption of the CAP. Some measures will require interdepartmental or inter-agency cooperation and appropriate partnerships will need to be established accordingly. The table also outlines other considerations, and whether a measure is mandatory or voluntary.

The County will implement strategies and measures of the CAP through several types of programs and activities that can be grouped into the following categories:

- **Code Updates.** Several of the measures in the CAP are implemented through new or amended regulations as part of County Code updates. The County, for example, will need to incorporate CALGreen Tier 1 “reach codes” into the County’s building codes, along with requiring that new or replacement residential water heating systems be electrically-powered and/or alternatively-fueled systems.
- **Financing and Incentives.** Identifying mechanisms for funding and allocating resources, such as expanding current green energy incentives will help ensure that the CAP is successfully implemented.
- **Program Research and Development.** Several measures are programmatic in nature and will require additional research and development for proper implementation to occur (i.e., developing programs to address vector- and waterborne diseases). These programs may require future partnerships and financing mechanisms to be in place down the road, but most immediately, County staff will need to integrate program

This chapter describes how County staff will implement CAP measures, and how the CAP will be updated over time to ensure continued effectiveness and relevance of the document.



Source: County of Napa

research and development into the context of existing workloads and programs whenever possible.

- **Partnerships.** Inter-agency coordination and partnerships with other organizations is critical to ensuring implementation of certain measures (i.e., developing a region-wide CAP, increasing Napa Green Certified wineries, or supporting efforts to allow commuter service to operate on the Napa Wine Train right-of-way).
- **Education and Outreach.** Education efforts about the objectives of the CAP will create support for the CAP and involve the community in its implementation.

Proper implementation and tracking of the CAP allows County staff, the Board of Supervisors, and the public to monitor the effectiveness of each measure as well as the overall CAP.

The County will develop more detailed implementation schedules for each measure, based on staff requirements and funding opportunities available for implementing the measures outlined in the CAP. Key staff in each department will facilitate and oversee action implementation. Priority will be given to projects based on cost effectiveness, GHG reduction potential, available funding, and the ease and length of time for implementation.

The County will incur costs to implement some of the measures outlined in the CAP. These include initial start-up, ongoing administration, and enforcement costs. While some measures will only require funding from public entities, others will result in increased costs for businesses, new construction, and residents. However, most measures provide substantial cost-savings in the long term. The County will be diligent in seeking cost-effective implementation, strategic funding opportunities, and [the use of partnerships to share ~~the cost~~ costs.](#)

5.2.1 Role of New Development

Implementation of the CAP will require that new development projects attain higher levels of energy efficiency and incorporate more sustainable design standards. However, new developments that are consistent with ~~the applicable~~ GHG reduction measures in a CAP are eligible for California Environmental Quality Act (CEQA) streamlining, per the provisions of CEQA Guidelines [Section 15183.5](#). Under these provisions, if a project can show consistency with applicable GHG reduction measures in a CAP, the level of ~~environmental review~~ [analysis](#) for the project required under CEQA with respect to GHG emissions can be reduced considerably (i.e., detailed analysis of project-level GHG emissions and potential climate change impacts is not needed). Furthermore, a project’s incremental contribution to cumulative GHG emissions may be determined not to be cumulatively considerable. This CAP meets the criteria identified in Section 15183.5 and is therefore considered a “qualified” CAP.

The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project’s incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

~~To provide a streamlined review process and~~ To help new development applicants plan and design projects consistent with the CAP, [and to assist County staff in determining the consistency of proposed projects with the CAP during development review, the](#)

County has prepared a CAP Consistency Checklist (See Appendix D ~~[Note to readers: the CAP checklist will be inserted into Appendix D prior to final adoption of the CAP]. This~~). ~~The Checklist contains~~ incorporates the GHG reduction measures applicable to development projects that could be feasibly applied to future projects subject to discretionary review. This may include certain measures that are required to be implemented on a project by project basis to ensure that the specified emissions targets identified listed as “voluntary” in Table 5-1 below. Some measures (e.g, AG-2 and MS-2) are listed as voluntary because they would not apply broadly to all existing land uses and existing development in the County; however, they would become mandatory for future discretionary projects seeking consistency with the CAP.

The Checklist may also be updated to incorporate new GHG reduction techniques or to comply with later amendments to the CAP are achieved or local, State, or federal law. By incorporating ~~the~~applicable GHG reduction measures in the checklist into project designs or conditions of approval, the County will ensure that new development is consistent with applicable GHG reduction measures in the CAP and thus will contribute its “fair share” in achieving the identified GHG reduction targets.



Source: County of Napa

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
GHG Reduction Measures							
Agriculture							
AG-1	Support BAAQMD in ending efforts to reduce open burning of removed agricultural biomass and flood debris	Planning & BAAQMD	Near-Term	Medium	Mandatory Voluntary	Partnerships	Requires County collaboration & administrative capacity
AG-2	Convert Support the conversion of all stationary diesel or gas-powered irrigation pumps to electric pumps	Planning & BAAQMD	Near-Term	Medium	Mandatory Voluntary¹	Financing & Incentives	Requires County administrative capacity, & funding
AG-3	Support use of electric or alternatively-fueled agricultural equipment	Planning & BAAQMD	Near-Term	Low	Mandatory Voluntary¹	Partnerships	Requires County collaboration & administrative capacity
AG-4	Support the use of Tier 4 final diesel equipment for off-road agricultural equipment	Planning & Agricultural Community	Mid-Term	Medium	Mandatory Voluntary¹	Partnerships	Requires County collaboration & administrative capacity
AG-5	Support reduced application of inorganic nitrogen fertilizer	Planning & Agricultural Community	Near-Term	Low	Voluntary	Partnerships, Education & Outreach	Requires County collaboration & administrative capacity
AG-6	Encourage and support the use of carbon farming and other sustainable agricultural practices in the County	Planning, Napa County RCD, & Agricultural Community	Mid-Term	Medium	Voluntary¹	Partnerships, Program Research & Development, Education & Outreach	Requires County collaboration, funding, & administrative capacity
Building Energy							
BE-1	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	Planning, Public Works, & PG&E, and MCE	Ongoing, Near-Term	Medium	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity
BE-2	Require energy audits for major additions to or alterations of existing buildings	Building	Near-Term	Medium	Mandatory	Code Updates	Requires County administrative capacity

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
BE-3	Require compliance with CALGreen Tier 1 green building standards and Tier 1 Building Energy Efficiency Standards for eligible alterations or additions to existing buildings	Building & Public Works	Near-Term	Low	Mandatory	Code Updates	Requires updating current building code ordinances
BE-4	Require compliance with CALGreen Tier 1 standards for all new construction , and phase in ZNE requirements for new construction starting beginning in 2020	Building & Public Works	Near-Term	Low	Mandatory	Code Updates	Requires updating current building code ordinances
BE-5	Increase participation in MCE's Deep Green (100 percent renewable (Deep Green) option)	Planning, Public Works, MCE, & Potential Funding Sources	Near-Term	Medium	Voluntary	Financing & Incentives	Yearly costs to County & requires County administrative capacity
BE-6	Require new or replacement residential and commercial water heating systems to be electrically powered and/or alternatively fueled systems	Building	Near-Term	LowMedium	Mandatory	Code Updates	Requires updating current building code ordinances
BE-7	Expand current renewable energy and green energy incentives and update local ordinances	Planning, Google , and National Renewable Energy Laboratory	Mid-Term	Varies	Mandatory	Code Updates, Partnerships	Yearly costs to County & requires County administrative capacity
BE-8	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes and buildings	Planning	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity
BE-9	Select MCE's Deep Green option for all county-owned facilities	Public Works	Near-Term	Low	Mandatory	Financing & Incentives	Yearly costs to County
BE-10	Support waste-to-energy programs at unincorporated landfills	Planning, Public Works, & Landfills	Mid-Term	High	Voluntary	Partnerships	Requires County collaboration
BE-11	Encourage solar panel installations on warehouse roof spaces	Planning, Public Works, & MCE	Mid-Term	Medium	Voluntary	Partnerships	Requires County collaboration

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
Land Use							
LU-1	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	Planning, Project Applicants, & Volunteers	Near-Term	Low	Mandatory	Code Updates	Requires updating code, funding, & County administrative capacity
LU-2	Refine protection guidelines for existing riparian lands	Planning	Near-Term	Low	Mandatory	Code Updates	Requires updating code & County administrative Capacity
LU-3	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	Planning & Eligible Businesses/ Organizations	Near-Term	Low	Mandatory	Partnerships	Requires County collaboration & administrative capacity
Multi-Sector							
MS-1	Work with other local jurisdictions within the County to develop a unified Climate Action Plan	Planning & Other Cities	Mid-Term	Medium	Voluntary	Partnerships	Requires County collaboration & administrative capacity
MS-2	Support efforts to increase Napa Green Certified wineries and vineyards in the unincorporated County, with a goal of 100 percent certified by 2030	Planning, Napa Green, & Businesses	Near-Term	Medium	Mandatory Voluntary	Program Research & Development	Requires County administrative capacity
MS-3	Promote the sale of locally grown foods and/or products	Planning & the Agriculture Commissioner's Office	Mid-Term	Low	Voluntary	Partnerships	Requires County collaboration & administrative capacity
MS-4	Establish a local carbon offset program in partnership with Sustainable Napa County	Planning & Sustainable Napa County	Mid-Term	High	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity
Off-Road Vehicles and Equipment							
OR-1	Require Tier 4 equipment for all construction activity and mining operations as a condition of approval by 2030	Planning & Project Applicants	Mid-Term	Medium	Mandatory	Code Updates	Requires ordinance amending County code & County administrative capacity
OR-2	Promote Increase the use of alternative fuels for recreational watercraft	Planning, Dock Operators, Local Businesses, & Cities	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration & administrative capacity

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
Solid Waste							
SW-1	Encourage expansion of composting program for both residential and commercial land uses	Planning & Waste Management Companies	Near-Term	Medium	Voluntary ¹	Program Research & Development	Requires County administrative capacity
SW-2	Meet an 80 percent Waste Diversion Goal by 2020 and a 90 percent Waste Diversion Goal by 2030	Planning	Near-Term	Medium	Mandatory	Program Research & Development	Requires County collaboration & administrative capacity
On-Road Transportation							
TR-1	Update Transportation System Management Ordinance (for employers)	Planning, BAAQMD, & MTC	Near-Term	Medium	Mandatory	Code Updates	Requires updating ordinance, County collaboration, funding, & County administrative capacity
TR-2	Parking reduction ordinance revisions	Planning	Near-Term	Medium	Mandatory	Code Updates	Requires updating existing ordinance
TR-3	Increase affordable housing, especially workforce housing, in Napa County	Planning, Cities, & NVTA	Mid-Term	Medium	Mandatory	Program Research & Development	Requires County collaboration, funding, & administrative capacity
TR-4	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	Planning, NVTA, & Napa Wine Train	Mid-Term	Medium	Mandatory	Partnerships	Requires County collaboration, funding, & administrative capacity
TR-5	Support efforts of transit agencies to increase availability and accessibility of transit information	Planning, NVTA, & Regional Transit Agencies	Near-Term	Low	Voluntary	Partnerships	Requires County collaboration & administrative capacity
TR-6	Support alternatives to private vehicle travel for visitors	Planning, NVTA, & Visit Napa Valley	Mid-Term	Low	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity
TR-7	Support NVTA and Napa County's incorporated cities in developing transit oriented development unique to the needs of the Napa Region	Planning, & Cities, & NVTA	Mid-Term	Varies	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
TR-8	Support interregional transit solutions	Planning, Cities, NVTA, MTC, & Regional Transit Agencies	By 2030	Varies	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity
TR-9	Work with CitiesNapa County's incorporated cities, NVTA , and neighboring regions to increase presence of park and ride facilities near residential centers	Planning & NVTA	By 2030	Medium	Voluntary	Partnerships	Requires County collaboration & administrative capacity
TR-10	Promote existing ride-matching services for people living and working in the unincorporated County	Planning, Cities, & NVTA	By 2030	Varies	Voluntary	Partnerships, Education & Outreach	Requires County collaboration & administrative capacity
TR-11	Increase the supply of electric vehicle charging stations	Planning & Local Businesses	By 2030	Medium	Voluntary ¹	Financing & Incentives	Requires County collaboration, funding, & administrative capacity
TR-12	Promote telecommuting at office-based businesses	Planning	By 2030	Low	Voluntary	Program Research & Development	Requires County administrative capacity
TR-13	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to use CNG .	Planning & Solid Waste Collection Services	By 2030	High	Voluntary	Partnerships	Requires County collaboration
Tr-14	Encourage and support the development of active transportation projects	Planning, Napa Valley Vine Trail Coalition, NVTA, & Caltrans	Mid-Term	Varies	Voluntary	Partnerships	Requires County collaboration, funding
Water and Wastewater							
WA-1	Amend or revise water conservation regulations for landscape design to include residential landscaping, and consider cash-for grass rebates or other incentives to replace turf with drought-tolerant landscaping	Planning	Near-Term	Low	Voluntary	Code Updates	Requires updating existing ordinance
WA-2	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering	Planning	Near-Term	Low	Voluntary	Code Updates	Requires updating existing ordinance

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
WA-3	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities	Planning	Near-Term	Low	Voluntary	Program Research & Development	Requires County administrative capacity
WA-4	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities	Planning	Mid-Term	Medium	Mandatory	Program Research & Development	Requires County administrative capacity
High GWP Gases							
HG-1	Encourage registration of facilities in CARB's RMP and incentivize installation of low-GWP refrigerant systems	Planning & Building	Mid-Term	Medium	Voluntary	Partnerships, Education & Outreach	Requires County collaboration, funding, & administrative capacity
HG-2	Incentivize the use of low-GWP refrigerants	Planning & Building	Mid-Term	Medium	Voluntary	Partnerships, Education & Outreach	Requires County collaboration, funding, & administrative capacity
Adaptation Measures							
Temperature							
Temp-1	Map Critical Infrastructure Locations Vulnerable to Extreme Heat Events	Planning and Public Works	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity
Temp-2	Develop Outreach Programs for Outdoor Workers	Planning & Public Health Division	Near-Term	Medium	Voluntary	Education & Outreach	Requires County collaboration & administrative capacity
Temp-3	Educate Residents on Heat-Related Illness Prevention	Planning & Public Health Division	Near-Term	Low	Voluntary	Education & Outreach	Requires County administrative capacity
Temp-4	Encourage the installation of Cool Roof Technologies and Rooftop Gardens	Planning	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration
Temp-5	Incorporation of Cool Pavement Technology	Planning and Public Works	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity, & funding
Temp-6	Improve Parking Lot Shading and Landscaping	Planning	Near-Term	Varies	Voluntary	Program Research & Development	Requires County administrative capacity

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
Temp-7	Update the County's Excessive Heat Emergency Response Plan	Planning & Public Health Division	Mid-Term	Medium	Voluntary	Financing & Incentives	Requires County collaboration, funding, & administrative capacity
Temp-8	Support Research on the Effects of a Warmer Climate on the Agriculture and Wine Industries	Planning & the Agriculture Commissioner's Office	Near-Term	Low	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity
Temp-9	Understand the Tolerance of Current Wine Grape Varieties to Withstand Increased Temperatures	Planning & the Agriculture Commissioner's Office	Mid-Term	Low	Voluntary	Program Research & Development	Requires funding, & administrative capacity
Temp-10	Develop Outreach Programs for Winemakers	Planning & the Agriculture Commissioner's Office	Mid-Term	Low	Voluntary	Education & Outreach	Requires County administrative capacity
Temp-11	Develop Strategies to Increase Energy Resiliency	Planning, Public Works, MCE, & PG&E	Mid-Term	Medium	Voluntary	Partnerships	Requires County collaboration & administrative capacity
Wildfire Risk							
Fire-1	Map and Identify Locations That Are Newly at Risk, or at Higher Risk for Fire Hazards	Planning, Napa County Fire Department, & CAL FIRE	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration, & funding
Fire-2	Map Critical Infrastructure Locations Vulnerable to Wildfires	Planning, Public Works, & Caltrans	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration, & funding
Fire-3	Collaborate Dissemination of Information with the Napa County Firefighters Association	Planning & Napa County Firefighters Association	Mid-Term	Low	Voluntary	Partnerships	Requires County collaboration
Fire-4	Coordinate Emergency Preparedness Systems	Planning, Napa County Firefighters Association, & Office of Emergency Services	Mid-Term	Low	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity
Fire-5	Collaborate on Programs to Reduce Fire Hazards	Planning & Napa County Fire Department	Near-Term	Low	Voluntary	Partnerships	Requires County collaboration

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
Water Supply and Quality							
Water-1	Evaluate Vulnerabilities of Water Supply Systems and Networks	Planning, Napa County Flood Control & Water Conservation District, & Public Works	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration & administrative capacity
Water-2	Consider Innovative Options to Meet Future Demand	Planning, Napa County Flood Control & Water Conservation District, & Public Works	Mid-Term	Varies	Voluntary	Program Research & Development	Requires County administrative capacity
Water-3	Promote Use of Rainwater Catchment Systems	Planning & Public Works	Mid-Term	Low	Voluntary	Partnerships	Requires County administrative capacity
Water-4	Support Napa Green Land Efforts	Planning	Near-Term	Low	Voluntary	Partnerships	Requires County collaboration
Water-5	Collaborate with Agencies to Identify Future Water Supplies and Explore Alternative Supply Sources	Planning, Napa County Flood Control & Water Conservation District, & Public Works	Mid-Term	Medium	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity
Water-6	Pursue Grant Funding Opportunities for Water Resource Planning Projects	Planning & Public Works	Mid-Term	Low	Voluntary	Financing & Incentives	Requires County collaboration, funding, & administrative capacity
Flood Risk (Adaptation)							
Flood-1	Update the County's Operational Area Hazard Mitigation Plan to Address Flooding and Climate Change	Planning & Office of Emergency Services	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity
Flood-2	Partner with Incorporated Cities and Local Organizations to Address Flooding	Planning, Napa County Flood Control and Water Conservation District, & Incorporated Cities ¹	Mid-Term	Medium	Voluntary	Partnerships	Requires County collaboration, funding, & administrative capacity

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe	Cost	Mandatory or Voluntary	Category	Other Considerations
Flood-3	Identify Streamside Restoration Areas	Planning & Public Works	Near-Term	Low	Voluntary	Program Research & Development	Requires funding, & County administrative capacity
Flood-4	Replant Bare or Disturbed Areas	Planning & Public Works	Mid-Term	Medium	Voluntary	Program Research & Development	Requires funding, & County administrative capacity
Flood-5	Coordinate Emergency Evacuation and Supply Transportation Routes	Planning & Office of Emergency Services	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity
Flood-6	Improve Sewage and Solid-Waste Management Infrastructure	Planning & Public Works	Mid-Term	High	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity
Flood-7	Improve Capacity of Storm Water Infrastructure	Planning & Public Works	Mid-Term	High	Voluntary	Program Research & Development	Requires County collaboration, & funding
Flood-8	Increase Use of Pervious Surfaces and Landscaping in Developed Areas	Planning & Public Works	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity, & funding
Flood-9	Map Critical Infrastructure Locations Vulnerable to Flooding	Planning, Napa County Flood Control and Water Conservation District, & NVTA	Near-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity, & funding
Flood-10	Understand the Tolerance of Current Wine Grape Varieties to Withstand Increased Flooding	Planning & the Agriculture Commissioner's Office	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity
Flood-11	Design Programs to Address Vector- and Waterborne Diseases	Planning and Public Health Division	Mid-Term	Low	Voluntary	Program Research & Development	Requires County administrative capacity, & funding
Sea-Level Rise							
SLR-1	Identify Areas Affected by Sea-Level Rise	Planning	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity, & funding
SLR-2	Update Napa County's Operational Area Hazard Mitigation Plan to Incorporate Sea-Level Rise	Planning & Office of Emergency Services	Near-Term	Medium	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity

Table 5-1 Napa County CAP Implementation Assumptions for GHG Reduction and Adaptation Measures							
Measure #	Title	Responsibility	Timeframe ²	Cost	Mandatory or Voluntary	Category	Other Considerations
SLR-3	Floodplain Mapping Coordination	Planning, Napa County Flood Control and Water Conservation District, FEMA & DWR, & NVTA	Near-Term	Varies	Voluntary	Program Research & Development	Requires County administrative capacity
SLR-4	Support Ongoing Analysis of Sea-Level Rise Data	Planning	Near-Term	Low	Voluntary	Partnerships	Requires County administrative capacity
SLR-5	Create a Comprehensive Outreach Strategy	Planning	Mid-Term	Medium	Voluntary	Program Research & Development	Requires County administrative capacity
SLR-6	Incorporate Sea-Level Rise Effects into Capital Improvement Plans	Planning & Public Works	Mid-Term	Varies	Voluntary	Program Research & Development	Requires County collaboration, funding, & administrative capacity
SLR-7	Assess Sea-Level Rise Impacts on Agriculture	Planning	Mid-Term	Varies	Voluntary	Program Research & Development	Requires County administrative capacity

Notes:

¹ [Some voluntary measures do not apply broadly to all existing land uses or existing development but are included as mandatory measures in the CAP Consistency Checklist. Future projects subject to discretionary review and approval will be required to comply with certain applicable voluntary measures in the CAP. See Appendix D for the Checklist and additional details.](#)

² [Near-Term = 1-3 Years, Mid-Term = 4-7 Years, Long-Term = 8+ Years](#)

BAAQMD = Bay Area Air Quality Management District, BAU = Business-As-Usual, CALGreen = California Green Building Standards Code, CAP = Climate Action Plan, [CARB = California Air Resources Board](#), CNG = compressed natural gas, DWR = Department of Water Resources, FEMA = Federal Emergency Management Agency, GHG = greenhouse gas emissions, ~~MCE = Marin Clean Energy~~, MTCO_{2e} = metric tons of carbon dioxide equivalent, NVTA = Napa Valley Transportation Authority, PACE = property assessed clean energy, PG&E = Pacific Gas and Electric, [RCD = Resource Conservation District](#), ZNE = zero net energy

[Near-Term = 1-3 Years, Mid-Term = 4-7 Years, Long-Term = 8+ Years](#)

Source: Ascent Environmental 2016⁷

5.3 Monitoring and Updates

The CAP lays out a broad-based strategy to significantly reduce GHG emissions and improve the sustainability and resilience of the community. However, the CAP will need to be updated and maintained if it is to remain relevant and effective. Thus, County staff will need to evaluate and monitor plan performance over time and make recommendations to alter or amend the plan if it is not achieving the proposed reduction targets. This will include conducting periodic GHG emissions inventory updates and analyzing measure performance (i.e., both voluntary and mandatory measures).

Upon adoption, the CAP's measures and actions will begin to be implemented by the County. To track progress, County staff will coordinate updates to the inventory every five years beginning in 2022. This will help ensure progress is being made towards achieving emission reduction targets.

In addition to updating the County's emissions inventory, County staff will also evaluate the GHG emission reduction measures' capacity, cost, effectiveness, and benefits of each individual measure. Evaluating CAP measure performance requires monitoring the level of community participation, costs, barriers to implementation, and actual reductions in fuel consumption, vehicle miles traveled, energy usage, water usage, landfilled waste, or other activities that result in GHG emissions reductions. By evaluating whether the implementation of a measure is on track to achieve its reduction potential, the County can identify successful measures and reevaluate or replace under-performing ones.

Beginning in 2020, County staff will evaluate measures every ~~five~~two years, ~~beginning in 2022~~ and will summarize progress toward meeting the GHG reduction target at that time in a report to the Board of Supervisors. County staff, beginning in 2022 and every five years after, will update the inventory and prepare a more detailed report on the CAP to the Board that describes:

- estimated annual GHG reductions_{7.1};
- participation rates (where applicable)_{7.1};
- implementation costs and funding needs_{7.1};
- community benefits realized_{7.1};
- remaining barriers to implementation_{7.1} and
- recommendations for changes to the CAP.

Additionally, the County will prepare a Target Year Report in 2027 for the Board of Supervisors. This report will present the most current inventory, status of measures, and will summarize achievements to date and demonstrate progress towards achieving the 2030 and 2050 targets. The report will also provide recommendations for any

Beginning in 2020, the County will:

- evaluate measure performance every two years,
- coordinate inventory updates every five years, and
- evaluate and summarize measures in a detailed report to the Board of Supervisors every five years.

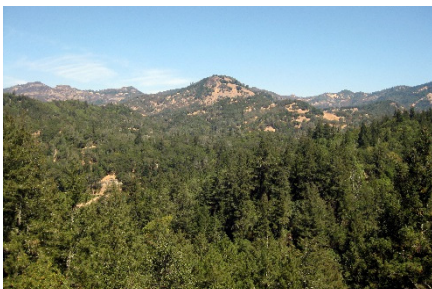
CEQA Guidelines Section 15183.5(b)(1)(E) requires that the County amend the CAP if it finds that the plan is not achieving the adopted GHG reduction targets.

changes needed to the CAP to ensure that targets are met in 2030. Figure 5-1 below outlines the CAP monitoring schedule.

CAP Monitoring Schedule	
2017	CAP Adopted Board of Supervisors adopts plan and staff begins to implement CAP measures.
<u>2020</u>	<u>Measure Status Review</u> <u>County staff reviews measure performance and implementation status, and prepares report for presentation to the Board.</u>
2022	Inventory Update / Measure Status Review / CAP Report County staff conducts update to inventory, reviews measure performance, provides an initial review of the status of implementation, summarizes achievements to date (i.e., meeting 2020 targets), and makes recommended changes to the CAP if measures prove infeasible, and prepares report to Board. The report will identify ways to adapt the plan to maintain the desired reduction path.
<u>2024, 2026</u>	<u>Measure Status Reviews</u> <u>County staff reviews measure performance and implementation status, and prepares report for presentation to the Board.</u>
2027	Inventory Update/ Measure Status Review / Target Year Report County staff prepares inventory update and measure status review and develops Target Year Report for presentation to Board that summarizes achievements to date and provides recommendations for meeting 2030 targets.
2030+	Repeat above process and develop appropriate actions to meet 2050 GHG reduction goals.

Figure 5-1. CAP Monitoring Schedule

5.4 Ongoing Community Engagement and Participation



Source: County of Napa

As the County continues to implement and monitor progress on the CAP, continued engagement with and participation by the community is critical. This includes individual residents and businesses, community organizations (e.g., Napa Valley Vintners, Napa Valley Grapegrowers, Sustainable Napa County), other local and regional government agencies, and others. While this CAP focuses on measures in which the County has a role, many of the measures require partnership and collaboration.

The County is also committed to public education about the important role individuals play in combating climate change. Effective and long term climate action and resiliency in the County can only be achieved through efforts that continue to change the way individuals interact with the environment. Many of the measures in Chapters 3 and 4 are focused on increasing community awareness and participation in existing programs, or connecting the community with new information, tools, funding or resources to take action. Thus, this CAP serves as a resource that supports community-based action.

Appendix A

Technical Memo #1 -
Greenhouse Gas Emissions
Inventory and Forecasts

Memo



455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444-7301

Date: August 25, 2016

To: David Morrison and Jason Hade (County of Napa)

From: Honey Walters, Erik de Kok, and Brenda Hom (Ascent Environmental, Inc.)

Subject: Napa County Climate Action Plan
Revised Final Technical Memorandum #1: 2014 Greenhouse Gas Emissions Inventory and Forecasts

INTRODUCTION

The initial phase in the preparation of Napa County's Climate Action Plan (CAP) includes: (1) updating the unincorporated County's community-wide greenhouse gas (GHG) emissions inventory to 2014, and (2) preparing new GHG emissions forecasts for 2020, 2030, and 2050. This revised final technical memorandum provides the results of the 2014 GHG emissions inventory update and future year emissions forecasts, including associated methods, assumptions, emission factors, and data sources. This final revision supersedes the version dated April 13, 2016, and incorporates changes throughout based on feedback from County staff and public input, as well as technical corrections.

The updated GHG emissions inventory and forecasts will provide a foundation for the forthcoming phases of work on the CAP including the development of GHG emissions reduction targets, GHG emissions reduction measures, and an action plan to help the County achieve identified targets.

ORGANIZATION OF THIS MEMORANDUM

This memorandum consists of two main parts:

- ▲ Section 1 summarizes the updated 2014 GHG emissions inventory for each sector, including any new sectors not previously included in the 2005 baseline inventory. Key components include:
 - A summary of annual emissions by sector; and
 - Data sources and methods used.
- ▲ Section 2 summarizes the forecasted GHG emissions under "business-as-usual" (BAU) and legislative-adjusted BAU scenarios. A BAU scenario is one in which no action is taken by local, State or federal agencies to reduce GHG emissions. A legislative-adjusted scenario is one in which BAU conditions are adjusted to reflect policy or regulatory actions enacted by State or federal agencies, without taking into account any local actions to reduce GHG emissions.

1 2014 GREENHOUSE GAS EMISSIONS INVENTORY UPDATE

SUMMARY OF RESULTS

Based on the modeling conducted, the unincorporated area of Napa County generated approximately 484,283 metric tons of carbon dioxide equivalents (MTCO_{2e}) in 2014. Major emissions sectors included building energy use, on-road vehicles, off-road vehicles and equipment, wastewater management, solid waste, agriculture, and land use changes. In addition, the 2014 inventory update included several new emissions sources that were not included in the 2005 baseline inventory. These new sectors include emissions from methane generated at landfills (e.g., waste-in-place), electricity use from importing water, fuel use in recreational watercrafts, and the release of high global warming potential (GWP) gases.

Table 1 and Figure 1 present the County’s 2014 GHG emissions inventory by sector. A description of each emissions sector, including key sources of emissions, is provided in further detail below.

Table 1 2014 Unincorporated Napa County Greenhouse Gas Inventory		
Sectors	2014 ¹ (MTCO _{2e} /yr)	Percent of Total (%)
Building Energy Use	148,338	31
On-Road Vehicles	125,711	26
Solid Waste	83,086	17
Agriculture	52,198	11
Off-Road Vehicles	42,508	9
High GWP Gases	13,481	3
Wastewater	11,189	2
Land Use Change	7,684	2
Imported Water Conveyance	88	<1
Total with new sectors	484,283	100
Total without new sectors	374,793	77

Notes: For a comparison of the 2005 and 2014 inventories, see Table 2. Note that columns may not add to totals due to rounding.

MTCO_{2e} = metric tons of carbon dioxide equivalent
 GWP = global warming potential
 IPCC = Intergovernmental Panel on Climate Change
 NA = Not applicable

¹ Uses GWP Factors from IPCC’s Fourth Assessment Report

² Includes new off-road subsectors

Source: Data compiled by Ascent Environmental in 2016.

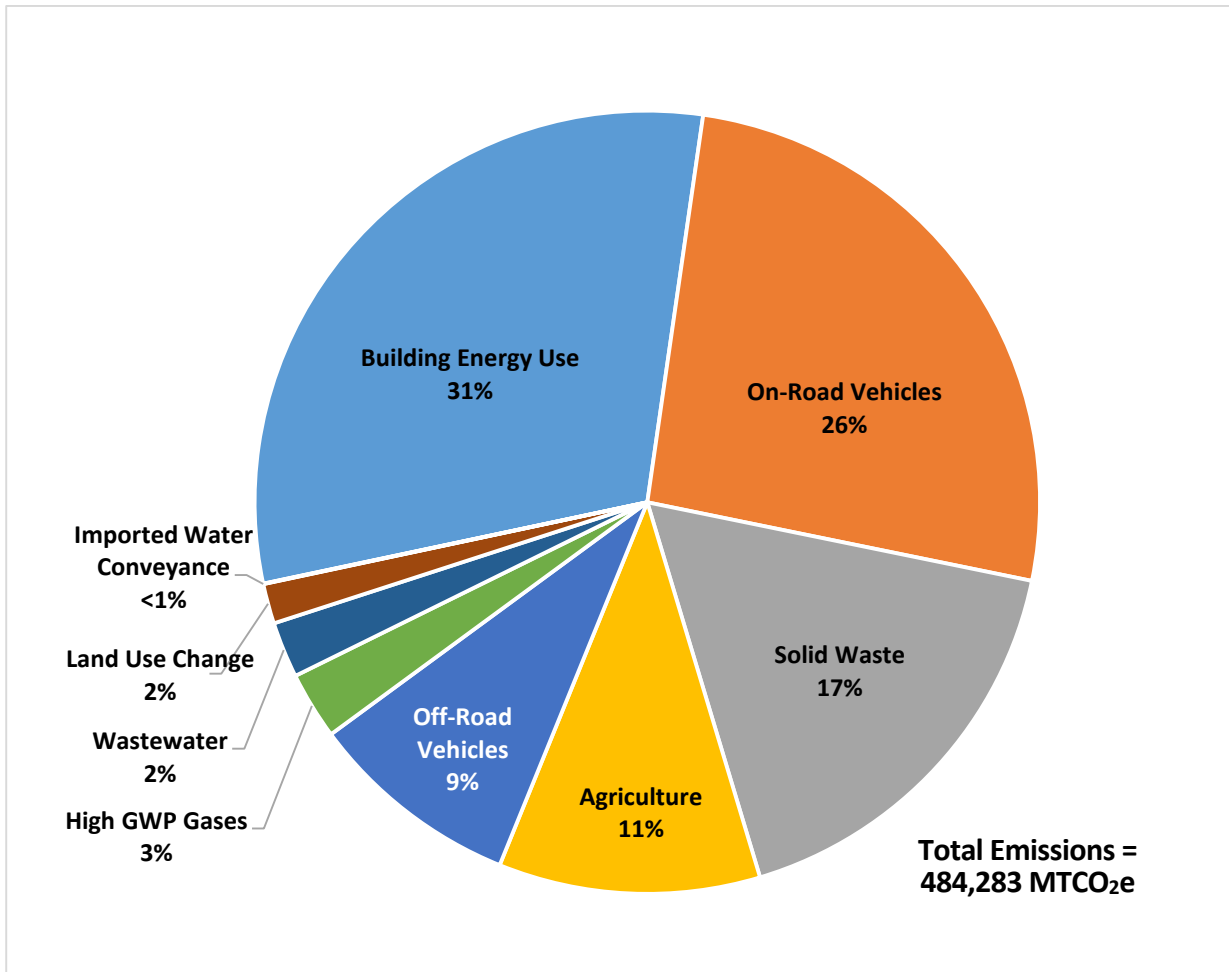


Figure 1: 2014 Unincorporated Napa County Greenhouse Gas Inventory

For comparison purposes only, Table 2 shows the 2005 baseline inventory alongside the 2014 inventory, which has been adjusted to use GWP factors from the IPCC’s Second Assessment Report, consistent with the methodology used in the 2005 inventory. This approach was necessary because the 2005 inventory did not make methane (CH₄) and nitrous oxide (N₂O) emissions available for adjustment with newer GWP factors from the IPCC Fourth Assessment Report. In addition, the Table 2 only includes sectors that were present in the 2005 inventory and does not include sectors introduced in the 2014 inventory shown in Table 1. After comparing the two inventories using the same GWP factors and considering only emissions sectors included in the 2005 inventory, County emissions decreased by about 14 percent between 2005 and 2014. This decrease in emissions between 2005 and 2014 is due to a variety of factors including, but not limited to:

- adjustments in calculation methodologies (e.g., equations and emission factors),
- differences in data sources between the two inventories, and
- changes in actual activity levels within the County (e.g., building energy use and vehicle travel).

Table 2 Comparison of Unincorporated Napa County Greenhouse Gas Inventories (2005 and 2014) using GWP factors from IPCC’s Second Assessment Report (for comparison only)

Sectors	2005 (MTCO _{2e} /yr)	2014 ¹ (MTCO _{2e} /yr)	Difference (MTCO _{2e} /yr)	Percent change from 2005 (%)
Residential and Commercial Building Energy Use	143,540	145,994	2,453	2
Wastewater	9,900	9,457	-443	-4
Solid Waste (Waste Generation)	9,240	16,767	7,527	81
On-Road Vehicles	191,270	125,830	-65,440	-34
Off-Road Vehicles (old categories)	16,620	10,740	-5,880	-35
Agriculture	46,800	49,982	3,182	7
Land Use Change	26,300	7,746	-18,554	-71
Total	443,670	365,448	-78,222	-18

Notes: This table contains adjusted 2014 inventory numbers and is only to be used for comparing the 2014 inventory with the 2005 inventory. See Table 1 for the official 2014 inventory results.

MTCO_{2e} = metric tons of carbon dioxide equivalent
 GWP = global warming potential
 IPCC = Intergovernmental Panel on Climate Change
 NA = Not applicable

¹ Emissions have been adjusted to use the global warming potentials in IPCC’s Second Assessment Report to be consistent with the 2005 baseline GHG inventory assumptions. The 2005 baseline inventory did not make methane and nitrous oxide emissions available for adjustment with newer GWP factors from the IPCC Fourth Assessment Report. This inventory only shows emissions for sectors that were present in the 2005 inventory.

² Uses unincorporated-only solid waste generation data from CalRecycle. The 2005 inventory used data directly from waste providers.

Source: ICF Jones & Stokes, 2012 (2005 inventory data); 2014 inventory prepared by Ascent Environmental in 2016.

DATA SOURCES AND METHODS

In addition to including new GHG emissions sectors and sources, the 2014 inventory update includes several changes to the data sources and emission factors used, along with changes in methods. These differences were necessary in cases where the original data sources used in the 2005 inventory were no longer available or have been updated. New methods that provide more accurate emissions estimates are available for sectors such as the on-road vehicles and solid waste sectors. The general approach used to estimate the County’s 2014 GHG inventory is consistent with the latest guidance from the *U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* (Community Protocol) (Versions 1.0) produced by the International Council for Local Environmental Initiatives (ICLEI) (ICLEI 2012).

The following summarizes data sources and methods used in estimating the unincorporated County’s 2014 GHG emissions inventory (see Table 3 for further detail):

- **Building Energy:** Annual electricity and natural gas usage data for the unincorporated areas were obtained from Pacific Gas and Electric’s (PG&E’s) Green Communities report for Napa County. Data were only available for 2013 and; thus, was scaled to 2014 based on the change in the unincorporated population and jobs between 2013 and 2014.
- **Solid Waste:** The solid waste inventory was updated using disposal and landfill data from the California Department of Resources Recycling and Recovery (CalRecycle) and landfill gas data from the U.S. Environmental Protection Agency (EPA), respectively. Domestic wastewater emissions were calculated using population-based equations from the Community Protocol (ICLEI 2012).

- **Water and Wastewater:** Winery wastewater emissions were also estimated using guidance from EPA and county-specific data. Water import numbers were available from each of the specific water suppliers that service the unincorporated areas of Napa County.
- **On-Road and Off-Road Vehicles:** For the on-road vehicle sector, annual vehicle miles traveled (VMT) by speed bin (e.g., zero to five miles per hour, or twenty to twenty-five miles per hour) were obtained from the Metropolitan Transportation Commission (MTC) for the unincorporated area, using the Regional Technical Advisory Committee’s (RTAC’s) origin-destination method. Vehicle emission factors were available from California Air Resources Board’s (ARB’s) 2014 Emissions FACTor (EMFAC) model. Off-road vehicle emissions were estimated from ARB’s OFFROAD 2007 model and scaled by population, jobs, or location of activity in the unincorporated area. For example, the majority of countywide watercraft emissions occur within the unincorporated County because most navigable waterways, such as Lake Berryessa and Napa River, in the County are located in the unincorporated area. On the other hand, use of lawn and garden equipment would be proportional to the population distribution between the unincorporated and incorporated areas of the County.
- **Agriculture:** Agricultural emissions were based on livestock and crop data from the County’s 2014 Crop Report; pesticide use data from the California Department of Pesticide Regulation (DPR); fertilizer use from the California Department of Food and Agriculture (CDFA), ARB’s GHG inventory, and University of California Davis Agricultural studies; diesel irrigation pump information from ARB; and open burning permit data from the Bay Area Air Quality Management District (BAAQMD).
- **Land Use Change:** Lost carbon storage and sequestration potential due to land use changes were based on estimated changes in natural lands from the County’s assessor parcel data and associated differences in carbon storage and sequestration rates by land cover type.
- Demographic data related to population, jobs, and housing in the unincorporated County were obtained from the California Department of Finance (DOF) and the California Employment Development Department (EDD) (DOF 2015, EDD 2015).
- Emissions associated with aircraft operations were not included because they are outside of the County’s jurisdictional control.

Table 3 below compares the differences in data sources, calculation methods, and emission factors by sector and between the two GHG inventory years.

Table 3 Unincorporated Napa County GHG Inventory: Data Sources and Methods by Year and Sector		
Sector	2005 Inventory	2014 Inventory
Residential and Commercial Building Energy Use	Data sources: Energy consumption provided by sector from PG&E Method: ICLEI CACP software.	Data sources: PG&E Green Communities Report for 2013 for the unincorporated Napa County. Scaled to 2014 by population growth between 2013 and 2014.

Table 3 Unincorporated Napa County GHG Inventory: Data Sources and Methods by Year and Sector

		Method: PG&E 2014 Emission Factors for CO ₂ electricity generation emissions. EPA's eGrid2010 emission factors for CH ₄ and N ₂ O from electricity generation. Natural gas emission factors from 2014 TCR emissions factor report.
Wastewater	Data sources: Residential wastewater volumes and populations served (provided by County). On-site septic based on number of homes with septic (provided by the County). Commercial wastewater based on volume of wine produced annually in Napa County and default values for wastewater produced per gallon of wine. Method: LGOP methods for residential wastewater; EPA methods for commercial wastewater.	Data sources: Population of unincorporated Napa County from DOF. Percentage of unincorporated Napa population served by septic and sewer systems, provided by the County. Total winery wastewater produced based on gallons of wastewater generated per ton of grape from a Napa San report. Profile of winery wastewater treatment from Napa Green, Napa San, and EBMUD. Method: Equations WW.11 (Alt) and WW.6 from the ICLEI Community Protocol to calculate domestic wastewater CH ₄ emissions. Winery wastewater emissions based on industrial wastewater method from Chapter 7 of U.S. GHG Inventory 1990-2013.
Imported Water Conveyance	Sector not included	Data sources: Total volume of potable and recycled water delivered by incorporated cities to the unincorporated areas in 2014. Volume broken down by water source (e.g., State water project). Method: Electricity factors for each water source from CEC water-energy study, when electricity use was not provided by a utility. PG&E 2013 Emission Factors for CO ₂ electricity generation emissions. EPA's eGrid2010 emission factors for CH ₄ and N ₂ O from electricity generation.
Solid Waste (Waste Generation and Waste-in-Place Emissions)	Data sources: Waste generation data provided by waste provider. Waste-in-place emissions not included. Method: ICLEI CACP software.	Data sources: Unincorporated County solid waste generation by amount, type, and disposal landfill available from CalRecycle. Landfill gas emissions within the unincorporated County from EPA's LMOP Landfill/Project database. Method: Equation SW.4.1 from ICLEI Community Protocol combined with known CH ₄ capture rates at landfills to calculate CH ₄ from waste generation. Waste type emissions based on EPA WARM emission factors. EPA landfill gas reports provided CH ₄ emissions from American Canyon and Clover Flat landfills located within the unincorporated area. These landfills did not accept unincorporated waste, so there was no double-counting.
On-Road Vehicles	Data sources: VMT estimates using the Napa-Solano travel demand model; origin-destination analysis; Method: EMFAC emissions factors applied to total VMT	Data source: VMT from MTC using the RTAC origin-destination method Method: EMFAC 2014 Emission Factors per vehicle mile CARB approved methods for N ₂ O, PG&E 2014 Emission factors for electric vehicles.
Off-Road Vehicles	Data source/Method: ARB Off-Road model used for lawn/garden and construction/industrial sectors only. No indication of whether emissions were scaled to the unincorporated area.	Data source/Method: ARB's OFFROAD 2007 model, scaled to unincorporated areas by unincorporated jobs or population depending on the vehicle category (e.g., recreational equipment scaled by population).
Agriculture	Data sources: Vehicle and equipment data from ARB Off-Road model. Enteric fermentation and manure management data from livestock populations from Napa County agriculture report. Fertilizer data from crop acres from Napa County agriculture report and UC Davis Cost Return Studies. Method: ARB methods	Data sources: Vehicles and equipment from ARB's OFFROAD 2007 model for agricultural equipment only. Agricultural diesel pump estimates from ARB. Enteric fermentation and manure management from livestock populations from Napa County agriculture report. Nitrogen fertilizer used in County from ARB 2013 GHG Inventory. Lime and urea sold in County from 2012 CDFA Fertilizer Tonnage Report. 2014 Napa County Crop Report.

Table 3 Unincorporated Napa County GHG Inventory: Data Sources and Methods by Year and Sector

		Fertilizer use by crop from UC Davis Cost Return Studies. Open burning permit data for burns in 2014 from BAAQMD. Method: ARB agricultural emissions inventory methods. BAAQMD emissions inventory methodology for open burning.
Land Use Change	Data sources: Acres and land cover types converted for period 1993-2007 provided by Napa County Conservation, Development and Planning Department. Existing acres and land cover types in Napa Baseline Data Report Method: IPCC methods	Data source: Change in land cover acreages from 2005 through 2015 provided by Napa County. Tree densities, carbon storage rates for above and belowground biomass, and net carbon sequestration rates were available or derived from published research (USDA 2005, CUFR 2009, IPCC 2006a, and Liang et. al. 2005). These data sources were selected based on their regional or state-specific contexts. The definition of riparian species was provided by Napa County. Method: Carbon sequestration and storage factors by land use type from various studies applied to estimated change in land use. For oak woodlands, coniferous forests, and riparian lands, average annual change in carbon sequestration accounts for the cumulative loss of trees over time.
High-GWP Gases	Sector not included	Data source/Method: SF ₆ emissions based on total electricity usage. SO ₂ F ₂ emissions based on CDPR pesticide sales reports. HFC, PFC, and PFE emissions based on unincorporated population and statewide per-capita emission factors calculated from the most recent California 2013 inventory. These emission factors were scaled to 2014 assuming that per capita emissions would increase by two percent between 2013 and 2014, consistent with recent historical trends.

Notes: ARB = California Air Resources Board, BAAQMD = Bay Area Air Quality Management District, CACP = Clean Air and Climate Protection, CDFA = California Department of Food and Agriculture, CDPR= California Department of Pesticide Regulation., CEC = California Energy Commission, CH₄ = CH₄, CO₂ = carbon dioxide, DOF=California Department of Finance, EBMUD = East Bay Municipal Utility District, eGRID = Emissions & Generation Resource Integrated Database, EMFAC = ARB’s Emission Factor model, EPA = U.S. Environmental Protection Agency, GHG = greenhouse gases, GWP = global warming potential, HFC = hydrofluorocarbons, ICLEI = International Council for Local Environmental Initiatives, IPCC = Intergovernmental Panel on Climate Change, LMOP = Landfill Methane Outreach Program, N₂O = nitrous oxide, Napa San = Napa Sanitation District, RTAC = Regional Technical Advisory Committee, NA = Not Applicable, PFC = perfluorinated compounds , PFE = perfluoroethane, PG&E = Pacific Gas & Electric, SF₆ = sulfur hexafluoride, SO₂F₂ = sulfuryl fluoride, TCR= The Climate Registry, UC = University of California, WARM = Waste Reduction Model

Source: ICF Jones and Stokes, 2012: Table A-1; 2014 Inventory prepared by Ascent Environmental 2016

Global Warming Potentials

GHG emissions other than carbon dioxide (CO₂) generally have a stronger insulating effect (e.g., ability to warm the earth’s atmosphere or greenhouse effect) than CO₂. This effect is measured in terms of a pollutant’s global warming potential (GWP). CO₂ has a GWP factor of one while all other GHGs have GWP’s measured in multiples of one. ARB currently uses GWP factors published in the Fourth Assessment Report (FAR) from the Intergovernmental Panel on Climate Change (IPCC), where CH₄ and N₂O have GWP’s of 25 and 298, respectively (IPCC 2007). This means that CH₄ and N₂O would be 25 and 298 times stronger than CO₂, respectively, in their potential to insulate solar radiation within the atmosphere. This inventory uses the same FAR GWP values. (In comparison, the Second Assessment Report, used in the development of the 2005 inventory, reported GWP’s of 21 and 310 for CH₄ and N₂O, respectively.)

Additionally, the 2014 GHG inventory includes an additional assessment of high-GWP gas emissions, including sulfur hexafluoride (SF₆), sulfuryl fluoride (SO₂F₂), hydrofluorocarbons (HFCs), perfluorinated compounds (PFCs), and perfluoroethane (PFEs). GWP values for high-GWP gases range from 124 to 22,800. SF₆ is most commonly used as an electrical insulator in electricity transmissions and any associated emissions are primarily due to leakage. SO₂F₂ is predominantly used as a pest fumigant in residential and commercial buildings. The IPCC formally identified SO₂F₂ and its associated GWP in IPCC's Fifth Assessment Report. HFCs, PFC, and PFEs are most commonly used in refrigerants, aerosols, fire protection, foams, and solvents. Other high-GWP gases are used in specific industrial applications like semiconductor manufacturing or make up less than 0.01 percent of the overall State's emissions inventory (ARB 2015b). Because Napa County is not a major center for semiconductor manufacturing and because these other high-GWP gases make minimal contributions to the State's inventory, other high-GWP emissions are not included in the County's GHG inventory.

1.1 BUILDING ENERGY SECTOR

Based on GHG emissions modeling conducted, residential and non-residential building energy use in 2014 resulted in approximately 148,338 MTCO₂e in 2014. This sector comprised approximately 31 percent of the unincorporated County's emissions, resulting in the largest emissions sector in the inventory. These emissions were a result of electricity and natural gas energy use at buildings and facilities. The building energy sector consumed 336 megawatt-hours (MWh) of electricity and 12 million therms of natural gas. This estimate includes a negative credit for electricity consumption from electric vehicle charging to avoid double-counting with the on-road vehicle sector. PG&E supplied all electricity and natural gas in the County in 2014, and provided electricity with a renewable mix of 27 percent (PG&E 2015a).

Marin Clean Energy (MCE), a new community choice aggregation (CCA) program offering additional renewable electricity options to northern Bay Area counties through PG&E, did not begin automatic enrollment of customers in the unincorporated County until February 2015. Through automatic enrollment, MCE customers would immediately have a 50 percent renewable mix in their electricity consumption and customers are allowed to either increase their renewable mix for an additional fee or opt out of the program. Those opting out would have, by default, PG&E's renewable mix (MCE 2015a).

Natural gas and electricity use each accounted for approximately half of total emissions from the building energy sector. Approximately 68 percent of building energy emissions were from commercial and industrial facilities, contributing a total of 100,379 MTCO₂e in 2014. Residential buildings generated 47,984 MTCO₂e, or approximately 32 percent of total building energy sector emissions. Table 4 presents building energy use and associated emissions by fuel and source. Table 5 presents emission factors used to quantify emissions from electricity and natural gas use, which are also used to quantify emissions in other sectors that also use electricity and natural gas.

Table 4 2014 Unincorporated Napa County GHG Inventory: Building Energy Use and GHG Emissions by Source

Source		MTCO ₂ /yr	MT CH ₄ /yr	MT N ₂ O/yr	MTCO ₂ e/yr
Electricity		MWh/yr			
Residential	116,340	21,756	2	0	21,893
Commercial	214,162	40,048	3	1	40,300
Industrial	5,281	987	<1	<1	994
Electric Vehicles ¹	-137	-24	>-1	>-1	-25
<i>Electricity Total</i>	335,643	62,767	4	1	63,149
Natural Gas		Therms/yr			
Residential	3,809,649	20,199	190	4	26,096
Commercial	8,626,723	45,739	431	9	59,093
Industrial ²	0	0	0	0	0
<i>Natural Gas Total</i>	12,436,372	65,938	622	12	85,189
Energy Combined		MMBTU/yr			
Residential	777,935	41,954	192	4	47,984
Commercial	1,593,424	85,787	434	9	99,385
Industrial	18,018	987	<1	<1	993
Electric Vehicles	-445	-24	>-1	>-1	-26
<i>Total</i>	2,388,931	128,703	626	13	148,337

Notes: Totals in columns may not add due to rounding. PG&E provided electricity and natural gas use for 2013. 2014 was not available at the time of this writing. 2013 emissions are scaled to 2014 levels by population for residential energy use and employment for commercial and industrial energy use.

MWh = megawatt-hours; MT = metric tons; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent, MMBTU = Million British Thermal Units, PG&E=Pacific Gas and Electric

¹Electric vehicle charging is subtracted from total building electricity, based on the total kilowatt-hours (kWh) of charging already estimated under the on-road vehicle fleet sector.

² PG&E reported zero natural gas usage in the unincorporated area in 2013 from the industrial sector.

Source: Data provided by Ascent Environmental in 2016 based on modeling using data provided by PG&E's Green Communities program.

Table 5 2014 Unincorporated Napa County GHG Inventory Building Energy Emission Factors

Emission Factor	Unit	Source
Electricity		
0.187	MTCO ₂ /MWh	PG&E 2015 for 2014
28.49	lb CH ₄ /GWh	EPA eGrid 2010 (2014)
6.03	lb N ₂ O/GWh	EPA eGrid 2010 (2014)
Natural Gas		
53.02	kg CO ₂ /MMBtu	2014 Climate Registry Emission Factors. Table 12.1. (TCR 2014)
5	g CH ₄ /MMBtu	2014 Climate Registry Emission Factors. Table 12.9. (TCR 2014)
0.1	g N ₂ O/MMBtu	2014 Climate Registry Emission Factors. Table 12.9. (TCR 2014)

Notes: CH₄ = methane; CO₂ = carbon dioxide; eGrid = Emissions & Generation Resource Integrated Database; EPA = U.S. Environmental Protection Agency; GHG = greenhouse gas; GWh = gigawatt-hours; kg = kilograms; lb = pounds; MMBTU = million British thermal units; MT = metric tons; MWh = megawatt-hours; N₂O = nitrous oxide; PG&E = Pacific Gas and Electric; TCR = The Climate Registry

Source: PG&E 2015, EPA 2014, TCR 2014; data compiled by Ascent Environmental 2016.

1.2 WASTEWATER GENERATION

Based on modeling conducted, wastewater generation in 2014 resulted in emissions of approximately 11,189 MTCO₂e, or 2 percent of total emissions, primarily from fugitive CH₄. The County does not own or operate any wastewater treatment plants. All wastewater generated by the unincorporated areas of the County is treated in a number of methods: (1) conveyed to other wastewater treatment facilities in the region through sewer systems, (2) stored in septic or winery waste tanks then occasionally hauled to an off-site wastewater treatment facility, or (3) treated on-site, particularly in the case of winery wastewater.

This sector accounts for both the CH₄ emissions from wastewater treatment processes and emissions resulting from electricity use for treatment. Because wastewater treatment facilities are located outside of the unincorporated area, electricity use at those facilities is not captured in the building energy sector and is included in the wastewater sector instead. Wastewater process and electricity use emissions were evaluated in two parts: 1) domestic wastewater and 2) commercial winery wastewater. These emissions are summarized in Table 6.

Table 6 2014 Unincorporated Napa County Wastewater Methane Emissions by Source					
Wastewater Treatment Process Emissions					
Wastewater Source	MG /yr	MTCO ₂ /yr	MT CH ₄ /yr	MT N ₂ O/yr	MTCO ₂ e/yr
Domestic - Septic	214	0	22	0	546
Domestic - Sewer	759	0	209	0	5,230
<i>Domestic - Total</i>	<i>973</i>	<i>0</i>	<i>231</i>	<i>0</i>	<i>5,776</i>
Winery Wastewater ¹	80	0	202	0	5,053
Conveyance and Treatment Electricity Use					
Wastewater Source	Electricity Use (kWh)	MTCO ₂ /yr	MT CH ₄ /yr	MT N ₂ O/yr	MTCO ₂ e/yr
Domestic – Septic ²	0	0	0	0	0
Domestic – Sewer ³	1,730,868	324	0	0	326
<i>Domestic – Total</i>	<i>1,730,868</i>	<i>324</i>	<i>0</i>	<i>0</i>	<i>326</i>
Winery Wastewater ^{1,3}	182,194	34	0	0	34
Total⁴	1,913,062	358	433	0	11,189

Notes: MG = million gallons; MT = metric tons; CH₄ = methane; CO₂e = carbon dioxide equivalent, LGOP = Local Government Operations Protocol, MGD = million gallons per day, PG&E= Pacific Gas and Electric

¹ Estimates only account for winery wastewater sent to off-site treatment facilities and assumes those facilities use aerobic systems. On-site treatment of wastewater is not accounted for here because it is generally aerobically treated on-site and would not generate significant CH₄ emissions. Building energy use at on-site treatment facilities are captured under the building energy sector.

² According to the LGOP Community protocol, wastewater discharge and treatment energy intensities associated with septic tanks and other on-site systems are assumed negligible. Also, electricity use for facilities that require discharge pumping is difficult to separate from treatment plant energy use as a whole (ICLEI 2012:81). Hauling emissions are captured in the on-road vehicle sector.

³ Wastewater conveyance and treatment electricity factors were obtained from Tables WW.15.2 (median values) and WW.15.3 for a 5-20 MGD treatment facility, based on Napa Sanitation District's treatment capacity. Emission factors were based on PG&E factors for 2014.

⁴ Totals may not add due to rounding.

Source: ICLEI 2012; data provided by Ascent Environmental in 2016.

WASTEWATER TREATMENT PROCESS EMISSIONS

Domestic Wastewater

Domestic wastewater CH₄ emissions were based on average population-generated wastewater rates from:

- equations WW.11 (alt) for septic systems and WW.6 (alt) for sewer systems from the ICLEI Community Protocol;

- the County’s estimate of the percent of the population that are serviced by sewer connections and septic connections; and
- the 2014 population estimate for the unincorporated county, available from the California Department of Finance.

The County estimated that approximately 78 percent of the unincorporated population is served by sewer connections while the other 22 percent use septic tanks for wastewater treatment. Table WW.15.1 from the LGOP shows that California’s average wastewater generation factor is 100 gallons per day per capita. Using this factor, the County is estimated to have generated 973 million gallons (MG) in 2014. Although only population was required to calculate CH₄ emissions from wastewater treatment process, total wastewater volumes were used to estimate electricity use associated with wastewater conveyance and treatment.

Winery Wastewater

Winery wastewater emissions are unique to the region due to the wine industry’s presence in the County, warranting a separate calculation from domestic wastewater emissions. Napa Sanitation District (Napa San) estimates that 1,100 gallons of wastewater are generated for every ton of grapes produced (Napa San 2009). Based on Napa San’s wastewater generation factor and the 2014 Napa County Crop Report, Napa County produced 175,607 tons of grapes and 193 million gallons of winery wastewater. According to the Napa County Winery Database listing available from the County website, wineries in the unincorporated area produced 95 percent of the county’s total wine production (Napa County 2015a). Thus, the unincorporated County would have produced approximately 183 million gallons of winery-related wastewater. However, wineries differ in their disposal and treatment methods of wastewater, affecting potential downstream GHG emissions. The discussion below addresses these differences.

According to a survey done by Napa Sanitation District (Napa San) for the district’s service area, wineries within the County are known to use a wide variety of methods to treat wastewater generated from the winemaking process (Napa San 2009). These methods include on-site aerobic and anaerobic treatment, pre-treatment prior to off-site treatment, and hauling of untreated wastewater to an off-site treatment facility. However, the Napa San survey did not quantify the overall level of anaerobic treatment used for winery wastewater within the County. Thus, the assessment of the County’s wastewater treatment profile for wineries depended on total estimated winery wastewater production, known winery wastewater volumes accepted by wastewater treatment plants, the treatment processes at those plants, and estimated volumes of wastewater generated by Napa Green certified wineries.

Communications with Napa San and East Bay Municipal Water District (EBMUD) revealed that winery wastewater treated at these facilities either underwent aerobic treatments generating no CH₄ or anaerobic treatments where generated CH₄ was captured and flared or converted to energy. Napa San and EBMUD together accepted 25 million gallons of winery wastewater in 2014, primarily through hauled delivery (Damron, pers. comm., 2015; Pham, pers. comm., 2015).

Napa Green, the County’s local sustainability certifier, reports that approximately 4.5 million cases of wine were produced by Napa Green Certified Wineries in 2014 (Novi, pers. comm., 2015). Assuming 9 liters per case and 64 cases per ton of grapes, this would translate to 154 million gallons of wine and 79 million gallons of wastewater (Napa San 2009). Although Napa Green does not explicitly require aerobic treatment for certification, many certified sustainable wineries use on-site aerobic wastewater treatment systems or pretreat wastewater such that most solids are filtered out and used as compost. Thus, it is assumed that that all wastewater produced at Napa Green certified wineries are treated aerobically, generating no CH₄.

After subtracting the winery wastewater sent to Napa San and EBMUD and those generated by Napa Green certified wineries from total estimated wine production in the unincorporated county (183 minus 104 million gallons), the remaining 79 million gallons of winery wastewater were assumed to undergo anaerobic

treatment. According to the EPA, on average, 4.2 percent of wastewater from fruit and vegetable processing was treated anaerobically during secondary treatment. Using the industrial wastewater equation provided in Chapter 7 of the U.S. GHG Inventory 1990-2013 and biochemical oxygen demand (BOD) levels identified in the Napa San report, the CH₄ emissions from winery wastewater were estimated to be 202 MT CH₄/year or 5,053 MTCO_{2e}/year (EPA 2015: 7-21).

WASTEWATER CONVEYANCE AND TREATMENT EMISSIONS

Electricity used to convey and treat wastewater generated by the unincorporated County was based on total wastewater volumes in 2014, as shown in Table 6, and energy intensity factors per gallon of wastewater (ICLEI 2012: Tables WW.15.2 and WW.15.3). In 2014, no municipal wastewater treatment facilities were located within the unincorporated County, confirming that emissions from conveyance and treatment of wastewater are not double-counted in the building energy sector. For wastewater conveyed to and treated at these off-site wastewater treatment facilities, it is assumed that 280 kWh/MG is required for conveyance and 2,000 kWh/MG is required for treatment. This assumes a median level of conveyance energy intensity and a treatment facility with a capacity size between 5 and 20 MGD, similar to that of Napa San.

According to the ICLEI Community Protocol, wastewater discharge and treatment energy intensities associated with septic tanks and other on-site systems are assumed negligible. In addition, electricity use for facilities that require discharge pumping is difficult to separate from treatment energy use as a whole. (ICLEI 2012:81). Hauling emissions associated with maintenance of septic tanks are captured in the on-road vehicle sector and not included in this sector.

1.3 IMPORTED WATER CONVEYANCE

Based on modeling conducted, water imports into the unincorporated area accounted for 88 MTCO_{2e} in 2014, less than one percent of the County's 2014 GHG inventory. These resulted from GHG emissions from electricity generation required to deliver and treat water outside unincorporated areas. Water conveyance within the unincorporated County is accounted for under the electricity usage reports from PG&E. However, the unincorporated area imported over 194 million gallons of potable and recycled water in 2014 from water suppliers located within the five incorporated city areas. Much of this water was used for vineyard irrigation.

Water suppliers from each of the five incorporated cities provided total water volume deliveries to the unincorporated area in 2014 broken out by water source and type of water (e.g., recycled or potable). Water conveyance and treatment energy rates per gallon vary by water source and type. These factors were available from a 2006 California Energy Commission report (CEC 2006). Water conveyed from the State Water Project (SWP) requires thirty times more energy than water sourced from local surface water. Approximately 44 percent of water imported to the unincorporated county was sourced from the SWP, as shown in Table 8.

Water energy intensity rates are shown in Table 9. Emission factors in Table 5 were applied to the calculated electricity use to estimate associated GHG emissions. Results are shown below in Table 7 and 8 below.

Table 7 2014 Unincorporated Napa County Imported Water Conveyance GHG Emissions by Supplier	
Water Suppliers	MTCO ₂ e/yr
City of Napa	8
City of American Canyon	8
Town of Yountville	47
City of Calistoga	7
City of St. Helena	18
Total	88

Notes: MWh = megawatt-hours; MT = metric tons; CO₂e = carbon dioxide equivalent.
 Source: Data compiled by Ascent Environmental in 2016.

Table 8 2014 Unincorporated Napa County Imported Water Conveyance Energy Use by Supplier						
Water Suppliers	Volume Transported (MG/yr)	Water Source Breakdown by Percent (%)			Percent Recycled Water ¹ (%)	MWh/yr
		Local Surface Water	State Water Project (Bay Area)	Groundwater		
City of Napa	18	44	56	0	22	42
City of American Canyon	13	0	100	0	0	44
Town of Yountville	116	100	0	0	93	252
City of Calistoga	16	35	65	0	0	35
City of St. Helena	31	79	0	21	0	94
Total	194	52	44	4	-	467

Notes: MG = million gallons; MWh = megawatt-hours; MT = metric tons; CO₂e = carbon dioxide equivalent
¹ Potable Water Volume = Total water volume – Recycled Water Volume
 Source: City of Napa 2015, City of American Canyon 2010, Baer, pers. comm., 2015, Moore, pers. comm., 2015, Harrington, pers. comm., 2015, Tuell, pers. comm., 2015; data compiled by Ascent Environmental in 2016.

Table 9 2014 Unincorporated Napa County GHG Inventory: Water Energy Intensity Factors		
Water Source	Conveyance Energy Intensity (kWh/MG)	Treatment Intensity (kWh/MG)
Local Surface Water	120	100
State Water Project (Bay Area)	3,150	100
Groundwater	4.45 kWh/MG/foot	100
Recycled (Average)	2,100	0

Notes: kWh = kilowatt-hours; MG = million gallons
 Source CEC 2006: Table 9

Sufficient stormwater pumping energy use was not available from the incorporated water suppliers and was not included in the 2005 inventory. Incorporated utilities either could not apportion stormwater pumping energy use to the unincorporated area or did not provide stormwater pumping services to the unincorporated area (Moore, pers. comm., 2015, Tuell, pers. comm., 2015, Baer, pers. comm., 2015). Thus, energy and emissions associated with stormwater management by incorporated utilities were not included in this analysis or in the County’s GHG inventory.

1.4 SOLID WASTE (WASTE GENERATION AND WASTE-IN-PLACE EMISSIONS)

Based on modeling conducted, the solid waste sector was responsible for approximately 83,086 MTCO_{2e}, or 17 percent of the County’s 2014 GHG inventory. The ICLEI Community Protocol recommends that community GHG inventories include emissions from both solid waste facilities located in the community (i.e., “waste-in-place”) and waste generated by the community. Waste-in-place CH₄ emissions from landfill gas (LFG) generated at solid waste facilities located within the unincorporated area accounted for 63,125 MTCO_{2e}, or 76 percent of emissions from the solid waste sector. CH₄ emissions from decay of waste generated annually by residences and businesses in the unincorporated community accounted for 22,357 MTCO_{2e}, or 24 percent of emissions from the solid waste sector. Table 10 summarizes emissions from the solid waste sector.

Source	Disposal Tonnage	MT CH ₄	MTCO _{2e}
Waste-in-Place LFG emissions within Unincorporated Napa County	N/A	2,525	63,125
Solid Waste generated by Unincorporated Napa County	20,155	798	19,961
Total	20,155	3,324	83,086

Notes: LFG = Landfill Gas
 Source: Data provided by Ascent Environmental 2015 based on data from EPA 2015b.

LFG is a mix of gases, primarily composed of CH₄, generated from decomposing organic waste and waste chemical reactions and evaporation in landfills. If a landfill has an impermeable membrane that covers a portion or all of the landfill (i.e., cover-and-capture), it can harvest the LFG and prevent CH₄ emissions from being released into the atmosphere. Once captured, a landfill can either convert the CH₄ to CO₂ through flaring or use it as a fuel for other energy-related applications. For the two landfills in the unincorporated County, LFG generation and flaring rates for 2014 were available from EPA’s GHG emissions database and EPA’s Landfill Methane Outreach Program (LMOP). Any CO₂ emissions from flaring were not counted toward the County’s inventory because the IPCC considers any CO₂ emissions from flaring or fugitive emissions to be of biogenic origin and not significant to overall solid waste emissions (IPCC 2006b).

The only landfills located within the unincorporated area are the American Canyon Sanitary Landfill (ACSL) and the Clover Flat Landfill near Calistoga. While Clover Flat is open and currently accepting waste, ACSL closed in 1995 and currently has an active LFG collection system. According to EPA’s Facility-Level Information on Greenhouse Gases (FLIGHT) database, in 2014, the American Canyon landfill generated 2,044 MT CH₄ in fugitive CH₄ emissions from accumulated waste at the landfill in 2014 (EPA 2015b). Clover Flat also has an active LFG collection system, but does not anticipate closure of the landfill until 2053. In 2014, Clover Flat generated 481 MT CH₄ in fugitive CH₄ emissions (EPA 2015b). CH₄ emissions from closed landfills generally decrease overtime due to the gradual reduction in organic decomposition. According to

CalRecycle, the landfills within the unincorporated area do not contain any waste generated by the unincorporated County itself (CalRecycle 2015).

For emissions related to annual solid-waste generation from the community in the unincorporated County, CH₄ emissions are also generated from organic decomposition. The release of CH₄ emissions from community-generated waste depends on the LFG management systems of the landfills at which the waste are disposed. According to CalRecycle reports, 98 percent (19,751 tons) of the waste generated by the unincorporated County in 2014 were sent to the Potrero Hills Landfill in Solano County, approximately 30 miles east of the County (CalRecycle 2015). In 2014, Potrero Hills Landfill did not have an active LFG collection system in place; although, according to EPA’s LMOP database, the landfill plans to install such a system by January 2016 (EPA 2015c). Calculations of emissions from County-generated waste used factors unique to the unincorporated area. EPA’s WARM model provides decay emissions factors for various types of waste, such as food or paper waste. The latest profile of the unincorporated County’s waste stream was available from CalRecycle for the 1990 calendar year. The data from EPA and CalRecycle were used to calculate a weighted CH₄ emissions factor per ton of waste generated by the unincorporated County. The result was applied to the unincorporated County’s total waste tonnage to calculate CH₄ emissions. However, because the waste stream profile for the County was only available for 1990, the County could have shown improved recycling rates of paper and reduction in food waste due to recent composting efforts, meaning that actual waste generation emissions could be lower than estimated.

1.5 ON-ROAD VEHICLES

Based on modeling conducted, on-road vehicle usage in the unincorporated County resulted in 125,711 MTCO_{2e} in 2014, or 26 percent of the County’s inventory. On-road vehicle emissions are primarily the result of exhaust from the combustion of gasoline and diesel fuels. To a smaller degree, emissions from on-road vehicles also result from upstream electricity generation for electric vehicles. Due to lack of available data, emissions from the combustion of natural gas and other non-electric alternative fuels in on-road vehicles were not included in this analysis, and are assumed to have minimal contribution to total emissions.

On-road passenger vehicle emissions were calculated by estimating the annual vehicle miles traveled (VMT) associated with trips that begin or end in the unincorporated County. These vehicle trips included 100 percent of vehicle trips that both originate from and end in the unincorporated area (i.e., fully internal trips), 50 percent of trips that either end in or depart from the unincorporated area (i.e., internal-external or external-internal trips), and zero percent of vehicle trips that are simply passing through the area (i.e., external-external, or “pass-through”, trips). This passenger vehicle trip accounting method is consistent with the method recommended to ARB in 2010 by the RTAC (established through the Sustainable Communities and Climate Protection Act of 2008 [Senate Bill 375]). Table 11 shows total annual VMT by vehicle fuel type and associated emissions estimates for the unincorporated County.

Table 11 2014 Unincorporated Napa County GHG Inventory: On-Road Vehicle Fleet Activity and Emissions by fuel type

Vehicle Type	VMT/yr	Fuel Use (1000 gallons or MWh)/yr	MTCO ₂ /yr	MT CH ₄ /yr	MT N ₂ O/yr	MTCO _{2e} /yr
Gasoline	238,043,173	111,497	94,146	4.64	2.44	94,990
Diesel	23,527,464	27,721	27,943	0.56	9.19	30,696
Electric	450,077	131	24	0.00	0.00	25
Total	262,020,714		122,113	5	12	125,711

Notes: VMT = vehicle miles traveled; kWh = kilowatt-hour; MT = metric tons; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO_{2e} = carbon dioxide equivalent

Source: Metropolitan Transportation Commission (Brazil, pers. comm., 2016a); data compiled by Ascent Environmental 2016

MTC provided vehicle travel information for the unincorporated County based on their regional travel demand model. MTC provided average daily VMT estimates in 2014 for both passenger and commercial vehicles for the unincorporated area, which were multiplied by 347 days per year to estimate annual VMT to account for lower VMT during weekends, holidays, and summer periods. Passenger VMT was calculated using the RTAC method with VMT available by origin and destination categories from MTC. However, due to modeling limitations, MTC was only able to provide commercial VMT using the boundary method. The boundary method accounts for all vehicle travel occurring within the physical boundaries of a given jurisdiction regardless of origin or destination. This means the commercial VMT estimates only include travel within the physical boundary of the unincorporated area. Without commercial VMT available by origin and destination, the RTAC method could not be applied to commercial VMT. As a proxy, the available commercial VMT was scaled based on the ratio between passenger VMT calculated by the RTAC method (available from MTC) and passenger VMT calculated by the boundary method (calculated from Caltrans VMT data) (Caltrans 2014:72, Caltrans 2016). This alternative method for estimating commercial VMT is consistent with MTC recommendations (Brazil, pers. comm., 2016).

MTC also provided the speed distribution profile by fuel and vehicle class, which allowed for the use of detailed emission factors calculated for the same categories from EMFAC 2014. Although, EMFAC provides CO₂ and CH₄ emissions data, direct N₂O emission factors were not available. Instead, N₂O emissions were calculated using ARB inventory methods that assume N₂O emissions are equal to 4.16 percent of NO_x emissions for gasoline vehicles and 0.3316 g N₂O per gallon fuel for diesel vehicles (ARB 2014a). Emissions from electricity use in electric vehicles were quantified using the same methods used for the building energy inventory.

1.6 OFF-ROAD VEHICLES

Based on modeling conducted, off-road vehicles operating in the unincorporated County emitted approximately 42,508 MTCO_{2e} in 2014, or nine percent of the County's 2014 inventory. These emissions were the result of fuel combustion in off-road vehicles and equipment used in construction, industry, and recreation and were available from ARB's OFFROAD 2007 model. Unfortunately, the OFFROAD 2007 model only provides emissions detail at the State, air basin, or county level. Napa County emissions data from OFFROAD 2007 were apportioned to the unincorporated area using custom scaling factors depending on the off-road fleet type, as shown in Table 12. For example, due to the likely correlation between commercial activity and employment, the unincorporated portion of emissions from light commercial equipment in the County is assumed to be proportional to the number of jobs in the unincorporated County as compared to the County as a whole. On the other hand, emissions from pleasure craft are assumed to occur entirely within the County because the majority of navigable waterways in the County are located in the unincorporated area. Further details on how OFFROAD emissions from each fleet type were scaled to the unincorporated area are discussed below. Note that, although reported by the OFFROAD model, emissions from agricultural equipment included separately in the agriculture sector and are excluded from the off-road vehicles sector.

Emissions from locomotives are not included in the OFFROAD model and were added in separately to account for the Napa Valley Wine Train, which is the only operating locomotive in the County at this time. The estimated annual emissions and scaling factors are presented in Table 12 below by fleet type.

Table 12 2014 Unincorporated Napa County GHG Inventory: Off-Road Emissions by Fleet Type					
Off-Road Fleet Type	MTCO ₂ /yr	MT CH ₄ /yr	MT N ₂ O/yr	MTCO ₂ e/yr	Unincorporated : Countywide Scaling Method
Pleasure Craft ¹	29,004	20	6	31,440	not scaled
Construction and Mining Equipment	6,546	1	0	6,575	jobs
Transport Refrigeration Units	1,413	0	0	1,420	jobs
Industrial Equipment	1,182	0	0	1,212	jobs
Light Commercial Equipment	851	0	0	899	jobs
Lawn and Garden Equipment	460	1	0	568	population
Recreational Equipment ¹	196	1	0	325	population
Oil Drilling	34	0	0	34	jobs
Locomotives (Napa Valley Wine Train) ¹	20	0	0	20	not scaled
Entertainment Equipment ¹	14	0	0	14	jobs
Railyard Operations	0	0	0	0	jobs
Total	39,721	24	7	42,508	

Notes: MT = metric tons; CO₂ = carbon dioxide; CH₄ = CH₄; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; GHG = greenhouse gas

¹ Not in 2005 emissions inventory

Source: Data provided by Ascent Environmental in 2016, based on modeling from OFFROAD 2007

All commercial and industrial off-road emissions were scaled from countywide estimates by the unincorporated percentage of jobs in 2014. Emissions related to lawn and garden and recreational equipment were scaled by population. Countywide emissions from pleasure craft were assumed to entirely occur in the unincorporated areas such as Lake Berryessa and Lake Hennessey. Locomotive emissions were based on locomotive information from the Napa Valley Wine Train website, which provided engine model types, fuel types, car weights, average trip distance, and number of daily trips (Napa Valley Wine Train 2015). Locomotive fuel efficiency and emissions factors were available from the Alternative Fuels Data Center and the Climate Registry, respectively (AFDC 2014, TCR 2014).

Although ARB has released newer category-specific models designed to replace OFFROAD 2007, these newer models estimate statewide emissions without county-level detail and focus primarily on criteria pollutant emissions. ARB recommends using OFFROAD 2007 where desired information is unavailable from the newer off-road models (ARB 2015a). Notwithstanding ARB recommendations, OFFROAD 2007 model may tend to overestimate emissions in 2014. The model was developed prior to the 2009-2010 recession and, thus, presumes a higher growth rate in equipment population than what may have actually transpired in 2014 (ARB 2010). Additionally, the model does not include recent regulatory changes such as idling limits and newer engine tier requirements (ARB 2014b).

1.7 AGRICULTURE

Based on modeling conducted, emissions from the agriculture sector accounted for approximately 52,198 from agricultural activity such as farm equipment operations, direct emissions from livestock, and fertilizer use. Fuel combustion in farm equipment and CH₄ emissions from livestock made up 60 percent and 32 percent of total emissions from the sector, respectively. Other emissions estimated for this sector were from fertilizer use, lime application, burning of agricultural residue, and diesel-powered agricultural pumps. These emissions are summarized in Table 13 below.

Table 13 2014 Unincorporated Napa County GHG Inventory: Agriculture Emissions by Source				
Source	MTCO ₂ /yr	MT CH ₄ /yr	MT N ₂ O/yr	MTCO ₂ e/yr
Farm Equipment	31,359	4	0	31,571
Enteric Fermentation from Livestock	0	414	0	10,345
Manure Management from Livestock	0	165	2	4,829
Fertilizer Use	0	0	9	2,683
Agricultural Irrigation Pumps	1,657	0	0	1,657
Residue Burning	533	10	1	1,094
Urea Fertilization	16	0	0	16
Lime Application	4	0	0	4
Pesticide Application ¹	0	0	0	0
Total	33,568	593	13	52,198

Notes: : MT = metric tons; CO₂ = carbon dioxide; CH₄ = CH₄; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; GHG = greenhouse gas

¹ Pesticide application emissions were less than 0.5 MT.

Source: Data compiled by Ascent Environmental, 2016.

GHG emissions associated with farming equipment were obtained from ARB’s OFFROAD2007 model. ARB has a more recent off-road equipment model, the 2011 off-road inventory model, but it is limited to construction, industrial, and oil drilling equipment types and does not include agricultural equipment. In cases where the new model does not cover a desired category, the ARB recommends using OFFROAD2007 as the current tool for estimating emissions. Farming equipment emissions reported for Napa County are assumed to occur entirely within the unincorporated County.

With respect to livestock emissions, CH₄ and nitrous oxide emissions are released through enteric fermentation (a type of digestion process) and exposure of manure produced by these animals. The 2014 Napa County Crop Report provided estimates of total weight of cattle, lamb, and slaughter sheep in the County. Average weight per head of livestock were calculated by comparing historical County livestock population estimates from the California Agricultural Statistical Review and total livestock weights reported in the County crop reports in the same year. This was used to calculate livestock population needed for emissions estimates. All livestock-generated GHG emissions were estimated using population-based emission factors and quantification methods identical to those by ARB in the statewide inventory.

Emissions from fertilizer use vary by crop type and acreage. The acreage of crops cultivated in the County was based on the 2014 Napa County Crop Report (Napa County 2015b). The amount of fertilizer application for each crop type grown in the County was based on sample cost reports for each crop that are published by the University of California Cooperative Extension (UCCE). UCCE have special fertilizer reports available for wine grapes grown in the Napa region. Information about the mass amounts of urea and lime was provided in the Fertilizing Materials Tonnage Report for January to June of 2012. Emission factors and quantification methods for GHG emissions associated with urea and lime fertilizer application were obtained from IPCC (IPCC 2000). These emission factors and quantification methods were also used by ARB in its development of the statewide GHG inventory and subsequent updates (ARB 2015b).

The GHG emission factor and quantification method for agricultural irrigation pumps and number of pumps were obtained from ARB reports on diesel irrigation pumps (ARB 2003, 2006). Latest reports provided total diesel pumps in the Bay Area Air Quality Management District in 2006, but did not break down the inventory by County. However, an older report reported pumps at both the county-level and air district-level. Assuming the ratio of pumps in the air district remained the same as in 2003, approximately 26 pumps were

estimated to operate in the County in 2006. The County's pump inventory in 2014 was assumed unchanged from 2006. (ARB 2006: Table D-2).

Residue burning refers to the burning of croplands after they are harvested to clear the land of residual vegetation. The GHG emissions from residue burning in Napa County were based on BAAQMD emissions inventory methods for open burning (emissions per ton of material burned), 2014 open burning permit data submitted to the air district (ton or cubic yard of material burned), and organic waste densities from CalRecycle (tons per cubic yard) (BAAQMD 2014, Reed, pers. comm., 2016, CalRecycle 2010). BAAQMD provided the permit information in response to a public records request. However, the air district had not yet quantified emissions from open burning for the 2014 calendar year. The permit data provided either cubic yards or tons of material (e.g. orchard pruning, crop replacement) burned by material category and location. Thus, it was necessary to calculate emissions separately. In Napa County, over 102,000 cubic yards, or 82 percent, of material openly burned in Napa County consisted of discarded grapevines (Reed pers. comm., 2016). BAAQMD opening burning permits also included open burning of flood control debris, forest and fire management, and other non-agricultural prescribed burns. Although these are not necessarily agricultural, emissions from those burns are included in the residue burning sub-sector to facilitate a more complete inventory.

A common pesticide that is also categorized as a GHG is methyl bromide. Based on the published factors from IPCC's Fifth Assessment Report, methyl bromide is assumed to have a GWP factor of 2. However, according to the California Pesticide Information Portal, no methyl bromide was used in 2013. 2014 information was not available, but no changes in methyl bromide use are expected. Sulfuryl fluoride is also considered a pesticide, but is most often used in structural pest control as a fumigant, and is not included as an agricultural emissions source. Sulfuryl fluoride is discussed in the High-GWP sector.

1.8 LAND USE CHANGE

As urban development and vineyards continue to expand with the growth of the wine industry and the County's population, certain natural land cover types are replaced with vineyards, residential/commercial development, and other anthropogenic development. Natural flora present on these lands such as forests, shrublands, and grasslands remove CO₂ from the atmosphere and sequester carbon in plant material through photosynthesis. Due to the relatively low rate of carbon sequestration associated with vineyards and urban development, the conversion of undeveloped lands to vineyards or urban development generally reduces or eliminates further carbon sequestration and removes stored carbon from plant life on the original undeveloped lands, depending on the type of vegetation removed or replaced. This displacement of natural vegetation on undeveloped lands leads to an overall net increase in emissions from a carbon cycle perspective.

Land use change and associated sequestration and stored carbon losses due to vineyard and urban development in Napa County resulted in the indirect emissions of approximately 7,746 MTCO_{2e} in 2014, or two percent of total emissions, due to lost carbon sequestration potential and removal of stored carbon. According to County records, from 2005 to 2014, vineyard expansions displaced an estimated 1,492 acres of natural land cover, including over 700 acres of grasslands, 300 acres of shrubland, and 250 acres of oak woodland. This means that, on average, 166 acres of natural lands have been converted to vineyards every year between 2005 and 2014. Historical land use conversions to vineyards are shown in Table 14, and historical land use inventories between 2005 and 2015 are shown in Table 15.

Table 14 Historical Conversion of Land Uses to Vineyards by Land Cover Type between 2002 and 2014 in Unincorporated Portion of Napa County

Land Cover Type	2005-2007	2007-2010	2010-2014	2005-2014
Grasslands	170.1	300.0	243.0	713.2
Shrublands	129.5	86.4	121.0	336.9
Oak woodlands	81.5	83.7	87.4	252.6
Developed	64.9	79.9	89.2	234.1
Coniferous forest	45.5	58.8	21.5	125.8
Riparian woodlands	6.9	4.9	3.3	15.1
Other	2.5	2.2	37.9	42.6
Wetlands	1.4	0.0	2.4	3.8
Streams and reservoirs	0.4	0.1	0.1	0.6
Rock Outcrop	0.0	0.4	0.8	1.2
Total Natural Land Cover	437.9	536.4	517.5	1,491.8
Total	502.8	616.4	606.7	1,725.8

Note: Conversions represent land use change in the unincorporated areas of Napa County.

Source: Lamborn, pers. comm., 2015; data compiled by Ascent Environmental, 2016.

Table 15 Historical Land Use Estimates by Land Cover Type between 2005 and 2015 in Unincorporated Portion of Napa County

Land Cover Type	2005 ¹	2007 ²	2010 ²	2013 ²	2014 ²	2015 ¹
Oak Woodlands	160,146	160,077	159,975	159,872	159,838	159,803
Chaparral/Shrublands	106,190	106,149	106,086	106,024	106,003	105,983
Vineyards	50,317	50,820	51,436	51,891	52,043	52,803
Coniferous Forest	42,469	42,461	42,450	42,439	42,435	42,431
Grasslands	48,844	48,786	48,699	48,612	48,583	48,554
Rock Outcrop/Other	38,096	38,637	39,448	40,259	40,529	40,800
Developed	28,619	28,588	28,540	28,493	28,478	28,462
Non-vineyard Cropland	19,591	19,229	18,686	18,143	17,962	17,781
Riparian Woodlands	7,838	7,833	7,826	7,820	7,817	7,815
Wetlands	5,328	4,864	4,167	3,471	3,239	3,007
Total³	507,438	507,444	507,314	507,023	506,926	507,438

Note:

¹ Land use estimates provided directly from the County.

² Except for vineyards, all land use estimates for these years were interpolated between 2005 and 2015. Vineyard acreages were based on historical vineyard conversion data shown in Table 14. Vineyard acreages in 2013 were interpolated between 2010 and 2014.

³ Totals between 2007 and 2014 do not add up to the total acreage provided by the County for 2005 and 2015. This is because of the two different methods used to estimate acreages by land use between 2007 and 2014, as described in Note 2. Interpolated estimates assume a linear trend between 2005 and 2015. Actual acreages may vary from the interpolated results. Conversely, vineyard acreages were based on historical data, which does not show a linear trend between the two years. Therefore, the total acres shown for years from 2007 to 2014 do not reflect actual acreage totals in the County, but are within 99.9 percent of the totals shown for 2005 and 2015.

Source: Hade, pers. comm., 2015; data compiled by Ascent Environmental, 2016.

As mentioned, land use change affects emissions in two ways: 1) change in carbon sequestration potential and 2) change in carbon storage. To estimate net emissions in 2014 associated with land use change, per-acre carbon sequestration and carbon storage factors were applied to the change in acreage by land cover type between 2013 and 2014. Table 16, on the next page, presents the per-acre carbon sequestration and storage factors that were derived for region-specific tree densities and species and collected from various sources.¹ These factors are converted to carbon dioxide equivalents by multiplying by 44/12, the molecular weight ratio of CO₂ to carbon. Attachment A provides presents the calculations used to derive the per-acre carbon storage and sequestration factors in this analysis.

¹ In the April 2016 version of the inventory, the carbon sequestration and storage factors were based on per-acre carbon storage and sequestration rates that were specific to California at the state level only and not at the regional level. This current version of the inventory update revises the rates used for oak woodlands, coniferous forests, and riparian woodlands based on tree densities representing a 12-county northern California region that includes Napa County, as directed by the County (Hade, pers. comm., 2015). These densities are published in the USDA report “Oak Woodlands and Other Hardwood Forests of California, 1990s” (USDA 2005).

Table 16 2014 Unincorporated Napa County GHG Inventory: Lost Carbon Stock and Sequestration Factors by Land Use Type¹

Land Use Type	Stored Carbon		Annual Sequestration	
	Carbon stored per acre (MT C/acre)	Method or Sources	Annual Net Carbon Sequestration per acre (MT C/acre/yr)	Method or Sources
Oak Woodlands	34.9	Calculated from carbon fractions and biomass ratios from IPCC 2006a and per-acre aboveground biomass factors and tree densities from USDA 2005. Tree densities represent 12 northern California counties, including Napa County. Calculated factor represents above and below ground live biomass only. Represents average of eight oak species.	2.017	Calculated from annual growth rates derived from Table 13 in USDA 2005 calculated carbon storage values per tree from IPCC 2006a and USDA 2005, and tree densities from USDA 2005. Represents average of eight oak species.
Coniferous Forest	47.0	Calculated from carbon fractions and biomass ratios from IPCC 2006a, per-tree aboveground biomass factors from CUFR 2009, and tree densities from USDA 2005. Tree densities represent 12 northern California counties, including Napa County. Calculated factor represents above and below ground live biomass only.	3.129	Softwood factors calculated from ratio of growth and mortality rates between California softwoods and hardwoods from Table 3 in Liang et. al. 2005 and adjusted against hardwood growth rates in USDA 2005.
Riparian Woodlands	57.0	Calculated based on average of eight oak species, tanoaks, and redwoods using same sources as above IPCC 2006a, USDA 2005, and CUFR 2009, as directed by the County. Calculated factor represents above and below ground live biomass only.	4.744	Average of 8 oak species, tanoaks, and redwoods, a softwood, using same methods as above depending on wood type.
Grasslands	2.6	Factor calculated from total area and total carbon stocks for grassland from Table 5 in Battles, et. al. 2014.	0	Factor available directly from page 19 of Brown, et. al. 2004.
Shrublands	12.8	Factor calculated based on page 18 in Battles, et. al. 2014 that states that on average, the carbon density of grassland is only 20% of shrublands.	0	Factor available directly from page 19 of Brown, et. al. 2004.
Croplands (Not Vineyards)	2.2	Includes the County mix of olives, vegetables, and hay as reported in the County's 2014 Crop Report. Carbon storage factors from Battles, et. al. 2014 and Brown, et. al. 2004 scaled by acreage for each crop type.	0.081	Weighted average of olives, vegetables, and hay sequestration rates based on acreages in Proietti et. al. 2014 and the 2014 Crop Report. Assumes vegetables and hay have zero annual sequestration.
Vineyards	1.2	Factor converted directly from Table 2.6 in Brown, et. al. 2004.	0.016	Factor converted directly from page 1980 of Kroodsma, et. al. 2006. Includes sequestration in woody mass, pruning, removal of vineyards after a 25-year lifetime, burial in soil, and an average level of conversion to biomass energy.

Note: MT = metric tons; C = carbon; GHG = greenhouse gas. See Attachment A for detailed calculations of the carbon storage and sequestration factors.

¹ Changes in land use patterns do not immediately change soil carbon levels. Instead, changes to soil carbon may be gradual, while change in land use patterns would have immediate impacts on aboveground and some belowground biomass. As such, soil carbon is not included in this analysis.

Source: IPCC 2006a, USDA 2005, CUFR 2009, Battles, et. al. 2014, Brown, et. al. 2004, Liang et. al. 2005, Proietti et. al. 2014, Napa County 2015, Kroodsma, et. al. 2006, Hade, pers. comm., 2015; data compiled by Ascent Environmental, 2016.

With respect to sequestration from vineyard growth and production, the information on carbon sequestration in vineyards is very limited. One study found that vineyards, over their lifetime, sequester approximately 4 g C per square meter per year (or 0.016 MT C/acre/year) in its woody biomass (Kroodsma and Field 2006:1980). Soil carbon was also quantified in this study, but is outside the scope of this inventory. This study accounted for pruning levels and usage of vineyard biomass at the end of a 25-year lifetime. It assumed that mature vines convert 35 to 50 percent of sequestered carbon as fruit, which was assumed to release the sequestered carbon after consumption. The study also noted that actual sequestration rates depend on what is done with the discarded vineyard biomass. Burying biomass can help increase soil carbon rates, but carbon levels in soil can saturate and decomposition would also return some sequestered carbon back into the atmosphere. Burning biomass, either out in the open or in a biomass plant, would return sequestered carbon into the atmosphere. However, using biomass as energy also offsets fossil fuel emissions. The Kroodsma study assumed some statewide level of biomass-to-energy conversion. Given this research and the uncertainty of how vineyard biomass in Napa County is treated, Napa County vineyards are assumed have an average statewide net annual sequestration level of 0.016 MT C/acre/year.

Based on the methods and data sources discussed above, Table 17 below presents a summary of the land use changes that occurred between 2013 and 2014 along with the estimated net GHG emissions due to lost carbon storage and sequestration potential. Total net emissions with respect to each land use type in baseline year of 2014 equal total lost carbon storage and the lost sequestration potential associated with removed vegetation between 2013 and 2014.

Methods used to forecast emissions differ from the method used for the inventory year for the land use change sector. Emissions forecasting methods are discussed under the Forecast section.

Table 17 2014 Unincorporated Napa County GHG Inventory: Lost Carbon Stock and Sequestration Potential from Land Use Change between 2013 and 2014

	Change in acreage between 2013 and 2014	Lost Carbon Storage due to Land Use Change (MT CO ₂)	Loss in carbon sequestration potential (MT CO ₂)	Total Net Emissions (MT CO ₂)
Coniferous Forest	-4	657	12	669
Croplands (Not Vineyards) ¹	-181	1,455	54	1,508
Grasslands	-29	272	0	272
Oak Woodlands	-34	4,383	69	4,452
Riparian Woodlands	-2	483	11	494
Shrublands	-21	973	0	973
Vineyards	152	-675	-9	-684
Other ²	119	0	0	0
Total	0	7,547	137	7,684

Notes: Land use change based on acreages provided by Napa County. Values may not sum due to rounding. MT = metric tons; CO₂ = carbon dioxide; GHG = greenhouse gas

¹ “Cropland (Not Vineyards)” includes the County mix of olives, vegetables, and hay as reported in the 2014 Napa County Crop Report.

² “Other” refers to wetlands and non-vegetative land uses such as developed areas and rock outcrops. Non-vegetative land uses are assumed to have no carbon storage or sequestration potential and are not included here. Carbon sequestrations and storage potential of wetlands vary greatly depending on location, ecosystem, and other factors. Factors for wetlands unique to Napa County are not available and were assumed to be zero.

Source: Napa County (Hade, pers. comm., 2015); data compiled by Ascent Environmental, 2016.

1.9 HIGH-GWP GASES

High-GWP gases accounted for 13,481 MTCO_{2e}, or approximately three percent of total emissions in 2014. This sector includes emissions from SO₂F₂, a fumigant; SF₆, an electric insulator used in electricity transmission; and a list of other high-GWP gases including various HFCs, PFE, and PFCs as listed in Table 18. HFCs and CFCs are generally emitted into the atmosphere through off-gassing, leakage, or direct emission of refrigerants, solvents, aerosols, foams, and fire protection. County-specific information was available for inventorying of SO₂F₂ and SF₆; however, estimates of other high-GWP gases were only available at the State level and were scaled from the statewide GHG inventory to the unincorporated area by population. Emissions from the various high-GWP gases included in the unincorporated County’s 2014 inventory are shown in Table 18, by GHG.

Table 18 2014 Unincorporated Napa County GHG Inventory: High-GWP Gases by Greenhouse Gas						
Greenhouse Gas ¹	GWP	Application	2013 State Mass Emissions (MT/yr)	2014 State per capita Emissions (MT/yr-cap) ²	Unincorporated Napa County Emissions (MT/yr)	Unincorporated Napa County Emissions (MTCO _{2e} /yr)
HFC-125	3,500	Fire Protection, Refrigerants	1359	3.65 X 10 ⁵	0.9720	3,402
HFC-134a	1,430	Aerosols, Foams, Refrigerants	5676	1.52 X 10 ⁴	4.0593	5,805
HFC-143a	4,470	Refrigerants	758	2.03 X 10 ⁵	0.5419	2,422
HFC-152a	124	Aerosols, Refrigerants	4080	1.09 X 10 ⁴	2.9176	362
HFC-227ea	3,220	Fire Protection, Aerosols	58	1.56 X 10 ⁶	0.0416	134
HFC-236fa	9,810	Fire Protection, Refrigerants	10	2.59 X 10 ⁷	0.0069	68
HFC-245fa	1,030	Foams, Solvents	466	1.25 X 10 ⁵	0.3330	343
HFC-32	675	Refrigerants	673	1.80 X 10 ⁵	0.4810	325
HFC-365mfc	794	Solvents	0	1.10 X 10 ⁸	0.0003	0
HFC-43-10mee	1,640	Solvents, Aerosols	18	4.77 X 10 ⁷	0.0127	21
PFC-14 (CF ₄)	7,390	Fire Protection, Solvents	0	8.19 X 10 ⁹	0.0002	2
Other PFC and PFE's	9,300	Solvents	0	6.40 X 10 ⁹	0.0002	2
Sulfuryl Flouride ³	4,090	Fumigant	5	NA	0.0950	389
Sulfur Hexafluoride ⁴	22,800	Electrical Insulator	NA	NA	0.0091	207
TOTAL					9.4709	13,481

Note: ARB= California Air Resources Board, DPR = California Department of Pesticide Regulation, GHG = greenhouse gas, MT = metric tons, CO_{2e} = carbon dioxide equivalents, HFC = hydrofluorocarbons, IPCC = Intergovernmental Panel on Climate Change, NA = not applicable, PFC = perfluorinated compounds, PFE = perfluoroethane

¹ Names of gases consistent with ARB’s list of “Use of substitutes for ozone depleting substances”. Sulfur hexafluoride is also accounted for in the State’s GHG inventory. IPCC recently included sulfuryl fluoride in its list of GHGs, but it has not yet been included in the State’s inventory. (IPCC 2013)

² Assumes a 2% growth in per capita emissions from 2013 to 2014. This is based on historical year-to-year changes in per-capita emissions from compounds used in ARB category, “Use of substitutes for ozone depleting substances”.

³ Calculations based on statewide emissions scaled to the unincorporated area by total electricity usage in the unincorporated area in 2014, not population.

⁴ Calculations based on actual consumption reports for Napa County from DPR and scaled to the unincorporated area by population.

Source: ARB 2015b, DPR 2013, IPCC 2007: Table 2.14, IPCC 2013; data compiled by Ascent Environmental in 2016.

As mentioned, HFC, PFC, and PFE emissions were calculated based on ARB’s 2013 State GHG inventory. 2013 statewide per-capita emission factors were calculated from the most recent California 2013 inventory. These emission factors were then scaled to 2014 assuming that per capita emissions would increase by 2 percent between 2013 and 2014, consistent with recent historical trends. The final 2014 emission factors were applied to the known population of unincorporated County to obtain county-level emissions. As shown in Table 18 and following statewide trends, emissions of HFC-134a, HFC-143a, and HFC-125 account for 86 percent of the high-GWP gas sector in 2014. According the breakdown of these emissions in Table 19, most of these gases are used as refrigerants in the commercial and in refrigerated vehicles, such as trucks transporting perishables. Given the prominence of the wine industry in the County where wine, grape juice, and grapes may be transported in refrigerated trucks, the percent of refrigerants used in transportation could be higher than what is reported in Table 18 and 19.

Table 19 2014 Unincorporated Napa County GHG Inventory: HFC-125, HFC-134a, and HFC-143a emissions by Source and Application	
Emissions Source and Application	Unincorporated Napa County Emissions (MTCO₂e/yr)
Commercial	5,456
Aerosols	102
Fire Protection	2
Foams	57
Refrigeration and Air Conditioning	5,294
Industrial	1,908
Aerosols	14
Fire Protection	1
Foams	332
Refrigeration and Air Conditioning	1,561
Residential	1,776
Aerosols	653
Foams	139
Refrigeration and Air Conditioning	983
Transportation	2,490
Aerosols	140
Refrigeration and Air Conditioning	2,350
Grand Total	11,629
Note: GHG = greenhouse gas, MT = metric tons, CO ₂ e = carbon dioxide equivalents, HFC = hydrofluorocarbon	
Source: ARB 2015b, DPR 2013, IPCC 2007: Table 2.14, IPCC 2013; data compiled by Ascent Environmental in 2016.	

With respect to SO₂F₂, the latest report from the California Department of Pesticide Regulation indicates that Napa County used 1,627 pounds of SO₂F₂ in 2013 (DPR 2013). A 2009 article in the Journal of Geophysical Research estimated that approximately one third of SO₂F₂ used in fumigation would be destroyed in the fumigation process (Mühle et.al. 2009). Assuming that all sulfuryl fluoride used in the County was for fumigation and scaling the resulting emissions by the unincorporated population in 2013 and population growth to 2014, total sulfuryl fluoride emissions from the unincorporated County in 2014 are estimated to be 389 MTCO₂e.

To estimate emissions from SF₆, an average statewide emissions factor (MT SF₆ per kWh) was calculated using ARB's 2013 GHG inventory that reported both total emissions and total associated electricity use. Using the total 2014 electricity use for the unincorporated area based on data provided by PG&E, total SF₆ emissions from the unincorporated County in 2014 are estimated to be 207 MTCO_{2e}.

2 GHG EMISSIONS FORECASTS TO 2020, 2030, AND 2050

Legislative-adjusted BAU emissions forecasts provide the County with an assessment of how the County’s emissions would change over time without further action from the County. In addition to accounting for the County’s growth, a legislative-adjusted BAU forecast accounts for legislative actions at the local, State, and federal levels that would affect emissions, such as through participation in MCE or regulatory requirements to increase vehicle fuel efficiency. These forecasts provide the County with the information needed to focus efforts on certain emissions sectors and sources that have the most GHG reduction opportunities. The selected future milestone years of 2020, 2030, and 2050 are generally based on the State’s GHG reduction target years established in key State legislation and policies, including Assembly Bill (AB 32), Executive Order B-30-15, and Executive Order S-305.

BAU emissions forecasts, for most sectors, were based on predicted growth in existing demographic forecasts, including population, jobs, and household growth between 2014 and 2040 for Napa County, as shown in Table 20 below. The calculated growth rates were used as scaling factors and extrapolated for years other than 2040. These scaling factors were then applied to background calculations for a given emissions sector depending on what was most appropriate for the sector (e.g. household growth was used to scale residential energy use). For the land use change sector, forecasted emissions relied on the anticipated changes various land uses in the unincorporated County through 2050 based on the build-out of the County’s 2008 General Plan. Any legislative adjustments were applied on top of the BAU forecasts.

Table 20 Napa County Demographic Forecasts			
Input	2014	2040	Change from 2014
Napa County (Countywide)			
Households	49,859	56,312	6,453 (13%)
Population	136,550	158,792	22,242 (16%)
Employment	74,697	89,550	14,853 (20%)
Unincorporated Napa County Only			
Households	11,635	13,893	2,258 (19%)
Population	30,958	38,225	7,267 (23%)
Employment	17,320	19,503	2,183 (13%)
Source: Metropolitan Transportation Commission (Brazil, pers. comm., 2016); data compiled by Ascent Environmental in 2016.			

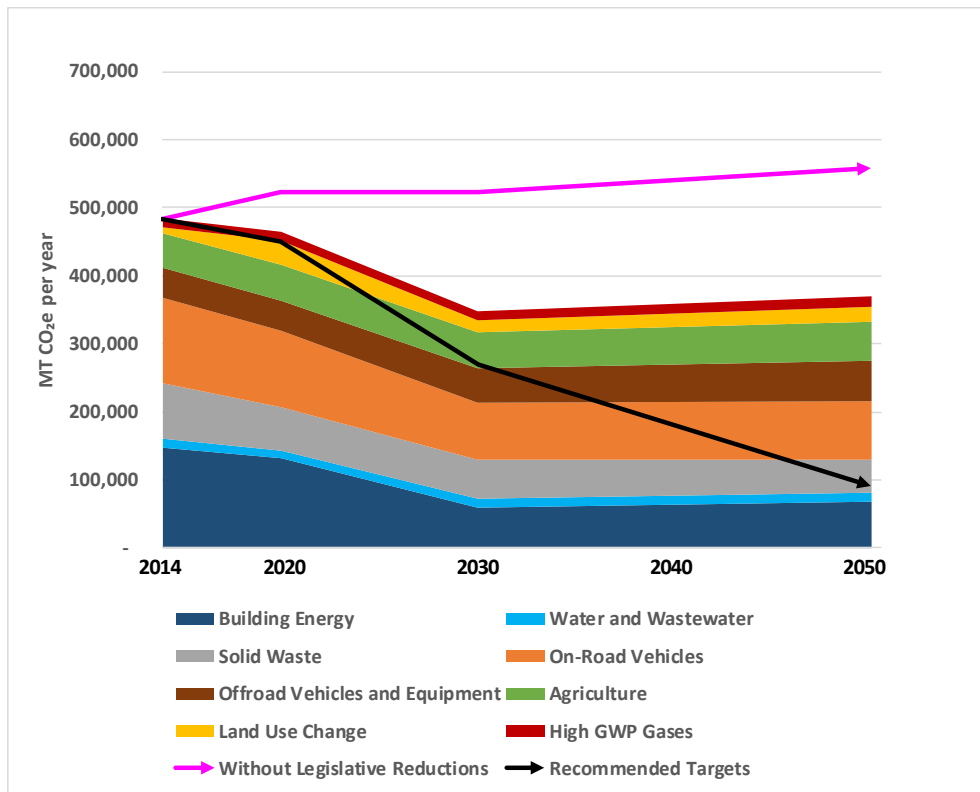
Legislative-adjusted forecasted emissions account for anticipated changes in future vehicle emissions factors and electricity emissions factors due to State and federal policies that would occur with or without County action, which can be referred to as “legislative adjustments” to the forecasts. These actions are reflected in forecasted emissions factors either provided by PG&E or assumed in EMFAC 2014.

The unincorporated County’s BAU emissions, accounting for applicable legislative reductions, would decrease by 24 percent between 2014 and 2050, as shown in Table 21 and Figure 2. Figure 2 also shows the emissions trend that would occur without anticipated legislative reductions and accounting only for population, housing, and employment changes and the anticipated build-out of land uses. Without the legislative reductions, discussed above, emissions would be 51 percent higher in 2050 compared to BAU forecasts.

Table 21 Unincorporated Napa County Emissions Inventory and Legislative-adjusted BAU Forecasts (MTCO_{2e}/yr)				
Sector	2014	2020	2030	2050
Building Energy	148,338	131,635	59,127	66,184
Water and Wastewater	11,277	11,858	12,959	14,335
On-Road Vehicles	125,711	112,854	84,846	85,735
Waste	83,086	62,345	56,711	48,854
Off-Road Vehicles and Equipment	42,508	45,164	49,592	58,474
Agriculture	52,198	52,521	53,588	57,445
Land Use Change	7,684	35,608	18,239	21,669
High-GWP Gases	13,481	11,828	13,169	15,867
Total	484,283	463,899	348,331	369,637
Percent Change from 2014 (%)	0	-4	-28	-24

Notes: BAU = Business as usual, CO_{2e} = carbon dioxide equivalents, NA = Not Available, GWP = global warming potential, MT = metric tons
 Source: Ascent Environmental, 2016

Figure 2: Unincorporated Napa County Legislative-Adjusted BAU Emissions Forecast by Sector



Note that the temporary increase in 2020 for the “Without Legislative Reductions” trend line is due to forecasted changes in land usage that are not associated with any legislative reductions. Otherwise this trend is solely due to demographic forecast data shown in Table 20.

Emissions forecasts are detailed for each sector and discussed below.

2.1 BUILDING ENERGY

Between 2014 and 2050, electricity and natural gas emissions in the unincorporated County, together representing the building energy sector, would decrease by 55 percent from 148,338 to 67,184 MTCO_{2e} per year, with legislative adjustments and despite growth in the County’s housing and employment levels. Table 22 shows the forecasted emissions from the building energy sector by customer class for 2014, 2020, 2030, and 2050.

Table 22 Unincorporated Napa County Electricity and Natural Gas Emissions Forecasts (2014-2050) (MTCO_{2e}/yr)				
Customer Class	2014	2020	2030	2050
Electricity Emissions				
Residential	116,340,405	120,241,375	68,572,790	81,817,108
Commercial	214,162,060	218,753,327	119,324,410	134,380,854
Industrial	5,280,679	5,391,267	2,935,240	3,297,896
Electricity Total	335,783,143	344,385,969	190,832,440	219,495,859
Natural Gas Emissions				
Residential	3,809,649	3,937,389	2,245,464	2,679,159
Commercial	8,626,723	8,811,666	4,806,541	5,413,034
Industrial ¹	0	0	0	0
Natural Gas Total	12,436,372	12,749,054	7,052,005	8,092,193
Total Building Energy Emissions				
Residential	47,984	42,497	19,436	22,914
Commercial	99,385	88,606	39,981	44,573
Industrial ¹	993	696	174	184
Electric Vehicles ²	-25	-156	-441	-487
Building Energy Total	148,338	131,643	59,150	67,184
Percent Change from 2014 (%)	0	-11	-60	-55
Notes: MTCO _{2e} = metric tons of CO ₂ equivalent, PG&E=Pacific Gas and Electric				
¹ PG&E reported zero natural gas usage in the unincorporated area in 2013 from the industrial sector.				
² Electric vehicle emissions from electricity generation are already accounted for in the on-road transportation sector.				
Source: EPIC 2016, Ascent Environmental 2016				

Emissions from future electricity and natural gas use were estimated by multiplying anticipated energy use with forecasted emission factors. Future energy use was forecasted in two parts. First, energy use was scaled by the growth in housing units for residential energy use and by employment numbers for commercial and industrial energy use. Second, the level of energy use was adjusted to reflect California’s energy efficiency targets. Electricity emission factors are also anticipated to decline based on current regulations, while natural gas emission factors stay constant using the same emission factors presented in Table 5. Table 23 summarizes the scaling factors and legislative reductions used to scale electricity use by customer type.

Table 23 Building Energy Emissions Forecast Methods and Legislative Reductions by Source		
Customer Type	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
Residential Electricity	Scaled by housing units	MCE 50% renewables baseline applied to 89% of energy use, based on current participation rates starting in early 2015. RPS scheduled targets applied to PG&E emission factors for 11% of customers assumed to opt out of MCE. Accounts for 2016 Title 24 energy efficiency gains for all new construction. Accounts for 50% renewable mix by 2050 for P&GE emission factors and 50% improvement in energy efficiency in all existing buildings starting in 2030, per SB 350.
Residential Natural Gas	Scaled by housing units	Accounts for 2016 Title 24 energy efficiency gains for new construction. Accounts for 50% improvement in energy efficiency in all existing buildings starting in 2030, per SB 350.
Commercial and Industrial Electricity	Scaled by employment	MCE 50% renewables baseline applied to 89% of energy use, based on current participation rates starting in early 2015. RPS scheduled targets applied to PG&E emission factors for 11% of customers assumed to opt out of MCE. Accounts for 2016 Title 24 energy efficiency gains for all new construction. Accounts for 50% renewable mix by 2050 for P&GE emission factors and 50% improvement in energy efficiency in all existing buildings starting in 2030, per SB 350.
Commercial and Industrial Natural Gas ¹	Scaled by employment	Accounts for 2016 Title 24 energy efficiency gains for new construction. Accounts for 50% improvement in energy efficiency in all existing buildings starting in 2030, per SB 350.

Notes: BAU = business as usual, RPS = Renewable Portfolio Standard, MCE= Marin Clean Energy, PG&E = Pacific Gas and Electric, SB = Senate Bill

¹ Industrial natural gas was not provided by PG&E and was assumed to be included in commercial natural gas.

Source: Ascent Environmental, 2016

The assumptions behind the adjustments to energy efficiency and future electricity emission factors are described below.

2.1.1 Electricity Emission Factors

Emissions from the building energy sector would see gradual declines into the future without additional County action, even with population increase, due to local and State measures already in place. As mentioned previously, MCE is a CCA that began servicing unincorporated County in February 2015. As part of MCE’s service, MCE automatically provides customers within its service area with 50 percent renewable electricity, although customers are allowed to opt out of MCE’s service or pay into MCE’s “Dark Green” program that would allow for a higher percentage renewable mix. Those that opt out would remain under PG&E’s electricity service, which is currently 27 percent renewable (MCE 2015). According to MCE’s Integrated Resource Plan, MCE plans to increase the minimum renewable energy supply of the program from 50 to 80 percent by 2025 (MCE 2015b).

With respect to BAU forecasts, it is assumed that the unincorporated County would continue to participate in the MCE program. This assumes that the unincorporated County’s current opt-out rate would remain at approximately 11 percent into future years (MCE 2015b). Thus, the BAU forecast estimates that 50-percent-renewable electricity emission factors would be applied to 89 percent of future electricity use in unincorporated County buildings. The remaining 11 percent of electricity use would use PG&E emission factors that are scheduled to reach a 33 percent renewable mix by 2020 and 50 percent by 2050, pursuant to statewide legislation of the Renewable Portfolio Standard and SB 350.

PG&E anticipates that by 2020, the utility's CO₂ emission factor will be 0.131 MTCO₂ per MWh (PG&E 2015b). This takes into account the utility's achievement of the State's RPS goal to source 33 percent of electricity generation from renewables by 2020. Assuming emission factors from non-renewable sources remain the same, a 50 percent and 80 percent renewable mix would have emissions of 0.127 and 0.051 MTCO₂ per MWh, respectively. CH₄ and N₂O electricity emission factors in future years are assumed to be reduced from 2014 levels proportional to the anticipated change in CO₂ emission factors.

2.1.2 Energy Efficiency

California has two major policies that would affect the energy efficiency of buildings in future years. The State's Title 24 Building Energy Efficiency Standards and SB 350 would affect energy efficiency rates in new construction and existing buildings, respectively. The 2016 Title 24 standards were adopted in December 2015 and will go into effect January 2017. The California Energy Commission (CEC) estimates that new residential buildings built to these standards would be 28 percent more efficient than buildings built to the current 2013 Title 24 standard. Relative savings for non-residential buildings was not readily available from the CEC; thus, it was assumed that non-residential buildings built to 2016 standards would have similar improvements as the residential standards. (CEC 2015).

SB 350, in addition to targeting a 50 percent renewable mix in California electricity by 2030, targets a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030 with annual targets established by the CEC. SB 350's energy efficiency goals are applicable to both existing building stock and new construction, but would have the most impact on existing building stock.

Forecasts of future building energy use account for both Title 24 and SB 350 policies. It is assumed that all new construction taking place between 2014 and 2050 would have energy efficiencies 28 percent better than current energy usage rates (i.e., energy use per household and employment). Although this method does not exactly reflect improvements from 2013 Title 24 standards, this method is a conservative approach as a 28 percent reduction from current energy usage rates would result in more energy use than a 28 percent reduction from building built to the 2013 Title 24 standard. In addition, it is assumed that all existing building stock (i.e., buildings built before 2015) would continue to operate through 2050 and would use 50 percent less energy starting in 2030. The forecasted energy efficiency improvements in existing building stock are meant to reflect implementation of SB 350 energy efficiency goals met by 2030. As a conservative assumption, estimated energy efficiency levels in existing buildings are assumed to stay constant from 2030 through 2050.

2.2 WATER AND WASTEWATER

Between 2014 and 2050, water- and wastewater-related emissions in the unincorporated County would increase by 27 percent from 11,277 to 14,335 MTCO_{2e} per year, with legislative adjustments and despite a 44 percent increase in population over the same period². This change reflects an increase in water consumption proportional to population growth in the unincorporated County in combination with lower electricity emissions factors related to the MCE, RPS, and SB 350 legislative actions described in Section 2.1.1. **Error! Reference source not found.**²⁴ shows the forecasted emissions from each water supply activity source for 2014, 2020, 2030, and 2050. Forecasted population growth in the unincorporated County and electricity emissions factors are available in Table 5 and Section 2.1.1.

² In the April 2016 version of this memorandum, the totals incorrectly double counted for electricity from wastewater treatment. This memorandum removes the double counting and corrects the total emissions from water and wastewater activity.

Activity	2014	2020	200	2050
Imported Water Conveyance	88	66	65	59
Wastewater (Domestic)	5,776	6,443	7,151	8,540
Wastewater (Wine Making)	5,053	5,348	5,743	5,737
Total	11,277	11,858	12,959	14,335
Percent Change from 2014 (%)	0	5	15	27

Note: There was insufficient information on stormwater energy use for the unincorporated County. Thus, stormwater energy use and related emissions were excluded.
 GHG = greenhouse gas, MTCO_{2e} = metric tons of CO₂ equivalent
 Source: EPIC 2016, Ascent Environmental 2016

Most of the electricity use for water imports, wastewater conveyance, and wastewater treatment occurs outside of the unincorporated County in the incorporated Napa cities. Although MCE currently does not serve incorporated areas in Napa County, many cities in the County have expressed interest in joining MCE in the future (Choi, pers. comm., 2016). In fact, the City of Calistoga currently already participates in MCE’s program (Kirn pers. comm., 2015). Because City applications for MCE are not yet public, forecasts for the water and wastewater sector assume electricity emissions factors consistent with PG&E’s progress towards RPS and SB 350 targets, except for water conveyance from the City of Calistoga and wastewater treatment at wineries within the unincorporated County that would follow MCE’s targets.

Table 25 summarizes the scaling factors and legislative reductions used to scale water and wastewater activity.

Source	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
Imported Water Conveyance	Scaled by population	Assumes only City of Calistoga has joined MCE’s program with at least a 50% renewable mix. All other water providers outside the unincorporated area are assumed to follow the RPS and SB 350 target schedule.
Wastewater Treatment (Domestic)	Scaled by population	Assumes electricity use at all treatment plants outside the unincorporated area follow the RPS and SB 350 target schedule.
Wastewater Treatment (Wine Making)	Scaled by vineyard acres	Assumes electricity use at all treatment plants are located in the unincorporated area and follow MCE, RPS, and SB 350 target schedule.

Notes: RPS = Renewable Portfolio Standard, MCE= Marin Clean Energy, PG&E = Pacific Gas and Electric, SB = Senate Bill. “Target schedule” refers to a utility or policy’s renewable energy target by milestone year.
 Source: Ascent Environmental, 2016

2.3 SOLID WASTE

Between 2014 and 2050, solid waste emissions in the unincorporated County would decrease by 41 percent from 83,086 to 48,854 MTCO_{2e} per year, with legislative adjustments and despite growth in unincorporated County’s population and employment levels. Table 26 shows the forecasted emissions from the solid waste sector by emissions source for 2014, 2020, 2030, and 2050.

Source	2014	2020	2030	2050
Solid Waste	19,961	3,537	3,938	4,744
Waste-In-Place	63,125	58,809	52,773	44,109
Total	83,086	62,345	56,711	48,854
Percent Change from 2014 (%)	0	-25	-32	-41

Note: MT CO_{2e} = metric tons of CO₂ equivalent
 Source: Ascent Environmental, 2016

The forecasts shown in Table 26 account for the decay rate of waste-in-place at landfills located within the unincorporated County, California’s 75 percent waste diversion target effect on per-capita waste disposal rates, and the anticipated population growth affecting overall waste disposal in the unincorporated County. The forecasts also assume that current operational LFG capture systems will continue to operate into the future.

With respect to solid waste generation, CalRecycle established a target pursuant to AB 341 (Chapter 476, Statutes of 2011) to achieve a statewide waste diversion rate of 75 percent by 2020, or 2.7 pounds of waste per resident per day (lb/resident/day). Emissions forecasts for this sector assume the County would reduce its disposal rate from 4.1 lb/resident/day to the State’s target of 2.7 lb/resident/day by 2020, a 34 percent reduction from 2014 (CalRecycle 2015, CalRecycle 2012: 7). Future years would see additional open landfills adopting LFG capture systems. This includes Potrero Hills Landfill to which the unincorporated County sent 98 percent of its waste in 2014. Potrero Hills Landfill is anticipated to begin LFG capture 2016, according to EPA reports (EPA 2015c).

With respect to waste-in-place emissions, ASCL and Clover Flat Landfill are assumed to continue current LFG capture and flaring operations into the future. Because the landfill is currently closed, fugitive methane emissions from ASCL are expected to decrease over time as the finite amount of organic material decomposes. EPA’s first order decay model, Landfill Gas Emissions Model (LandGEM Version 3.02), was used to scale future emissions from both unincorporated County landfills, based on the landfill open and past and future closure dates and average annual tonnage received by the landfill.

Table 27 summarizes the methods and legislative reductions used to forecast emissions from the solid waste sector.

Source	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
Solid Waste	Waste tonnage scaled by population.	Incorporates completion dates of near term LFG projects, including Potrero Hills Landfill. Assumes California’s 75% waste diversion goal would be achieved in Napa by 2020.
Waste-in-Place	Emissions scaled by population for open landfills. For both open and closed landfills, FOD model was used to scale methane emissions based on average annual tonnage and a given landfill’s open and closure dates.	No additional legislative reduction.

Notes: FOD = first order decay, LFG = Landfill Gas
 Source: Ascent Environmental, 2016

2.4 ON-ROAD VEHICLE FLEET

Between 2014 and 2050, GHG emissions from on-road transportation in the unincorporated County would decrease by 32 percent from 125,711 MTCO_{2e} to 85,735 MTCO_{2e}, accounting for VMT growth forecasted by MTC and future vehicle emission factors modeled in EMFAC2014. **Error! Reference source not found.** 28 show the forecasted emissions from the on-road transportation sector by fuel type for 2014, 2020, 2030, and 2050. Consistent with the inventory, annual VMT forecasts provided by MTC were multiplied by EMFAC2014 future emission factors. Emissions from electricity use in electric vehicles were quantified using the same methods used for the building energy forecasts.

Fuel Type	2014	2020	2030	2050
Gasoline	94,990	82,988	56,216	54,384
Diesel	30,696	29,710	28,189	30,864
Electric	25	156	441	487
Total	125,711	112,854	84,846	85,735
Percent Change from 2014 (%)	0	-10	-33	-32

Notes: Only total VMT was provided by MTC. The distribution of annual VMT by fuel type was based on the distribution of VMT by fuel type in EMFAC2014 for Napa County for each milestone year.

MTCO_{2e} = metric tons of CO₂ equivalent
 MTC = Metropolitan Transportation Commission
 VMT = vehicle miles traveled

Source: MTC 2016, EMFAC 2014, Ascent Environmental, 2016

Annual VMT forecasts are provided in Table 29 below by fuel type.

Fuel Type	2014	2020	2030	2050
Gasoline	238,043,173	248,829,425	241,326,238	252,573,510
Diesel	23,527,464	23,154,140	22,733,499	24,702,585
Electric	450,077	4,168,201	25,705,923	30,134,106
Total	262,020,714	276,151,766	289,765,660	307,410,200

Notes: Only total VMT was provided by MTC. The distribution of annual VMT by fuel type was based on the distribution of VMT by fuel type in EMFAC2014 for Napa County for each milestone year.

VMT = vehicle miles traveled

Source: MTC 2016, EMFAC 2014, Ascent Environmental, 2016

With respect to the legislative adjustments included in this forecast, State and federal policies and associated regulations incorporated in the on-road vehicle emission forecasts include:

- **Tractor-Trailer Greenhouse Gas (TTGHG) Regulation (State):** Establishes stricter fuel efficiency standards in heavy-duty tractors by requiring EPA certification and low rolling resistance tires, reducing GHG emissions.
- **Pavley Clean Car Standards (State):** Establishes GHG emission reduction standards for model years 2009 through 2016 that are more stringent than federal corporate average fuel economy (CAFE) standards.

- **Advanced Clean Cars (State):** Establishes GHG emission reduction standards for model years 2017 through 2025) are more stringent than CAFE standards (State)
- **Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles (federal):** Establishes fuel efficiency standards for medium and heavy-duty engines and vehicles.

These policies are already included in EMFAC’s emission factor estimates and forecasts. It should be noted that the Low Carbon Fuel Standard regulation was excluded in EMFAC 2014 forecasts because most of the emissions benefits originate from upstream fuel production.

Table 30 summarizes the scaling factors and legislative reductions used to scale on-road vehicle activity.

Table 30 On-Road Vehicle Emissions Forecast Method Summary		
Source	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
On-Road Vehicle Miles Traveled	Estimated by the Metropolitan Transportation Commission	EMFAC emission factors considerations include ACC, Pavley, TTGHG, and fuel efficiency standards for medium- and heavy-duty vehicles.
Notes: ACC = Advanced Clean Cars, EMFAC = Emissions FACTor Model, TTGHG = Tractor-Trailer Greenhouse Gas		
Source: Ascent Environmental, 2016		

2.5 OFF-ROAD VEHICLES

Between 2014 and 2050, emissions associated with off-road vehicles in the unincorporated County would increase by 38 percent from 42,508 to 58,474 MTCO_{2e} per year, consistent with the County’s growth. Table 31 shows the forecasted emissions from the off-road vehicles sector by equipment type for 2014, 2020, 2030, and 2050.

Table 31 Unincorporated Napa County Off-Road Vehicles Emissions Forecasts (2014-2050) (MTCO_{2e}/yr)				
Equipment Type	2014	2020	2030	2050
Pleasure Craft	31,440	33,736	37,562	45,258
Construction and Mining Equipment	6,575	6,766	7,085	7,712
Transport Refrigeration Units	1,420	1,461	1,530	1,666
Industrial Equipment	1,212	1,247	1,306	1,422
Light Commercial Equipment	899	925	969	1,054
Lawn and Garden Equipment	568	610	679	818
Recreational Equipment	325	349	389	468
Oil Drilling	34	35	37	40
Locomotives	20	20	20	20
Entertainment Equipment	14	15	16	17
Railyard Operations	0	0	0	0
Total	42,508	45,164	49,592	58,474
Percent Change from 2014 (%)	0	6%	17%	38%
Note: MTCO _{2e} = metric tons of CO ₂ equivalent				
Source: Ascent Environmental, 2016				

Forecasted emissions from the off-road vehicle are based on MTC’s forecasted changes in employment and population. Although OFFROAD 2007 incorporates regulatory actions such as reformulated fuels and more stringent emissions standards, the model was also developed before the recession and has population forecasts that would not be consistent with current estimates from the MTC. As such, current off-road emission factors are assumed to stay constant into the future and total emissions are scaled by either job or population growth depending on the off-road vehicle type. Table 32 summarizes the methods used to forecast emissions from land use change.

Table 32 Off-Road Vehicles Emissions Forecast Method Summary		
Source	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
Pleasure Craft	Scaled by population	No additional legislative reductions.
Construction and Mining Equipment	Scaled by employment	No additional legislative reductions.
Transport Refrigeration Units	Scaled by employment	No additional legislative reductions.
Industrial Equipment	Scaled by employment	No additional legislative reductions.
Light Commercial Equipment	Scaled by employment	No additional legislative reductions.
Lawn and Garden Equipment	Scaled by population	No additional legislative reductions.
Recreational Equipment	Scaled by population	No additional legislative reductions.
Oil Drilling	Scaled by employment	No additional legislative reductions.
Locomotives ¹	Not scaled	No additional legislative reductions.
Entertainment Equipment	Scaled by employment	No additional legislative reductions.
Railyard Operations	Scaled by employment	No additional legislative reductions.

Note:

¹ Locomotives are not included in OFFROAD2007 and were calculated separately based on data from Napa Valley Wine Train.

Source: Ascent Environmental, 2016

2.6 AGRICULTURE

Between 2014 and 2050, emissions associated with land use change in the unincorporated County would increase by 10 percent from 52,198 to 57,445 MTCO_{2e} per year. Table 33 shows the forecasted emissions from the agriculture sector by source for 2014, 2020, 2030, and 2050.

Table 33 Unincorporated Napa County Agriculture Emissions Forecasts (2014-2050) (MTCO_{2e}/yr)				
Source	2014	2020	2030	2050
Soil Management	3,797	3,889	4,108	4,606
Livestock	15,174	14,600	13,527	12,533
Farm Equipment	33,228	34,032	35,953	40,307
Total	52,198	52,521	53,588	57,445
Percent Change from 2014 (%)	0	1	3	10

Note: MTCO_{2e} = metric tons of CO₂ equivalent

Source: Ascent Environmental, 2016

Forecasted emissions from the agricultural sector are based on the County’s forecasted changes in agricultural acreages from the County. Agricultural emissions are directly scaled by the anticipated change in

acres, shown in Table 33. Table 34 summarizes the methods used to forecast emissions from agriculture.

Table 34 Agriculture Emissions Forecast Method Summary		
Source	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
Soil Management	Scaled by change in all cropland including vineyards as provided by the County.	
Livestock	Scaled by change in rangeland forecasts as provided by the County from 2005 through 2030 and 2050 changes in rangeland extrapolated from anticipated growth between 2005 and 2030.	
Farm Equipment	Scaled by change in all cropland including vineyards	Scaled by change in all cropland including vineyards

Source: Ascent Environmental, 2016

2.7 HIGH-GWP GASES

Between 2014 and 2050, high-GWP emissions in the unincorporated County would increase by 18 percent from 13,481 to 15,867 MTCO_{2e} per year, with legislative adjustments and growth in unincorporated County’s population and employment levels. Table 35 shows the forecasted emissions from the high-GWP sector by gas for 2014, 2020, 2030, and 2050.

Table 35 Unincorporated Napa County High-GWP Emissions Forecasts (2014-2050) (MTCO_{2e}/yr)				
High-GWP Gas	2014	2020	2030	2050
HFC-125	3,402	2,608	2,903	3,498
HFC-134a	5,805	6,229	6,935	8,356
HFC-143a	2,422	1,454	1,618	1,950
HFC-152a	362	388	432	521
HFC-227ea	134	112	124	150
HFC-236fa	68	19	21	25
HFC-245fa	343	368	410	494
HFC-32	325	348	388	467
HFC-365mfc	0	0	0	0
HFC-43-10mee	21	22	25	30
PFC-14	2	1	1	1
Other PFC and PFE	2	0	1	1
SF ₆	389	255	284	342
S ₂ O ₂	207	24	27	33
Total	13,481	11,828	13,169	15,867
Percent Change from 2014 (%)	0	-12	-2	18

Notes: MTCO_{2e} = metric tons of CO₂ equivalent, GWP = global warming potential, HFC = hydrofluorocarbon, PFC = perfluorocarbon, PFE = perfluorocarbon ethers, SF₆ = sulfur hexafluoride, S₂O₂ = sulfuryl fluoride

Source: Ascent Environmental, 2016

A few current and potential policies could affect emissions of high-GWP gases included in this sector. At the federal level, effective on August 15, 2015, the EPA enacted a national ban on a variety of HFC emissions with very high-GWP values (many over 2,500) under 40 CFR Part 82. ARB estimates that this ban would reduce California’s HFC emissions by ten percent annually below current emission rates by 2025 (ARB 2015c: 58). At the State level, ARB’s current program in reducing fluorinated gases (F-gases), including HFCs, is the Refrigerant Management Program. This program requires facilities with refrigeration systems to inspect and repair leaks, maintain service records, and in some cases, report refrigerant use (ARB 2015c: 58). ARB is also considering additional reduction measures to reduce high-GWP gases in the state. ARB developed a draft paper in September 2015 that addresses the State’s strategy to reduce emissions of short-lived climate pollutants, including F-gases. The draft strategy estimates that the additional State reduction measures could reduce F-gases by 40 percent below forecasted 2030 emissions that take into account current federal and State regulations (ARB 2015c). ARB is also considering developing regulatory requirements to use refrigerants with GWP values less than 150 in new commercial refrigeration systems no later than 2025.

Despite the State’s proposed strategies, reduction targets for F-gases have not yet been adopted. Thus, the BAU forecast for this sector only applies EPA’s current ban and assumes the ban would stay in place through 2050. However, it is speculative as to what gases would be used to replace the banned high-GWP gases. For the sake of simplifying calculations, it is assumed that high-GWP gases used in the County in future years would have GWP values of no more than 2,500 and overall gas usage would grow proportionally with population.

Table 36 summarizes the scaling factors and legislative reductions used to forecast high-GWP emissions by activity.

Table 36 High-GWP Emissions Forecast Method Summary		
Source	Forecast Methods	
	Scaling Factors	Applied Legislative Reductions
All High-GWP Gases	Scaled by population	Assumes federal ban on refrigerants with GWP higher than 2,500. Assumes that refrigerants would have a GWP no higher than 2,500 starting from 2020.
Notes: GWP = global warming potential		
Source: Ascent Environmental, 2016		

2.8 LAND USE CHANGE FORECASTS

Between 2014 and 2050, emissions associated with land use change in the unincorporated County would increase by 182 percent from 7,684 to 21,699 MTCO_{2e} per year, accounting for the build out of the County anticipated under the County’s current General Plan. This increase in emissions is considerably higher than other sectors and is primarily due to forecasted land use changes under the General Plan. This method is more accurate than scaling changes by historical trends or population. Table 37 shows the forecasted emissions from the land use change waste sector by land use type for 2014, 2020, 2030, and 2050.

Table 37 Unincorporated Napa County Land Use Change Emissions¹ Forecasts (2014-2050) (MTCO₂e/yr)				
Land Use Type	2014	2020	2030	2050
Coniferous Forest	669	10,602	965	3,943
Croplands (Not Vineyards) ²	1,508	1,508	1,508	1,508
Grasslands	272	3,394	1,629	1,440
Oak Woodlands	4,452	12,155	7,510	10,089
Riparian Woodlands	494	559	669	888
Shrublands	973	9,212	7,791	5,348
Vineyards	-684	-1,823	-1,835	-1,547
Total	7,684	35,608	18,239	21,669
Percent Change from 2014 (%)	0	363	137	182

Notes: MTCO₂e = metric tons of CO₂ equivalent
¹ “Emissions” refers to the lost carbon sequestration or stored carbon associated with land use change.
 Source: Ascent Environmental, 2016

The emissions forecasting method for the land use change sector differs somewhat from the land use change inventory method. As in the inventory, the methods used for land use change emissions forecasts account for annual net changes in carbon storage. However, the land use change forecast method differs from the inventory method in that it accounts for the cumulative effect of lost sequestration potential from the net losses in vegetation since 2014, the baseline inventory year. For example, removing a 40-year old tree that can live for 100 years removes the potential annual carbon sequestration that would occur for another 60 years if the tree is not removed. Over time, as the total number of trees decline, fewer trees sequester carbon; thus, the effect of land use change over time is cumulative. This cumulative lost sequestration potential is not applied to other smaller vegetation types that have much shorter lifetimes, such as grasslands and croplands. These vegetation types are assumed to have lifespans of one year or less and, at the end of their lives, would naturally release sequestered carbon through decomposition or consumption.³

Fundamentally, emissions forecasts from land use change are based on anticipated land use changes and associated land cover types under buildout of the County’s 2008 General Plan. Guided by the General Plan, the County provided acreage forecasts of anticipated conversions of natural lands to vineyards or urban uses from 2005 to 2020 and 2030, as shown in Table 38.

³ In the previous April 2016 version of this memorandum, land use change forecasts were based on year-to-year changes in carbon storage and carbon sequestration. It did not account for annual sequestration losses from a cumulative loss of trees. The revised method in the current version would result in increasing “emissions” from this sector further into the future as more forest lands and woodlands are converted to vineyards.

Table 38 Projected Acres of Vineyard Development by Lost Land Cover Type in Unincorporated Napa County, 2005-2020 and 2005-2030

Land Cover Type	2005 - 2020	2005 - 2030
Forest	319	322
Woodland	778	1,217
Shrub	1,188	2,847
Grassland	2,097	3,832
Wetland	21	75
Other	104	281
Total	4,507	8,574

Note: As a conservative assumption, woodland is assumed to refer to oak woodlands.

Source: Hade, pers. comm., 2015

Using the data provided in Table 38 above, an estimate of forecasted changes in land use by land cover type was developed for 2020 and 2030 and extrapolated for 2050. For land use types not included in Table 38, land use forecasts were based on historical trends between 2005 and 2015, shown in Table 15. Land use forecasts for 2020, 2030, and 2050 for each land use type is shown in Table 39 below.

Table 39 Forecasted Acres of Land Cover in Unincorporated Napa County by Type and Year

Land Cover Type	2020	2030	2050 ¹
Grasslands	46,747	45,012	41,946
Chaparral / Shrublands	105,002	103,343	101,065
Oak Woodlands	159,368	158,929	157,956
Riparian Woodlands ²	7,803	7,780	7,734
Coniferous Forests	42,150	42,147	41,889
Croplands (not vines) ²	16,876	15,065	11,445
Vineyards	54,824	58,891	65,749
Wetlands	3,007	3,007	1,149
Rock Outcrops / Other ²	42,152	44,856	50,263
Developed Areas ²	28,383	28,226	27,912
Total	506,311	507,255	507,109

Notes: Unless otherwise noted, forecasted land uses were based on data provided in Table 38 which was added to the 2005 values shown in Table 15.

¹ All 2050 values were extrapolated from trends between 2020 and 2030.

² Values extrapolated from trends between 2005 and 2015, as shown in Table 15.

Source: Ascent Environmental 2016

Future emissions from land use change for each milestone year was estimated by summing for each land use type 1) the year-to-year carbon storage losses and 2) year-to-year carbon sequestration losses from non-forest land uses or cumulative carbon sequestration losses from forest/woodland land lost between 2014 and the milestone year. The per-acre carbon storage and sequestration rates are the same as the ones used in the inventory (see Table 16). Table 40, below, shows the forecasted annual and cumulative acreage and tree losses alongside the estimated net losses in carbon storage and cumulative sequestration potential.

Table 40 Unincorporated Napa County GHG Inventory: Lost Carbon Stock and Sequestration Potential from Land Use Change in 2020, 2030, and 2050

Land Use Type ¹	Change in acres from previous year	Change in acres (number of trees) since 2014	Lost carbon storage due to land use change from previous year (MT CO ₂)	Loss in annual carbon sequestration potential (MT CO ₂)	Total net emissions (MT CO ₂)
2020					
Coniferous Forest	-56	-289 (-40,134)	9,699	903	10,602
Croplands (Not Vineyards) ²	-181	-1,267 (0) ³	1,455	54	1,508
Grasslands	-361	-1,865 (0) ³	3,394	0	3,394
Oak Woodlands	-87	-504 (-76,527)	11,138	1,017	12,155
Riparian Woodlands	-2	-16 (-3,547)	483	77	559
Shrublands	-196	-1,022 (0) ³	9,212	0	9,212
Vineyards	404	2,933 (0) ³	-1,799	-24	-1,823
Total	-480	-2,031 (-120,208)	33,581	2,026	35,608
2030					
Coniferous Forest	0	-292 (-40,555)	52	913	965
Croplands (Not Vineyards) ²	-181	-3,077 (0) ³	1,455	54	1,508
Grasslands	-174	-3,600 (0) ³	1,629	0	1,629
Oak Woodlands	-44	-942 (-143,119)	5,609	1,901	7,510
Riparian Woodlands	-2	-39 (-8,614)	483	186	669
Shrublands	-166	-2,682 (0) ³	7,791	0	7,791
Vineyards	407	6,999 (0) ³	-1,810	-24	-1,835
Total	-160	-3,633 (-192,287)	15,209	3,030	18,239
2050					
Coniferous Forest	-13	-550 (-76,385)	2,223	1,719	3,943
Croplands (Not Vineyards) ²	-181	-6,698 (0) ³	1,455	54	1,508
Grasslands	-153	-6,666 (0) ³	1,440	0	1,440
Oak Woodlands	-49	-1,916 (-290,916)	6,224	3,865	10,089
Riparian Woodlands	-2	-85 (-18,747)	483	406	888
Shrublands	-114	-4,959 (0) ³	5,348	0	5,348
Vineyards	343	13,858 (0) ³	-1,527	-20	-1,547
Total	-169	-7,015 (-386,048)	15,646	6,023	21,669

Notes: Land use change based on acreages provided by Napa County. Values may not sum due to rounding. MT = metric tons; CO₂ = carbon dioxide; GHG = greenhouse gas

¹ Developed areas, rocky outcrops, and wetlands are assumed to have no carbon storage or sequestration potential and are not included here. Carbon sequestrations and storage potential of wetlands vary greatly depending on location, ecosystem, and other factors. Factors for wetlands unique to Napa County are not available and are assumed to be zero.

² “Cropland (Not Vineyards)” includes the County mix of olives, vegetables, and hay as reported in the 2014 Napa County Crop Report.

³ Cumulative acreage changes for non-forested land uses are presented for informational purposes only and are not used to quantify the change in carbon sequestration potential due to the shorter lifetimes of vegetation on these lands compared to trees.

Source: Hade, pers. comm., 2015; data compiled by Ascent Environmental, 2016.

Table 41 summarizes the methods used to forecast emissions from land use change.

Table 41 Land Use Change Emissions Forecast Method Summary	
Source	Forecast Method
Land Use Change	<p>Emissions forecasts are based on forecasted changes in all land use types as provided by the County. County provided forecasted land use changes for land cover types lost to vineyard development from 2005 to 2020 and 2030. County also provided 2015 land use cover estimates. Where forecast data were not available, future land cover estimates were extrapolated from available land use data between 2005 and 2015 or between 2015 and 2030.</p> <p>Emissions forecasts account for the cumulative effect of lost carbon sequestration potential from trees lost between 2014 and future forecasted years. Lost carbon sequestration potential from non-forested land use types and carbon storage losses are accounted for based on changes in land use from year-to-year.</p>
Source: Ascent Environmental, 2016	

The land use change forecast method does not separately account for individual project-level losses in trees or native vegetation; however, the cumulative effect of land use changes from individual projects that are within the envelope of anticipated land use changes associated with General Plan buildout means that future project-level impacts are generally captured in the analysis.

The land use change forecast method assumes that all future development assumed under the General Plan would result in a complete loss of all existing vegetation on a typical project site. This is a conservative, worst-case assumption and differs from typical losses sustained in actual individual development projects, in which not all existing vegetation is typically permitted for removal due to open space conservation, mitigation, and buffering requirements.

2.9 DISCUSSION

As discussed above and shown in Figure 2 and Table 21, the unincorporated County’s legislative-adjusted BAU emissions would decrease by 24 percent between 2014 and 2050. This reduction is a result of multiple legislative regulations, local actions, and County-level land use planning in combination with overall residential and commercial growth in the County.

Between 2014 and 2020, emissions would decrease by four percent although population would grow by about one percent during the same time. This decrease would be due to several near term legislative actions including:

- The unincorporated County’s membership in MCE starting from February 2015 which provides electricity with a 50 percent renewable mix (compared to 33 percent under PG&E) by 2020,
- New 2016 Building Energy Efficiency standards, improving energy efficiency in new buildings,
- The inception of a new LFG collection facility at Potrero Hills Landfill, which take 98 percent of the unincorporated County’s waste, starting in early 2016,
- Reductions in vehicle emission factors forecasted in EMFAC 2014 (e.g. fuel efficiency improvements, 2 percent EV usage by 2020), and
- Reduced carbon sequestration from forecasted reductions in forest land, oak woodlands, and shrub lands by 2020, resulting in an increase in “emissions” from land use change.

From 2020 to 2030, emissions would decrease by 28 percent below 2014 levels alongside a two percent population increase from 2014. This decrease would be due to a combination of continued and future planned legislative actions including:

- A 50 percent improvement in energy efficiency in existing buildings by 2030 as targeted under SB 350, considerably decreasing energy use in existing buildings,
- An increase in MCE’s renewable mix to 80 percent by 2030, further reducing electricity related emissions,
- Non-MCE participants reaching the SB 350 schedule of meeting a 50 percent renewable mix goal by 2050 (this equates to 39 percent by 2030), and
- Reductions in vehicle emission factors forecasted in EMFAC 2014 (e.g. fuel efficiency improvements, 9 percent EV usage by 2030),

From 2030 to 2050, fewer new legislative actions are assumed to be in place, due to the lack of available information about potential State or federal actions beyond 2030. Thus, the County’s population growth would begin to overtake any reductions afforded by existing legislative reductions. The main legislative reductions beyond 2030 would come from SB 350’s target of a minimum 50 percent renewable mix for all electricity providers, which would apply to non-MCE participants. Other minor additional reductions would be in forecasted improvements in vehicle fuel economy and increased VMT share of EVs (10 percent by 2050), as estimated in the EMFAC2014 model. Other previous legislative actions would continue to apply into the future, but would not outpace growth in population, employment, and housing.

From the sector perspective, emissions from the on-road vehicle sector would replace building energy as the largest emissions sector in 2050, accounting for 23 percent of the County’s emissions. From 2014 to 2050, building energy would transition from accounting for 31 percent of total emissions to 18 percent. Emissions from solid waste and agriculture would contribute equally to the inventory, between 13 and 16 percent per sector. Emissions from high-GWP gases, off-road equipment, and agriculture would remain steady between 2030 and 2050. Emissions from lost carbon sequestration would peak in 2020 due to forecasted land use changes by 2020 as natural land cover types would be converted to vineyards. Land use changes after 2020 would be more gradual, but the cumulative effect of lost trees over time tends to increase emissions from this sector. Thus, future legislative-adjusted BAU emissions would decrease through 2050, even though total population would increase by 23 percent between 2014 and 2050.

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- Lamborn, Matthew. County of Napa. Planner III/GIS. September 4L, 2015. Email to Erik de Kok of Ascent Environmental via Jason Hade of Napa County with land use change estimates for Napa County.
- Moore, Don. Town of Yountville. Utility Operations Manager. October 26, 2015. Email to Jason Hade of Napa County with 2013 and 2014 volume of water delivered to unincorporated Napa County.
- Novi, Michelle. Napa Valley Vintners. Industry Relations Manager. November 18, 2015. Email to Brenda Hom of Ascent Environmental regarding winery case production in Napa County.
- Pham, Danny. East Bay Municipal Utility District. Recovery Program at EBMUD. November 23, 2015. Email to Brenda Hom of Ascent Environmental regarding winery wastewater received from Napa County in 2014.
- Reed, Rochelle. Bay Area Air Quality Management District. Public Records. April 5, 2016. Email to Brenda Hom of Ascent Environmental with 2014 open burning permit data and emissions inventory methods recommendations.
- Tuell, Jennifer. City of St. Helena. Water Conservation. November 24, 2015. Email to Jason Hade of Napa County and Brenda Hom of Ascent Environmental with 2013 and 2014 volume of water delivered to unincorporated Napa County.

Appendix B1

Technical Memo #2 -
Greenhouse Gas Emissions
Reduction Targets and
Gap Analysis

Memo



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Date: December 2, 2016

To: David Morrison, Jason Hade (County of Napa)

From: Honey Walters, Erik de Kok, Brenda Hom

Subject: **Napa County Climate Action Plan –Revised Technical Memorandum #2: Greenhouse Gas Emissions Reduction Targets, Measures, and Gap Analysis**

INTRODUCTION

This revised technical memorandum summarizes the revised draft results of the quantitative “gap analysis” process for the Napa County Climate Action Plan (CAP), including revisions to the gap analysis since the preliminary results were first reported in June 2016.

The purpose of the gap analysis is two-fold: 1.) to ensure that all greenhouse gas (GHG)-reducing actions to be incorporated in the CAP set the community on course to meet the County’s proposed GHG reduction targets; and 2.) to ensure that specific actions and associated GHG emissions reduction calculations are defensible and appropriate for the purposes of California Environmental Quality Act (CEQA) streamlining benefits for proposed projects in the future.

The gap analysis process takes into account several steps in the climate action planning process, which are listed below and addressed in subsequent sections.

1. Summary of 2014 community-wide GHG emissions inventory;
2. Summary of the GHG emissions projections for 2020, 2030 and 2050;
3. Identification and evaluation of recommended GHG emissions reduction targets for 2020, 2030 and 2050; and,
4. Quantification of GHG emissions reductions and evaluation of the calculated gap between the estimated GHG reductions and the recommended targets.

In addition to the quantitative GHG analysis, we qualitatively addressed the draft GHG measures in terms of potential environmental co-benefits, cost/benefit and economic impacts, and administrative feasibility.

GREENHOUSE GAS EMISSIONS INVENTORY

The baseline GHG emissions inventory for the year 2014 includes emissions from community-wide sources in the unincorporated County. The purpose of the baseline inventory is to gain an understanding of the sources and levels of GHG emissions within a jurisdiction, as well as to establish a level of GHG emissions

against which future GHG emissions can be compared. The 2014 GHG emissions inventory is summarized below in Table 1. Total emissions from all sectors in the 2014 Inventory were 484,602 metric tons of carbon dioxide equivalent (MTCO_{2e}) emissions. The 2014 inventory updates a previous baseline inventory for the year 2005 and includes new emissions sources and accounts for new data sources, calculation methodologies, and an updated set of global warming potential (GWP) factors.

Further details with respect to the 2014 inventory are discussed in the Revised Final Technical Memorandum #1 to the County, dated August 25, 2016. Note that a revision was made to adjust emissions estimates from the Land Use Change sector.

Table 1 2014 Unincorporated Napa County Greenhouse Gas Emissions Inventory	
Sectors	2014¹ (MTCO_{2e}/yr)
Building Energy Use	148,338
On-Road Vehicles	125,711
Solid Waste	83,086
Agriculture	52,198
Off-Road Vehicles	42,508
High GWP Gases	13,481
Wastewater	11,189
Land Use Change	7,684
Imported Water Conveyance	88
Total	484,283

Notes: Columns may not add to totals due to rounding.

MTCO_{2e} = metric tons of carbon dioxide equivalent
 GWP = Global Warming Potential
 IPCC = Intergovernmental Panel on Climate Change

¹ Uses GWP factors from IPCC's Fourth Assessment Report.

Source: Data compiled by Ascent Environmental in 2016. See Revised Final Tech. Memo #1, August 25, 2016.

Greenhouse Gas Emissions Projections

GHG emissions projections for a community are used to estimate future levels in the absence of climate action measures. Emissions projections were prepared for both “business-as-usual” (BAU) and legislative-adjusted BAU scenarios for 2020, 2030, and 2050. BAU projections were based on population, housing, and employment growth anticipated in the unincorporated County as forecasted by the Metropolitan Transportation Commission (MTC), assuming no actions would be taken to reduce emissions by Federal, State or local agencies pursuant to Assembly Bill (AB) 32 or other legislation. The BAU projections represent theoretical “worst-case” future conditions, while the legislative-adjusted forecast accounts for future emissions reductions pursuant to AB 32 and other legislation in California from a variety of regulations and programs, including the Renewable Portfolio Standard (RPS), improving vehicle fuel economy standards due to Advanced Clean Cars, and other State and Federal policies.

The legislative-adjusted BAU forecast for community-wide GHG emissions are summarized below in Table 2. Under the legislative-adjusted BAU scenario, community-wide GHG emissions are projected to decrease by approximately 4 percent by 2020, 28 percent by 2030, and 24 percent by 2050 for the unincorporated Napa County compared to 2014 emissions.

Further details with respect to the GHG emissions projections are discussed in the Revised Final Technical Memorandum #1, dated August 25, 2016.

Table 2 Unincorporated Napa County Emissions Inventory and Legislative-Adjusted BAU Forecasts (MTCO_{2e}/yr)				
Sector and Subsector	2014	2020	2030	2050
Energy	148,338	131,643	59,150	66,184
Transportation	125,711	112,854	84,845	85,735
Waste	83,086	62,345	56,711	48,854
Agriculture	52,198	52,521	53,589	57,446
Off-Road Vehicles and Equipment	42,508	45,164	49,592	58,474
High-GWP Gases	13,481	11,828	13,169	15,867
Water and Wastewater	11,277	11,858	12,959	14,335
Land Use Change	7,684	35,608 ¹	18,239	21,669
Total	484,283	463,821	348,253	369,563
Percent change from 2014 (%)	NA	-4	-28	-24

Notes: Columns may not add to totals due to rounding.

BAU = Business as usual
 NA = Not Applicable
 GWP = Global Warming Potential
 MTCO_{2e} = metric tons of carbon dioxide equivalent

¹ The large increase in land use change “emissions” is due to sequestration and carbon storage losses associated with land use forecasts from the County that show a high rate of land use change between 2015 and 2020 compared to other years.

Source: Ascent Environmental, 2016

GREENHOUSE GAS EMISSIONS REDUCTION TARGETS

As directed in AB 32, SB 32, Executive Order (EO) B-30-15, and EO S-3-05, the State aims to reduce annual GHG emissions to:

- ▲ 1990 levels by 2020;
- ▲ 40 percent below 1990 levels by 2030; and
- ▲ 80 percent below 1990 levels by 2050.

To determine an equivalent reduction target at the local level, the Draft 2030 Target Scoping Plan released by the California Air Resources Board (ARB) recommends community-wide GHG reduction goals for local climate action plans that would help the State achieve its 2030 and 2050 targets (ARB 2016a). These goals consist of reducing emissions to 6 MTCO_{2e} per capita and 2 MTCO_{2e} per capita by 2030 and 2050, respectively. Considering the overall statewide emissions in 1990 and 2014 and the forecasted statewide population in 2030 and 2050, these per-capita goals would be equivalent to reducing 2014 emissions by 40

percent by 2030 and 77 percent by 2050 (ARB 2016b, DOF 2014). Although ARB did not recommend a similar community-level target for 2020, an equivalent target can be calculated by comparing the State’s GHG inventories for 1990 and 2014. According to ARB’s estimate of California’s GHG inventory, the State emitted approximately 431 million MTCO_{2e} (MMTCO_{2e}) in 1990 and 442 MMTCO_{2e} in 2014, a 2 percent increase. Thus, consistent with ARB’s recommended targets, the following recommended targets would reduce annual community-wide GHG emissions in unincorporated Napa County to:

- ▲ 2 percent below 2014 levels by 2020;
- ▲ 40 percent below 2014 levels by 2030; and
- ▲ 77 percent below 2014 levels by 2050.

Specific assumptions and calculations for these adjusted targets are available in Attachment 1.

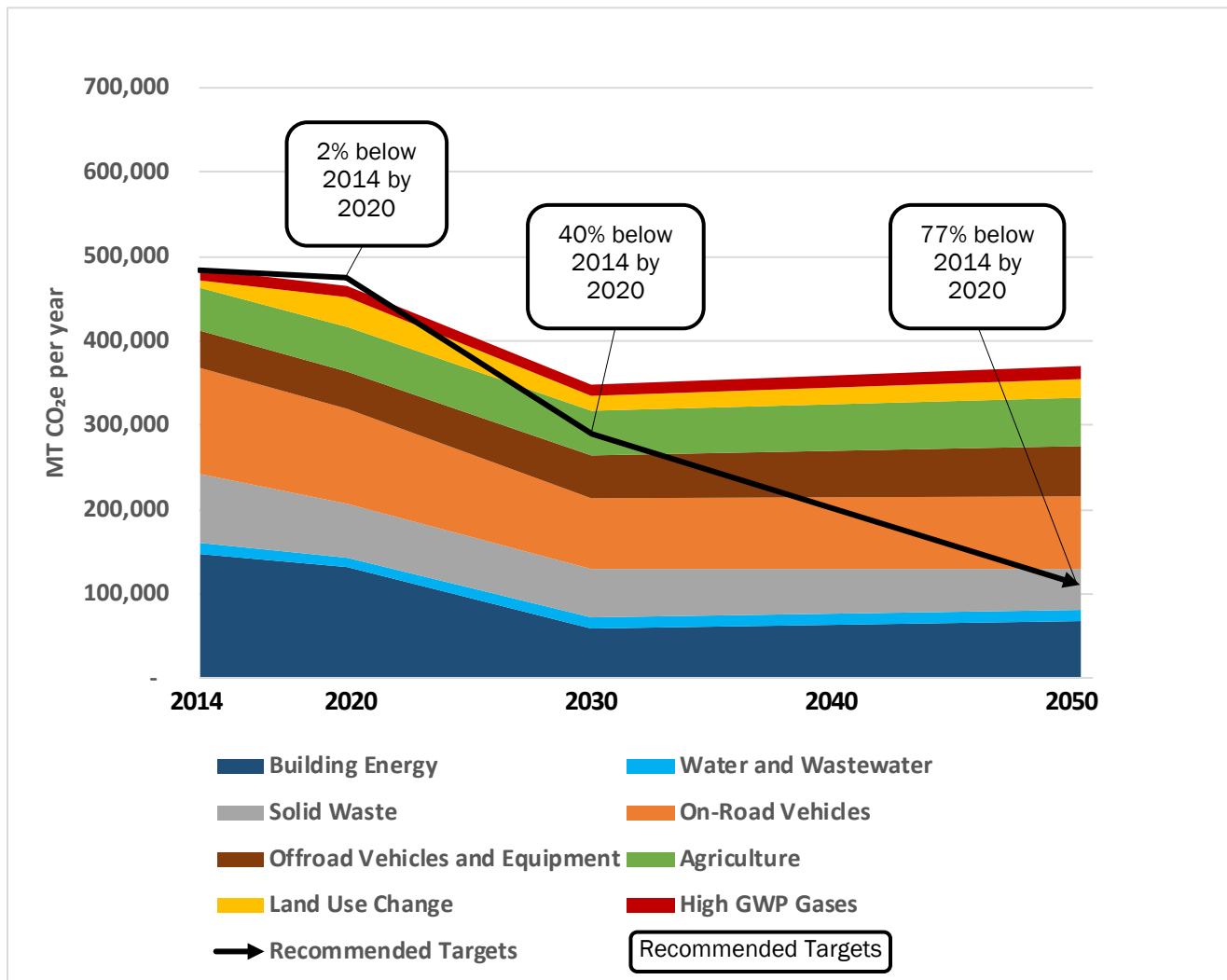
Based on the County’s 2014 inventory shown in Table 1, the targets above aim to reduce annual County emissions to 474,598, 290,570, and 111,385 MTCO_{2e} by 2020, 2030, and 2050, respectively. As shown in Figure 1, the County is already meeting the 2020 target due to existing legislative actions, but would require significant additional GHG reductions to meet the 2030 and 2050 targets. The County would need to reduce annual legislative-adjusted BAU 2030 emissions by 57,683 MTCO_{2e} (17 percent). However, meeting the 2050 target would require annual emissions reduction of 258,178 MTCO_{2e}, or 70 percent, beyond the effect of current legislative reductions.

The recommended targets, along with estimated reductions required to achieve the targets, are summarized below in Table 3.

Table 3 Recommended Greenhouse Gas Emissions Reduction Targets: 2020, 2030, and 2050				
Scenario or Target	2014	2020	2030	2050
Baseline and Projections				
2014 Baseline GHG Inventory (MTCO _{2e})	484,283	NA	NA	NA
Legislative-Adjusted BAU Forecast (MTCO _{2e})	NA	463,821	348,253	369,563
Legislative-Adjusted BAU Forecast: Percent below Baseline (%)	NA	4	28	24
Targets				
Target Percent Reduction below Baseline (%)	NA	2	40	77
Target Annual Emissions (MTCO _{2e})	NA	474,598	290,570	111,385
Gap Analysis				
Reduction from Baseline needed to meet Target (MTCO _{2e})	NA	9,686	193,713	372,898
Reduction from Legislative-Adjusted BAU needed to meet Target (MTCO _{2e})	NA	0	57,683	258,178
Additional Percent Reduction below Legislative-Adjusted BAU needed to meet Target (%) ¹	NA	0	17	70
Notes: BAU = Business as usual, MTCO _{2e} = metric tons of carbon dioxide equivalent, GHG = greenhouse gas, NA = Not Applicable				
Source: Ascent Environmental, 2016				

Figure 1, below, depicts the baseline and legislative-adjusted BAU GHG emissions forecasts by sector, as distinguished by colored wedges. The sum of the wedges represents annual anticipated GHG emissions in each year. Each wedge shows how a particular emissions sector is expected to contribute to the County’s annual inventory over time. For example, the reduction in BAU building energy emissions (dark blue wedge)

between 2020 and 2030 illustrates the effect of SB 350 energy efficiency and renewable energy policies on this sector. The black line indicates the recommended GHG emissions reduction targets for 2020, 2030, and 2050. The additional reductions needed to meet the 2020 and 2030 targets to close the expected “gap” between the expected legislative-adjusted BAU emissions levels and the recommended targets are also apparent in Figure 1. With respect to emissions beyond 2030, current legislation, such as SB 350 and the Federal Corporate Average Fuel Economy (CAFE) standards, have specific targets and policies that only address activities up to the year 2030. Though advances in new technologies and policy strategies may allow for additional significant reductions in the future, legislative reductions that may occur past 2030 are currently unknown.



Notes: BAU = Business as Usual; GHG = Greenhouse Gas Emissions; MT CO_{2e} = metric tons of carbon dioxide equivalent
 Source: Ascent Environmental, 2016

Figure 1: Legislative-Adjusted Business-as-Usual Forecast Emissions by Sector and Recommended Emissions Reduction Targets: 2020 through 2050

Greenhouse Gas Emissions Reductions and Estimated Gap

As discussed above, additional GHG reductions are needed to achieve the recommended GHG reduction targets for 2020, 2030, and 2050. As a local government, the County can take action to adopt or update

land use plans, enforce or update County ordinances, adjust municipal operations, encourage or influence County residents and business by partnering with local organizations, and work with local and regional transportation planning or other agencies that provide services or maintain infrastructure that is not directly in the County's control. The County can effectively reduce emissions in some sectors where the County has jurisdictional control (e.g., municipal operations, land use change), but in some cases the County has limited ability to influence reductions because the County has limited jurisdictional control (e.g., on-road transportation). Ascent worked with the County to develop a draft list of recommended GHG reduction measures based on the County's jurisdictional influence, public input, and other measures based on best practices.

GHG reductions associated with these recommended measures were calculated in a step-wise manner for the future years of 2020, 2030, and 2050. In other words, GHG reductions (in MTCO_{2e}/year) are assessed during a snapshot in time in years 2020, 2030, and 2050. This is a simplified method of characterizing GHG reductions, which would more realistically occur on a continuous basis. However, a step-wise method is appropriate for a planning-level document because the County's GHG reduction targets and monitoring of CAP implementation progress would be tied to these future years.

Importantly, GHG emissions reductions were quantified for measures wherever substantial evidence and reasonable assumptions were available to support calculations. The County and Ascent have identified numerous programs and policies that were not quantifiable at this time due to lack of available data or quantification methods, but would still be expected to reduce GHG emissions. Such programs will be addressed qualitatively in the draft CAP document and treated as supporting measures to the strategies that were quantified, and could be tracked for potential quantification in the future if data and/or quantification methods would become available in the future.

Summary of Results

Preliminary estimates of GHG emissions reductions, along with an estimated emissions reduction "gap", are summarized below in Table 4 and illustrated in Figure 2. Detailed measure descriptions, calculations, and assumptions supporting the GHG reduction estimates are provided in Attachment 1.

Table 4 Summary of Greenhouse Gas Emissions Reduction Measures Performance				
Measure Number	Measure Name	GHG Reductions (MTCO _{2e} /year)		
		2020	2030	2050
Agriculture				
AG-1	Support BAAQMD in ending open burning of removed agricultural biomass and flood debris	236	236	236
AG-2	Convert all stationary diesel or gas-powered irrigation pumps to electric pumps	1,696	1,792	2,009
AG-3	Support use of electric or alternatively-fueled agricultural equipment	1,617	8,540	19,149
AG-4	Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment	-	64	48
<i>Agriculture Subtotal</i>		3,549	10,632	21,442
Building Energy				
BE-1	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	-		
BE-2	Require energy audits for major additions to or alterations of existing buildings	-		
BE-3	Require compliance with CalGreen Tier 1 Green Building standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for eligible alterations or additions to existing buildings	28	23	24
BE-4	Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6 for all new construction), and phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030.	1,361	2,037	4,587
BE-5	Increase participation in MCE's Deep Green option (100% Renewable Energy)	4,005	1,384	1,338
BE-6	Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems	6,096	11,575	12,550
BE-7	Expand current renewable energy and green energy incentives and update local ordinances	1,479	1,806	1,703
BE-8	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes and buildings	-		
BE-9	Select MCE's Deep Green Option for all County Facilities	382	170	205
BE-10	Support Waste-to-Energy Programs at Unincorporated Landfills	10	5	5
<i>Building Energy Subtotal</i>		13,361	16,999	20,412
Land Use Change				
LU-1	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	7,077	4,544	15,360
LU-2	Refine protection guidelines for existing riparian lands	660	660	660
LU-3	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	10,839	3,453	4,731
<i>Land Use Subtotal</i>		18,576	8,657	20,751
Off-Road Transportation				
OR-1	Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030	-	354	386
OR-2	Promote use of alternative fuels for recreational watercraft	1,687	7,512	22,629
On-Road Transportation				
TR-1	Update Transportation System Management Ordinance (for Employers)	4,818	3,582	3,547
TR-2	Parking reduction ordinance revisions	78	58	57
TR-3	Increase affordable housing, especially workforce housing, in Napa County	31	23	23
TR-4	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	389	289	286

Table 4 Summary of Greenhouse Gas Emissions Reduction Measures Performance				
Measure Number	Measure Name	GHG Reductions (MTCO _{2e} /year)		
		2020	2030	2050
TR-5	Support efforts of transit agencies to increase availability and accessibility of transit information		-	
TR-6	Support alternatives to private vehicle travel for visitors		-	
TR-7	Support NCTPA and Cities in developing transit oriented development unique to the needs of the Napa Region		-	
TR-8	Support interregional transit solutions		-	
TR-9	Support implementation of harvest season ride matching or ridesharing service pilot		-	
TR-10	Work with Cities and neighboring regions to increase presence of park and ride facilities near residential centers		-	
TR-11	Increase the supply of electric vehicle charging stations		-	
TR-12	Promote telecommuting at office-based businesses		-	
TR-13	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG.	284	247	169
<i>On-Road Transportation Subtotal</i>		5,599	4,198	4,083
Solid Waste				
SW-1	Encourage expansion of composting programs for both residential and commercial land uses	629	1,106	1,270
SW-2	Meet an 80% Waste Diversion Goal by 2020 and a 90% Goal by 2030	1,179	2,625	3,163
<i>Solid Waste Subtotal</i>		1,807	3,731	4,433
Water and Wastewater				
WA-1	Amend or revise water conservation regulations for landscape design		-	
WA-2	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering		-	
WA-3	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities		-	
WA-4	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities		-	
Multiple Sectors				
MS-1	Work with other local jurisdictions within the County to develop a unified Climate Action Plan		-	
MS-2	Support efforts to increase Napa Green Certified wineries and vineyards in the unincorporated County, with a goal of 100% certified by 2030	1,783	5,743	5,737
MS-3	Promote the sale of locally grown foods and/or products		-	
MS-4	Establish a local carbon offset program in partnership with Sustainable Napa County		-	
Total GHG Emissions Reductions		46,362	57,828	99,871
Recommended GHG Emissions Reduction Target		0	57,683	258,178
Remaining GHG Emissions Reduction Gap (Surplus)		(46,362)	(145)	158,306

Notes: "-" = Not enough data to quantify or relies on participation from external or private entities over which the County has no control, BAAQMD = Bay Area Air Quality Management District, CNG = compressed natural gas, CO_{2e} = carbon dioxide equivalents, GHG = greenhouse gas, NA = Not Applicable, NCTPA = Napa County Transportation and Planning Agency, MCE = Marin Clean Energy, MT = metric tons, PACE = property assessed clean energy, PG&E = Pacific Gas and Electric, ZNE = zero net energy.

Source: data provided by Ascent Environmental 2016



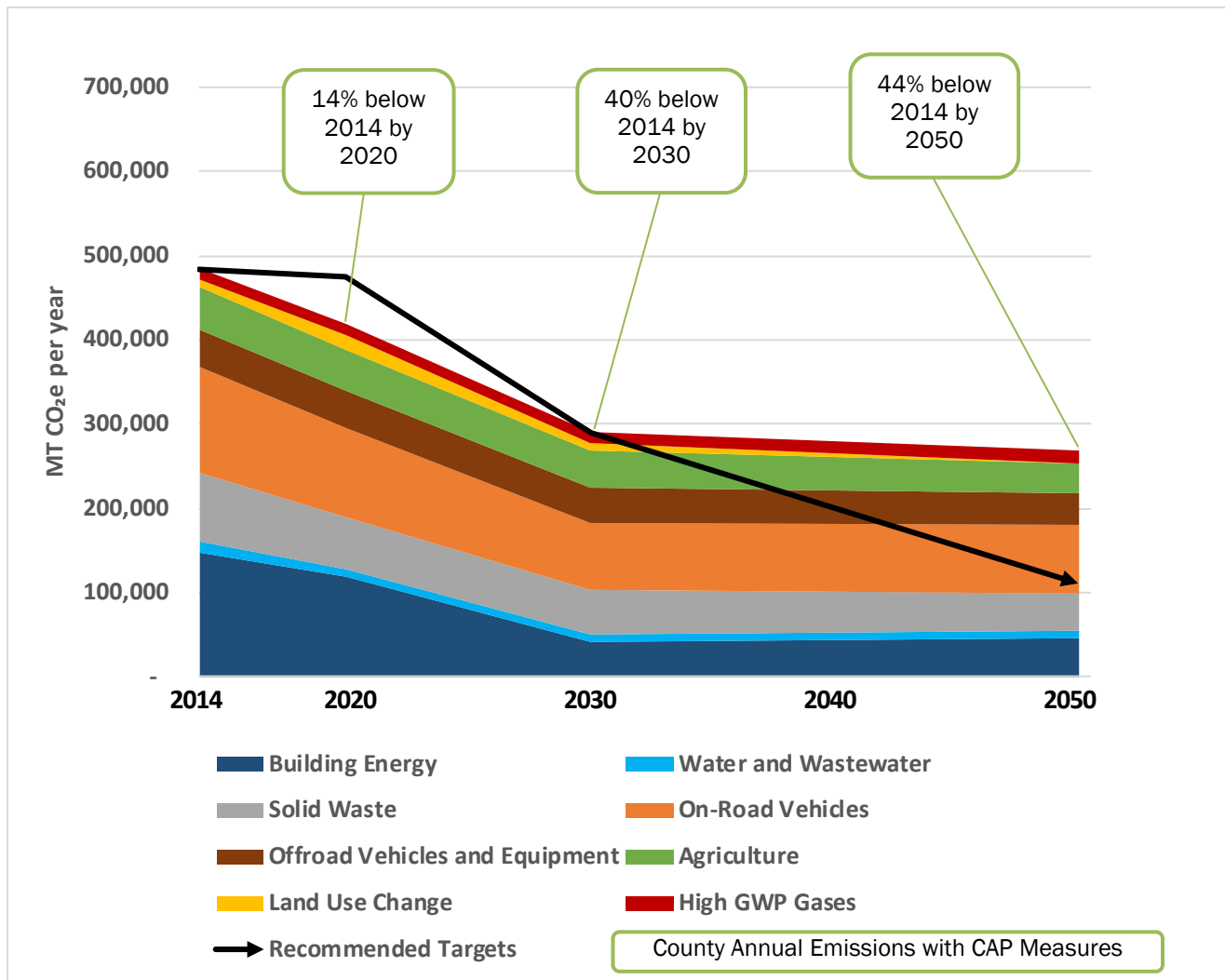


Figure 2: Projections of Greenhouse Gases by Sector with Implementation of CAP Measures and Recommended Targets: 2020 through 2050

The total estimated GHG emissions reductions from all measures quantified is approximately 46,362 MTCO₂e in 2020, 57,828 MTCO₂e in 2030, and 99,871 MTCO₂e in 2050. The total estimated reductions in 2020 would be more than sufficient to meet the recommended 2020 target, with a 46,362 MTCO₂e annual surplus of GHG reductions beyond legislative-adjusted forecasts. Implementation of the draft GHG reduction measures identified in Table 4 would also meet the recommended 2030 target, with a slight surplus of 145 MTCO₂e in reductions. However, the projected GHG reductions from all measures in 2050 would fall considerably short of the long-term target for 2050, requiring an additional 158,306 MTCO₂e to be reduced per year by 2050.

Certainly, the scale of reductions required to achieve the much more aggressive longer-term 2050 target outlined earlier will require significant improvements in the availability and/or cost of near-zero and zero-emissions technology, as well as potential increased reductions from ongoing State and Federal legislative actions that are currently unknown.

Ascent recommends that the County's CAP be updated at least every 5 years after adoption to periodically assess the County's progress toward meeting the GHG reduction targets and identify potential new or revised GHG measures that may be implemented as new technology and policy strategies become available.

Additional Considerations and Co-Benefits

In addition to the GHG emissions gap analysis process identified above, we also qualitatively considered environmental co-benefits, potential implementation costs and regional economic impacts, and administrative feasibility of the proposed GHG reduction measures. Detailed results are shown in Attachment 1, with general discussion below.

The feasibility of the draft GHG reduction measures described above may depend on program participation rates, cooperation from partnering agencies, available County resources, and various economic factors. For example, measure AG-1 in Table 4 requires participation and enforcement by the Bay Area Air Quality Management District (BAAQMD); implementation of BE-3 and BE-4 would depend on the size and number of alterations and new construction that would occur in the future, which are closely linked to the health of the economy; and the various transportation measures would require participation from NVRTA, residents, and businesses. Many of the measures, such as ordinance revisions, may be implemented by the County, but the effectiveness of those measures would still depend on available County resources and general compliance to proposed ordinances.

The GHG reduction measures would result in considerable environmental co-benefits, including air quality water, biological resources, and public health, and other resources. Reducing natural gas use, fossil fuel use in on-road vehicles, and open-burning would also reduce criteria air pollutant emissions and improve air quality. Preserving oak woodlands, forests, and other carbon-sequestering land uses would also conserve habitats for native plant and animal species, maintain water quality, prevent soil erosion, and provide other benefits that would help to balance the local ecosystem. Switching to alternative and renewable energy sources, such as solar and geothermal resources, would reduce the burden on finite fossil fuel resources. Also, reduced electricity and natural gas use through energy efficiency and conservation efforts allows utilities, residents, and businesses to require less alternative and conventional energy resources and would help people save money.

REVISIONS FROM THE JUNE 2016 VERSION OF THIS MEMORANDUM

In response to public comments, staff direction, and recent policy updates, Ascent has revised the GHG reduction targets and revised, removed, and added new GHG reduction measures to the initial list of measures included in the June 2016 version of this technical memorandum. Also, per public and staff comments, revisions were made to the inventory and forecast document in Technical Memorandum #1 which slightly affected the level of emissions reductions of each measure. The reasons behind each measure removal, revision, and addition are described below.

Revised GHG Reduction Targets

The GHG reduction targets were revised to reflect recommended targets for local-level GHG reduction plans in the Draft 2030 Target Scoping Plan, and recent updates to California's 2014 GHG emissions inventory by ARB. Previous targets were scaled directly from state level targets. The revised targets are more appropriate for communitywide climate action plans and consistent with the latest State policy guidance from ARB.

Removed Measures

BE-9 *"Participate in and promote PACE financing options for existing residents and businesses"*

This measure was removed due to overlap with BE-1.

SW-1 *“Reinstate or expand landfill gas capture or flaring at American Canyon and Clover Flat Landfills by 2020”*

This measure was removed because the methane emissions reported in inventory by the EPA for American Canyon and Clover Flat Landfills already account for flaring. The previous analysis incorrectly assumed that flaring was not yet being performed at these landfills. Reported emissions represent fugitive methane emissions after LFG has been capture and flared. According to discussions with the County, the American Canyon landfill’s current operations are state of the art and additional LFG capture or flaring technology would not be feasible (pers. comm., Luthy 2016).

On the other hand, recent discussions with Upper Valley Disposal Service (UVDS) have clarified on-going improvements at Clover Flat Landfill to install a waste-to-energy facility and biomass gasification plant. These improvements are part of the Clover Flat Resource and Recovery Park transition, which was approved by the County in 2011 and began operation in 2014. The emissions reductions from these upgrades are inherently included in the inventory, but were not accounted for in the emissions forecast. The County may continue to support UVDS in providing food waste and support waste diversion programs that increase the energy production and biomass conversion at the Clover Flat Resource and Recovery Park. New measures, BE-10 and TR-13, and the reworked SW-1 measure address the composting and energy recovery actions headed by UVDS.

Revised Measures

AG-3 *“Support use of electric or alternatively-fueled agricultural equipment”*

Revised to include Napa Green as one of the potential partners in supporting this measure. Also revised measure to increase the participation rate from 5 to 25 percent by 2030. This revised goal assumes alternative fuels and technologies for agricultural equipment will become more readily available and accessible by 2030.

BE-1 *“Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings”*

Revised to include PACE financing as one of the ways to improve/incentivize energy efficiency improvements in existing buildings.

BE-4 *“Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all new construction, and phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030”*

This measure was modified to add “phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030”. This revision takes into account a ZNE program that the State is considering, but has not yet fully adopted. This measure assumes that all new residential and commercial construction in the County would be built to ZNE standards, starting in 2020 and 2030, respectively. Anticipated emissions reductions have been revised to reflect this change.

BE-7 *“Expand current renewable energy and green energy incentives and update local ordinances”*

This measure has been revised to include a goal for the County to approve 20,000 kW worth of solar projects by 2030. This amount of solar panels would generate approximately 30,000 MWh per year by 2030, or 17 percent of the County’s forecasted electricity use in 2030.

BE-9 *“Select MCE’s Deep Green Option for all County Facilities”*

This measure number has been reassigned to the previous MU-1 “Select MCE’s Deep Green Option for all County Facilities”.

LU-1 *“Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting”*

The measure was revised to prioritize tree preservation along with mandatory tree replanting. The revised measure targets a 30 percent preservation rate for all development projects. Replanting would then be required based on the County’s current 2:1 replacement ratio stated in General Plan policy CON-24, with the assumed rate of replacement being up to 2,500 trees per year due limited County resources, staffing, and available land for replanting. The measure calculates reductions based on tree growth rates for oak and coniferous trees and the ratio between forecasted tree losses for oak and coniferous trees. This assumes that oak trees lost would be replaced with oak trees and coniferous trees lost would be replaced with coniferous trees.

SW-1 *“Encourage expansion of composting programs for both residential and commercial land uses”*

This measure was reworked to focus on the GHG reduction potential of expanding composting programs in the County. Composted organics typically involve aerobic decomposition which emits less methane emissions than the same amount of organics anaerobically decomposing in an enclosed landfill. Under AB1826, no more than 50 percent of the amount of commercial organic waste landfilled in 2014 can be landfilled started in 2020. This legislation was not included in the forecast; however, this measure would exceed AB1826 targets. Under this measure, the County would target a composting rate of 85 percent of all food and 100 of yard waste generated by the unincorporated County by 2030.

Added Measures

AG-4 *“Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment”*

This measure was added to provide additional emissions reductions from off-road agricultural equipment. Equipment manufacturers claim that Tier 4 final equipment may increase fuel efficiency by up to 5 percent from Tier 4 interim equipment. Efficiency gains from tiers lower than Tier 4 interim equipment may be greater, but exact gains are currently unknown. This measure assumes a 5 percent participation rate through 2050.

BE-10 *“Support Waste-to-Energy Programs at Unincorporated Landfills”*

This measure accounts for GHG emissions reductions from potential waste-to-energy programs that could be operated in the unincorporated County. The quantification of this measure is based on the potential improvements at the current waste-to-energy facilities at Clover Flat Landfill, as described in UVDS’s “Climate Action Management Plan to 2020 for Clover Flat Landfill and Upper Valley Recycling” (UVDS 2016).

MS-3 *“Promote the sale of locally grown foods and/or products”*

This measure was incorrectly excluded from the measure summary table in the previous version, but was included in the appendices. This measure is now included.

MS-4 *“Establish a local carbon offset program in partnership with Sustainable Napa County”*

This measure was added to offer an opportunity for projects and activities in the County to offset their carbon emissions through a local carbon offset program. Due to the measure's reliance on voluntary participation, this measure was not quantified.

LU-3 *"Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests"*

This measure was added to provide additional emissions reductions by preventing the carbon stored in removed trees from being released back into the atmosphere. The current emissions inventory and forecasts conservatively assume all trees lost due to development would immediately release their stored carbon into the atmosphere through burning. Under this measure, the County would require a minimum of 80 percent of total removed weight of trees to be repurposed, buried, chipped, or otherwise prevented from burning.

OR-1 *"Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030"*

This measure was added to provide additional emissions reductions from off-road construction equipment. As with AG-4, equipment manufacturers claim that Tier 4 final equipment may increase fuel efficiency by up to 5 percent from Tier 4 interim equipment. Efficiency gains from tiers lower than Tier 4 interim equipment may be greater, but exact gains are currently unknown.

OR-2 *"Promote use of alternative fuels for recreational marine vessels"*

This measure was added to provide additional emissions reductions from off-road waterborne pleasure craft. Pleasure craft account for 74 percent of the County's off-road emissions inventory, due to the mostly unincorporated locations of waterways in the County. Under this measure, the County would promote the use of biofuels or other alternative fuels in recreational marine vessels, addressing both private owners and rental businesses. The measure targets an average biofuel share of 5 percent by 2020, 20 percent by 2030, and 50 percent by 2050.

TR-13 *"Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG"*

This measure was added to account for the potential savings from conversion solid waste collection vehicles from diesel to compressed natural gas (CNG) fuel. The quantification of this measure is based on a similar proposal in UVDS's "Climate Action Management Plan to 2020 for Clover Flat Landfill and Upper Valley Recycling" (UVDS 2016). CNG has lower GHG emissions per unit of energy than diesel, resulting in an overall reduction in GHGs from the on-road transportation sector.

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ATTACHMENT 1

GHG Measure Reduction Summary

GHG Emission Reductions by Sector

Sector	Notes	Annual GHG Reduction (MTCO ₂ e)		
		2020	2030	2050
Agriculture		3,549	10,632	21,442
Building Energy	Includes MU-1	13,361	16,999	20,412
Land Use Change		18,576	8,657	20,751
Wastewater	Includes GHG-2	1,783	5,743	5,737
On-Road Transportation		5,599	4,198	4,083
Off-Road Transportation		1,687	7,867	23,014
Solid Waste		1,807	3,731	4,433
TOTAL Reductions from Proposed Measures		46,362	57,828	99,871
Needed reductions to meet CAP Targets from 2014 levels (MTCO₂e)		0	57,683	258,178
Forecasts with Legislative Reductions	Annual GHG Emissions (MTCO ₂ e)			
	2014	2020	2030	2050
Building Energy	148,338	131,643	59,150	67,184
Water and Wastewater	11,277	11,858	12,959	14,335
Solid Waste	83,086	62,345	56,711	48,854
On-Road Vehicles	125,711	112,854	84,845	85,735
Offroad Vehicles and Equipment	42,508	45,164	49,592	58,474
Agriculture	52,198	52,521	53,589	57,446
Land Use Change	7,684	35,608	18,239	21,669
High GWP Gases	13,481	11,828	13,169	15,867
TOTAL	484,283	463,821	348,253	369,563
Forecasted Percent Reduction from 2014		-4%	-28%	-24%
CAP Targets (adjusted for percent reduction from 2014)		-2%	-40%	-77%
CAP Targets (MTCO ₂ e)		474,598	290,570	111,385
Needed reductions to meet CAP Targets from 2014 levels (MTCO ₂ e)		9,686	193,713	372,898
Needed reductions to meet CAP Targets from forecasts (MTCO ₂ e)		0	57,683	258,178

Forecasts with Legislative Reductions and County CAP Measures	Annual GHG Emissions (MTCO ₂ e)			
	2014	2020	2030	2050
Building Energy	148,338	118,282	42,151	46,772
Water and Wastewater	11,277	10,075	7,216	8,598
Solid Waste	83,086	60,538	52,980	44,420
On-Road Vehicles	125,711	107,255	80,647	81,652
Offroad Vehicles and Equipment	42,508	43,477	41,725	35,460
Agriculture	52,198	48,972	42,956	36,004
Land Use Change	7,684	17,032	9,582	918
High GWP Gases	13,481	11,828	13,169	15,867
TOTAL	484,283	417,459	290,425	269,692
Percent below 2014		-14%	-40%	-44%
Additional Reductions Needed to meet CAP Targets (negative indicates surplus) (MTCO ₂ e)		0	-145	158,306

GHG Measure Reduction Summary (continued)

Percent below 2014 by Sector. Legislative reductions only

Sector	2020	2030	2050
Building Energy	-11%	-60%	-55%
Water and Wastewater	5%	15%	27%
Solid Waste	-25%	-32%	-41%
On-Road Vehicles	-10%	-33%	-32%
Offroad Vehicles and Equipment	6%	17%	38%
Agriculture	1%	3%	10%
Land Use Change	363%	137%	182%
High GWP Gases	-12%	-2%	18%

Percent below 2014 by Sector. Combined effect of legislative reductions and proposed actions

Sector	2020	2030	2050
Building Energy	-20%	-72%	-68%
Water and Wastewater	-11%	-36%	-24%
Solid Waste	-27%	-36%	-47%
On-Road Vehicles	-15%	-36%	-35%
Offroad Vehicles and Equipment	2%	-2%	-17%
Agriculture	-6%	-18%	-31%
Land Use Change	122%	25%	-88%
High GWP Gases	-12%	-2%	18%

Percent below BAU by Sector. Effect of proposed actions

Sector	2020	2030	2050
Building Energy	-10%	-29%	-30%
Water and Wastewater	-15%	-44%	-40%
Solid Waste	-3%	-7%	-9%
On-Road Vehicles	-5%	-5%	-5%
Offroad Vehicles and Equipment	-4%	-16%	-39%
Agriculture	-7%	-20%	-37%
Land Use Change	-52%	-47%	-96%
High GWP Gases	0%	0%	0%

Measure Details									
#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)			
						2020	2030	2050	
AG-1	Napa County	Agriculture	Community	Support BAAQMD in ending open burning of removed agricultural biomass and flood debris	Support BAAQMD in encouraging farmers and County public services to find alternatives to open burning of agricultural, forest, and other removed biomass (e.g., waste-to-energy, compost, mulching). Potential alternatives could include converting agricultural and forest waste to biochar for reapplication on cropland. County does not have regulatory control over burning.	236	236	236	
AG-2	Napa County	Agriculture	Community	Convert all stationary diesel or gas-powered irrigation pumps to electric pumps	Work with PG&E, MCE, or other utilities to provide incentives to convert stationary diesel or gas-powered pumps to electric pumps that are connected to the grid or use off-grid alternative/renewable energy sources, such as solar. Some vineyards may already be implementing this as part of their participation in Napa Green. Electric pumps are also more efficient (diesel pumps achieve 30-40% efficiency, while electric pumps achieve 70-80% efficiency). This measure would apply to all crop types and assumes that all pumps would be converted to electric by 2020 and that any new pumps associated with growth in agriculture would be electric.	1,696	1,792	2,009	
AG-3	Napa County	Agriculture	Community	Support use of electric or alternatively fueled agricultural equipment	Farm equipment, minus irrigation pumps, accounted for 60% of agricultural emissions in 2014 and is anticipated to increase through 2050. This measure would reduce emissions from off-road agricultural equipment by replacing gas or diesel powered equipment with electric or alternative fuel equivalents. The County could work with BAAQMD, ARB, or Napa Green to promote or provide regulatory incentives to encourage the switch to alternatively fueled equipment. Available electric equipment includes vineyard tractors, mulchers, and chainsaws. Electric equipment also allows for quiet operation that can reduce noise pollution. Although not included in the agricultural sector, also consider plug-in hybrid or other alternatively-fueled, pick-up trucks and other vehicles for on-road agricultural fleets. This measure assumes a 5% participation rate by 2020 and a 25% participation rate by 2030, applying to all crop types.	1,617	8,540	19,149	
AG-4	Napa County	Agriculture	Community	Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment	Alongside the efforts used to support AG-3, work with Napa Green or other entities to encourage vintners and other growers to use Tier-4-final-rated diesel agricultural off-road equipment. Equipment manufacturers claim that Tier 4 final equipment may increase fuel efficiency by up to 5% from Tier 4 interim equipment. Efficiency gains from lower tier equipment may be greater, but exact gains are currently unknown. This measure assumes a 5% participation rate and would apply to all crops.	0	64	48	
BE-1	Napa County	Building Energy	Community	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	Provide information on County-, State-, and utility-based energy efficiency programs and funding opportunities (e.g., PG&E's Energy Watch Program, Sustainable Napa County, PACE financing). Information sharing can be done through providing informational brochures at County offices, updating the County website, and other methods.	NA	NA	NA	
BE-2	Napa County	Building Energy	Community	Require energy audits for major additions to or alterations of existing buildings	Require energy audits when a building permit application is submitted for a substantial addition to or alteration to an existing building. Audits could be triggered by an alteration or addition greater than or equal to 50 percent of a lot's total building square footage. According to County permit records, an average of 300 permits for additions, alterations, and replacements for inhabited residential and commercial land uses were issued or finalized per year between 2010 and 2015.	NA	NA	NA	

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
BE-3	Napa County	Building Energy	Community	Require compliance with CalGreen Tier 1 Green Building standards for eligible alterations or additions to existing buildings	Consider requiring compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for alterations and additions over 1,000 sqft and requiring energy audits (see above). Incentivize Tier 2 standards for eligible buildings, such as through expedited permitting or reduced permit fees. CalGreen Tier 1 also requires all appliances to be Energy Star rated.	28	23	24
BE-4	Napa County	Building Energy	Community	Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all new construction, and phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030	<p>The State is considering, but has not formally adopted, a zero net energy (ZNE) requirement for all new residential construction and new commercial construction starting in 2020 and 2030, respectively. Under this action, the County would revise the County's building code to phase in and formally adopt the State's proposed ZNE requirement. The State has demonstrated that ZNE can be achieved through a combination of energy efficient design and on-site renewable energy production (e.g. solar).</p> <p>To phase in the ZNE requirements, this measure would require the County's building code to require compliance with CalGreen Tier 1 Green Building standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all residential and commercial construction starting before 2020 and 2030, respectively. Consider modeling after City of Napa's High Performance Building Code. CalGreen Tier 1 green building standards include land use, water conservation, and solid waste measures such as promotion of infill development, use of green building materials, solar water heating, turf area limits, and reduction of construction waste through recycling. CalGreen standards not included in or exceeded by the State's ZNE proposed requirements shall continue to be required after ZNE requirements have been phased in.</p> <p>CalGreen already requires compliance with Title 24 building energy efficiency standards. As an estimate, CalGreen Tier 1 would exceed current standards by 15% or more. Consider additional incentives for projects meeting or exceeding CalGreen Tier 2 standards which would have energy efficiencies 30% above current standards for commercial construction. ZNE standards would exceed current building efficiency standards by 100%.</p> <p>With respect to water conservation standards under CalGreen, amend code to: -Incentivize installation of commercial rainwater capture systems -Incentivize installation of commercial gray water for discharge to irrigation applications -Require ultra-low flow fixtures and toilets in new construction</p>	1,361	2,037	4,587
BE-5	Napa County	Building Energy	Community	Increase participation in Marin Clean Energy (MCE) 100% renewable option	Provide regulatory incentivizes for adoption of MCE's Deep Green Option at residents and businesses (100% renewable electricity). Consider subsidizing the extra cost of opting into Deep Green (\$0.01 per kWh) for low-income households and regulatory incentives for businesses. Team with MCE to promote awareness of MCE's Deep Green Option. Prioritize winery, hospitality, and other businesses that opt into Deep Green on County tourist websites. Target a participation rate of 10% by 2020 and 15% by 2030.	4,005	1,384	1,338

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
BE-6	Napa County	Building Energy	Community	Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems	As part of a new ordinance or revision to an existing one, require, as feasible, any new or replacement water heaters to be either electrically powered or otherwise alternatively fueled. This would be enforced through the County's current permitting process. New or replacement natural gas-powered water heaters would no longer be permitted under this new ordinance. Examples of allowable new water heaters include solar water heaters, tankless and storage electric water heaters, geothermal, and electric heat pump systems. Electric water heaters may be paired with a solar water heating system to provide backup hot water. Heat pump systems may include air or ground-source heat pump systems. Conversion away from natural gas-fueled water heaters allows for more opportunities to reduce emissions with renewable electricity generation. County to consider offsetting the cost compared to conventional hot water heaters for eligible homeowners based on household income and size.	6,096	11,575	12,550
BE-7	Napa County	Building Energy	Community	Expand current renewable energy and green energy incentives and update local ordinances	Continue to provide expedited permitting incentives for solar panels, electric vehicle charging stations, and wind turbines. Consider expanding incentives to other green technologies (e.g., solar water heating systems, geothermal ground source heat pump, micro-turbines, and battery storage). Revise local ordinances such that ground-based solar panels would not be prohibited against residential acreage limits on agricultural land uses. Work with Google, National Renewable Energy Laboratory, or other information providers to help communicate the customized cost-benefits associated with solar opportunities for each resident and business. Set a goal of approving 20,000 kW worth of solar permits by 2030. Periodically review progress of permit applications and adjust incentives and outreach efforts accordingly.	1,479	1,806	1,703
BE-8	Napa County	Building Energy	Community	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes	Establish a program that would allow new development to offset project GHG emissions by providing funding for residential energy efficiency retrofits in local existing income-qualified homes or buildings. The County would need to determine how the offset funds would be used to fund retrofits. One approach includes setting up a self-funded, low-interest financing program to assist home and business owners. Emissions benefits may be quantifiable once program details are established. Consider pairing funds from the retrofit program with PACE financing to allow for even greater energy efficiency improvements in existing buildings.	NA	NA	NA
BE-9	Napa County	Building Energy	Municipal	Select MCE's Deep Green Option for all County Facilities	Require selection of the Deep Green 100% renewable option from MCE for all County-owned facilities within the County's operational control.	382	170	205
BE-10	Napa County	Building Energy	Municipal	Support Waste-to-Energy Programs at Unincorporated Landfills	Encourage landfills located in the unincorporated county to pursue waste-to-energy programs that convert waste-based "fuel" to usable energy that can offset a facility's non-renewable energy usage.	10	5	5
MS-1	Napa County and Cities in Napa County	Multiple	Community	Work with other local jurisdictions within the County to develop a unified Climate Action Plan	Reducing GHG emissions in the County will require the efforts of all local jurisdictions in the County in addition to the County itself. A comprehensive unified Climate Action Plan can improve effectiveness of intraregional GHG reduction efforts, such as providing affordable housing in city centers and offering transit or rideshare solutions to wineries, vineyards, and other employment centers throughout the unincorporated County.	NA	NA	NA

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
MS-2	Napa County	Wastewater	Community	Support efforts to increase the number of Napa Green Certified businesses in the unincorporated County, with a goal of 100% certified by 2030 for vineyards and wineries.	Provide a development or "use" bonus for major modifications or expansions of existing and new wineries and vineyards at the time the projects are being permitted, in exchange for the project applicant agreeing to certify the facility in the Napa Green program. "Use" bonuses may include increased visitation limits, winery production, or building square footage. County may also consider highlighting Napa Green Certified wineries on visitnapavalley.com. There is currently a 40% participation rate among wineries in Napa. This measure targets a participation rate of 60% by 2020 and 100% by 2030. Napa Valley Vintners have already targeted a 100% participation rate in the Napa Green program by 2020 for their members. The program aims to reduce solid waste generation, water use, and wastewater generation; and, it promotes sustainable agricultural practices. Green practices at vineyards include using electrified or alternatively fueled agricultural equipment, converting diesel-powered irrigation pumps to electric, night-shift harvesting, and using biochar as soil amendments. Current emissions reductions only reflect reductions in wastewater emissions. Emissions reductions from other sectors will depend on the individual winery improvements. Improvements in agricultural equipment conversions may also be included under AG-2 and AG-3.	1,783	5,743	5,737
MS-3	Napa County	Multiple	Community	Promote the sale of locally grown foods and/or products	Promote the sale of locally grown food and/or products in the County. Work with local grocery stores, farmers markets, and restaurants to identify opportunities to reduce supply of on imported foods and to encourage local farmers to grow foods that are typically imported. Imported crops are typically off-season crops or tropical fruits for which there is little or no domestic production. Encourage farmers to use greenhouses or other methods to supply off-season crops during the winter. This measure will be a challenge considering the majority of agricultural land in the County dedicated to grape growing	NA	NA	NA
MS-4	Napa County	Multiple	Community	Establish a local carbon offset program in partnership with Sustainable Napa County	In coordination with Sustainable Napa County, establish a local carbon offset program that allows events, persons, businesses, or institutions in Napa County to purchase credits to offset GHG emissions they generate. The funds from the sale of carbon offsets would be used to construct, develop, or run projects that provide short or long term GHG reductions, depending on the emissions being offset.	NA	NA	NA

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
LU-1	Napa County	Land Use Change	Community	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	<p>Establish a program that prioritizes preservation of existing on-site trees for land use development projects, including vineyard conversions. Trees that cannot be preserved would be required to be replaced at a 2:1 ratio, under General Plan Policy CON-24. This program would primarily focus on, but would not be limited to, oak and coniferous trees. The program would target a minimum preservation rate of 30% of existing on-site trees (of a minimum age to be determined by County staff). For any tree replacements, the County should encourage project applicants to prioritize replanting on the project site followed by offering off-site planting opportunities.</p> <p>Considering County resource, staffing, and space limitations, it is assumed that an average of 2,500 replacement trees would be planted per year beginning in 2017. This target could be achieved by a combination of existing or enhanced volunteer replanting efforts (e.g., 5,000 Oaks Initiative) and the County's 2:1 tree replacement policy.</p> <p>The County would work with arborists and local conservation organizations (e.g., Napa Land Trust) to implement policies and programs that would protect or enhance the health of existing oak woodlands and determine ecologically sound locations for tree plantings, including the use of conservation easements or other efforts to protect existing oak woodlands. Potential programs could also include facilitating natural propagation of oaks (e.g., pollination assistance, squirrel/gopher population balance, livestock setbacks, and acorn harvesting). Preservation efforts should incorporate recommendations from the Voluntary Napa County Oak Woodlands Management Plan.</p>	7,077	4,544	15,360
LU-2	Napa County	Land Use Change	Community	Refine protection guidelines for existing riparian lands	<p>Continue to enforce the County's Conservation Regulations (County Code, section 18.108.010 B.4) that protect riparian lands and prevents conversion of riparian lands to urban development, agricultural land use, or other land use types. Work with arborists and local organizations to implement policies or programs that enhance existing riparian lands, especially those deemed unhealthy or at risk. If appropriate, refine guidelines or existing regulations to ensure that no net losses of riparian lands would occur.</p>	660	660	660
LU-3	Napa County	Land Use Change	Community	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	<p>This measure would require repurposing of usable lumber from trees removed due to land use conversion and burying or chipping of non-usable lumber. Repurposed wood may be either be used in construction or sold to local woodworking businesses or collectives with proceeds funding the administration of this measure. A minimum of 80% of total removed weight of trees shall be repurposed, buried, chipped, or otherwise prevented from burning. This measure only quantifies trees removed due to land use conversion of oak woodlands and coniferous forests. This measure prioritizes wood repurposing. If any portion of removed tree material cannot be repurposed due to disease or structural limitations, dispose of material either through burial, chipping, or other non-burning measures.</p>	10,839	3,453	4,731

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
OR-1	Napa County	Off-Road Transportation	Community	Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030	Revised current building ordinances to require the use of Tier 4 final equipment as a condition of approval, for all construction projects occurring in the Unincorporated County by 2030. Equipment manufacturers claim that Tier 4 final equipment may increase fuel efficiency by up to 5% from Tier 4 interim equipment. Efficiency gains from lower tier equipment may be greater, but exact gains are currently unknown. Assume a 5% efficiency improvement because efficiency gains are likely higher when compared to older models.	-	354	386
OR-2	Napa County	Off-Road Transportation	Community	Promote use of alternative fuels for recreational watercraft	Encourage visitor and residents to use alternatively fuels in recreational watercraft. Work with rental companies, marinas, and parks that operate on waterways within the County to explore ways to offset diesel use with biodiesel. This would also include working with Cities that have jurisdiction over similar entities within City limits. Recreational watercraft docking within City limits may still operate in the Unincorporated County. Target an average biofuel share of 5% by 2020, 20% by 2030, and 50% by 2050.	1,687	7,512	22,629
SW-1	Napa County/ Landfill Owners Operators	Solid Waste	Municipal	Encourage expansion of composting program for both residential and commercial land uses	Expand current composting programs that serve the unincorporated County to exceed requirements under AB1826. Under AB1826, no more than 50% of the amount of commercial organic waste landfilled in 2014 can be landfilled started in 2020. Under this measure, the County would target a composting rate of 85% of all food and 100% of yard waste generated by the unincorporated County by 2030.	629	1,106	1,270
SW-2	Napa County/ Waste Management Companies	Solid Waste	Community	Meet an 80% Waste Diversion Goal by 2020 and a 90% Goal by 2030	<p>The goal of this measure is to meet an 80% waste diversion goal by 2020 and a 90% waste diversion goal by 2030. This exceeds the State's 75% waste diversion target by 5% by 2020. Key action steps include: (1) completing an updated waste characterization study to analyze the distribution of waste types in the unincorporated County's generated waste and identify major waste reduction opportunities. The last waste characterization profile available for the unincorporated County was available for 1999. (2) Support and expand existing composting and recycling programs and incentives for residences and businesses. (3) Support and incentivize private waste collection and landfills in reducing landfilled waste.</p> <p>According to Napa Recycling, recycling rates are already at 70% in the City of Napa and southern unincorporated Napa County. Consider increasing the waste diversion goal above 80% by 2020 if the updated waste characterization study shows that the unincorporated County is already at or near the State's 75% diversion rate.</p>	1,179	2,625	3,163

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
TR-1	NVTA/Napa County	On-Road Transportation	Community	Update Transportation System Management Ordinance (for Employers)	<p>Revise and update the County's Transportation System Management ordinance. The ordinance should include measures to reduce commute trips to workplaces within the unincorporated County as well as a program to oversee implementation of these measures at businesses. Consider a point-based system that allows employers with more than 20 employees to choose the best trip reduction measures that work for them. The County can recommend a list of trip reduction measures, such as preferential parking for carpools/vanpools or providing shuttle service. The ordinance should also establish a measurable target (e.g. % increased vanpool ridership and number of transit pass sales). See EPA's model trip reduction ordinance from 1996. Also City of Rocklin's Code 17.94.060 (Transportation Control Measure). Integrate the ordinance update with current BAAQMD and MTC rules and ordinances.</p> <p>Under Chapter 10.28 of the County's ordinances, which was last updated in 1992, the County has an existing transportation system management ordinance. However, it primarily applies to large employers. Update performance objectives under 10.28.040. Current objectives ended in 1999. Chapter 10.28 also incorporates BAAQMD's regulation 13 (Transportation Control Measures Rule 1 - Trip Reduction), which was suspended in 1996. However, the BAAQMD adopted Regulation 14 Rule 1 (BAY AREA COMMUTER BENEFITS PROGRAM) in 2014 that serves as the regional commute benefits ordinance, but only applies to employers with 50 or more employees. Many small wineries scattered throughout the Valley have less than 50 employees. Thus, the recommended revision to the ordinance expands the ordinance requirements to smaller businesses with 20 or more employees.</p>	4,818	3,582	3,547
TR-2	Napa County	On-Road Transportation	Community	Parking reduction ordinance revisions	Consider reductions in visitor and employee parking requirements and requiring minimum carpool/vanpool/tour bus or shuttle parking spaces, consistent with voluntary CalGreen measure. Consider EV only parking in lieu of parking reductions. Reductions in standard parking requirements can be made to the standards list in Napa County Code 18.66.280.	78	58	57
TR-3	NVTA/Napa County	On-Road Transportation	Community	Increase affordable housing, especially workforce housing, in Napa County	As allowable under the County's jurisdiction, promote development of affordable housing and TOD in priority development areas in the County. Also, encourage the development of housing closer to jobs and services. The Countywide Transportation Plan (Vision 2040) predicts growth in low wage employment in the County. Without affordable housing in the County, VMT from commuting would increase.	31	23	23
TR-4	NVTA/Napa County	On-Road Transportation	Community	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way. Commuter service should operate at normal commute hours and with 15 minutes headways to be effective. Connection services, such as shuttles, between stations and nearby employment destinations, in both incorporate and unincorporated areas, would improve effectiveness of this measure. Sixty-six percent of workers in the County live in Napa County cities and could be serviced by a Napa Wine Train commuter service. Twelve percent of workers in the County work in the unincorporated area. (See Appendix D of the Napa County Transportation Survey: p109). Would reduce more trips associated with VMT to and from incorporated cities.	389	289	286
TR-5	NVTA/Napa County	On-Road Transportation	Community	Support efforts of transit agencies to increase availability and accessibility of transit information	The NVTA is currently working with Google to provide up-to-date transit information online. Currently, Google Maps does not provide transit information related to Vine or ferries. Improve overall availability and accessibility of transit information. Some plans have already been made under NVTA's Short-Range Transit Plan and Vision 2040.	NA	NA	NA

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
TR-6	Napa County	On-Road Transportation	Community	Support alternatives to private vehicle travel for visitors	<p>Reduce visitor vehicle trips through improving access to available travel alternatives. These alternatives can include:</p> <ul style="list-style-type: none"> -Subsidizing shuttles for visitors; -Offering winery travel trip route plans that reduce trips and VMT; -Providing information of public and private multi-modal options (bike tour, van tour, motorcycle tour, etc.); -Participating in an industry-wide transportation demand management program (such as a "hop-on hop-off" shuttle programs); and -Exploring driverless technology solutions, as they become available. -Provide a dedicated carsharing space at major destinations. <p>Provide cost comparisons to tourists to show monetary and safety benefits of driving vs. using a shuttle service. If private shuttle services are deemed more expensive than private automobiles, consider subsidizing such services so that costs can be more comparable. Offer additional subsidies for fleets that are more than 50% alternatively fueled.</p>	NA	NA	NA
TR-7	NVTA/Napa County	On-Road Transportation	Community	Support NVTA and Cities in developing transit oriented development unique to the needs of the Napa Region	<p>Support the City of Napa and other incorporated cities in exploring the possibility of making the recently built Soscol Gateway Transit Center, other planned transit hubs, and surrounding areas more visitor-friendly and not just serve commuters. Transit facilities can be marketed as attractions in and of themselves. Encourage development of restaurants, hotels, and other attractions within walking distance of the transit center. Support a "grand station" district concept with easy and walkable access to major downtown destinations (e.g., downtown Napa, Riverfront green). This would encourage transit and other non-automobile ridership for travelers traveling to and from the unincorporated County. This measure should be enacted in tandem with vanpool, shuttle, and transit service in unincorporated County (e.g. unincorporated stops along Vine's Route 10). In addition to funding, the County could install wayfinding signage to promote uses of these developments.</p>	NA	NA	NA
TR-8	NVTA/Napa County	On-Road Transportation	Community	Support interregional transit solutions	<p>Support and work with NVTA, ABAG, MTC, and Bay Area tourism bureaus to develop solutions for interregional passenger travel between San Francisco/East Bay and Napa County, including the unincorporated areas. In addition to expanding connections with ferries, BART, and Amtrak, consider improvements in existing transit/rail connections to Sonoma and Solano Counties to increase ridership. This could also help offset employee commuter trips to and from unincorporated Napa County. Vision 2040 suggests that the growing labor force in Napa will be in low wage workers in agriculture, retail, and hospitality that will likely be commuting from outside the County where housing is cheaper. Some plans have already been made under NVTA's Short Range Transit Plan and Vision 2040.</p>	NA	NA	NA
TR-9	NVTA/Napa County	On-Road Transportation	Community	Work with Cities and neighboring regions to increase presence of park and ride facilities near residential centers	<p>Work with Napa Cities, neighboring jurisdictions, and NVTA to Install additional park and ride facilities near major residential centers. Currently, there are five park and ride facilities in the County (three in Napa, one in Yountville, and American Canyon). According to the Napa County Travel Behavior Study, 92% of employees in the County drive private automobiles, only 20% carpooled, and 43% would take transit if it was a viable option. Also, about of half those employed in the County live in Napa County cities and 24% live in the unincorporated area. Because homes in the unincorporated area are more likely to be scattered, working with neighboring cities and NVTA can promote installation of park and ride facilities in areas where most of those working in the County live.</p>	NA	NA	NA

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
TR-10	NVTA/Napa County	On-Road Transportation	Community	Promote existing ridematching services for people living and working in the unincorporated County	Support NVTA and the Solano Transportation Authority to promote awareness of the ridematching services provided through the Solano Napa Commuter Information website and other organizations. Work with local businesses, especially winery, vineyards, and hospitality, to provide information to employers and their employees on ridesharing or shuttle options to transport seasonal workers to and from home. Consider both monetary and non-monetary incentives, as appropriate and feasible.	NA	NA	NA
TR-11	NVTA/Napa County	On-Road Transportation	Community	Increase the supply of electric vehicle charging stations	Promote/incentivize installation of charging stations at wineries, industrial centers, hotels, major visitor attractions, and multifamily complexes. Also, install charging stations at park-and-ride facilities. Stations should have clear and obvious signage, require some form of payment to allow for availability, be near amenities, easily accessible, and enforced. Some plans have already been made under Vision 2040.	NA	NA	NA
TR-12	NVTA/Napa County	On-Road Transportation	Community	Promote Telecommuting at Office Based Businesses	To reduce commute vehicle miles travelled, work with local office-based businesses to encourage telecommuting. Telecommuting should not impede on normal business practices and, thus, may not be suitable for businesses that require physical employee attendance, such as at retail storefronts and warehouses.	NA	NA	NA
TR-13	Napa County	On-Road Transportation	Municipal	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG	Encourage solid waste services to convert diesel and gasoline solid waste collection vehicles to CNG or other alternative fuels.	284	247	169
WA-1	Napa County	Water	Community	Amend or revise water conservation regulations for landscape design	Consider expanding existing ordinance (Chapter 18.118) to include home-owner provided landscaping projects. Section 18.118.020 exempts home-owner provided landscaping on a residential property. Limit documentation requirements for homeowners. Other potential amendments can include minimum drought tolerant plant species and cash-for-grass turf rebates.	NA	NA	NA
WA-2	Napa County	Water	Community	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering	Adopt a new water conservation ordinance for commercial and residential land uses that focuses on limiting on-site outdoor and indoor water use. Requirements can include: <ul style="list-style-type: none"> - Limiting outdoor watering to 2 days per week and having written violations for the first offense and increasing fines for each offence thereafter. Offender may waive second offense fee after attending a 2-hour water conservation seminar. Allowable watering days can be staggered on an address-number basis (e.g. even address numbers can only water on Tuesday and/or Saturday). -Banning most lawn and landscape watering on consecutive days and irrigation within 48 hours of measurable rainfall, similar to the City of Napa's water conservation ordinance. -Banning outdoor car washing on certain days of the week -Providing educational material for residents and businesses on water conservation tips 	NA	NA	NA

#	Lead Agency	Sector	Community or Municipal	Measure Name	Measure Description	Annual GHG Reduction (MT CO ₂ e)		
						2020	2030	2050
WA-3	Napa County	Water	Community	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities	Expedite, reduce, or exempt permits and permit fees associated with water conservation installations in existing facilities. These installations can include graywater plumbing and large rainwater catchment systems.	NA	NA	NA
WA-4	Napa County	Water	Community	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities to identify opportunities for water conservation. Establish a program to follow up with the water audits and explore water conservation that are appropriate to each facility.	NA	NA	NA

Environmental Co-Benefit Potential						
#	Measure Name	Air Quality	Water	Biological Resources	Health	Non-Renewable Energy Resources
		<i>Reduces criteria air pollutants directly or indirectly</i>	<i>Reduces strain on local and state water supply or improves water quality</i>	<i>Improves or preserves natural ecosystems and habitats</i>	<i>Improves public health through reduced pollutants and hazards, and increasing physical activity</i>	<i>Reduces reliance on finite fossil fuel resources</i>
AG-1	Support BAAQMD in ending open burning of removed agricultural biomass and flood debris	Yes	No	Yes	Yes	No
AG-2	Convert all stationary diesel or gas-powered irrigation pumps to electric pumps	Yes	No	Yes	Yes	Yes
AG-3	Support use of electric or alternatively fueled agricultural equipment	Yes	No	Yes	Yes	Yes
AG-4	Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment	Yes	No	Yes	Yes	Yes
BE-1	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	Yes	No	No	No	Yes
BE-2	Require energy audits for major additions to or alterations of existing buildings	Yes	No	No	No	Yes
BE-3	Require compliance with CalGreen Tier 1 Green Building standards for eligible alterations or additions to existing buildings	Yes	Yes	Yes	Yes	Yes
BE-4	Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all new construction, and phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030	Yes	Yes	Yes	Yes	Yes
BE-5	Increase participation in Marin Clean Energy (MCE) 100% renewable option	Yes	No	No	No	Yes
BE-6	Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems	Yes	No	No	No	Yes
BE-7	Expand current renewable energy and green energy incentives and update local ordinances	Yes	No	No	No	Yes
BE-8	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes	Yes	Yes	No	Yes	Yes
BE-9	Select MCE's Deep Green Option for all County Facilities	Yes	No	No	No	Yes

Environmental Co-Benefit Potential						
#	Measure Name	Air Quality	Water	Biological Resources	Health	Non-Renewable Energy Resources
		<i>Reduces criteria air pollutants directly or indirectly</i>	<i>Reduces strain on local and state water supply or improves water quality</i>	<i>Improves or preserves natural ecosystems and habitats</i>	<i>Improves public health through reduced pollutants and hazards, and increasing physical activity</i>	<i>Reduces reliance on finite fossil fuel resources</i>
BE-10	Support Waste-to-Energy Programs at Unincorporated Landfills	Yes	Yes	No	Yes	Yes
MS-1	Work with other local jurisdictions within the County to develop a unified Climate Action Plan	Yes	Yes	Yes	Yes	Yes
MS-2	Support efforts to increase the number of Napa Green Certified businesses in the unincorporated County, with a goal of 100% certified by 2030 for vineyards and wineries.	Yes	Yes	Yes	Yes	Yes
MS-3	Promote the sale of locally grown foods and/or products	Yes	Yes	No	Yes	No
MS-4	Establish a local carbon offset program in partnership with Sustainable Napa County	Yes	Yes	Yes	Yes	Yes
LU-1	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	Yes	Yes	Yes	Yes	No
LU-2	Refine protection guidelines for existing riparian lands	No	Yes	Yes	Yes	No
LU-3	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	Yes	No	No	Yes	No
OR-1	Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030	Yes	No	Yes	Yes	Yes
OR-2	Promote use of alternative fuels for recreational watercraft	Yes	Yes	Yes	Yes	Yes
SW-1	Encourage expansion of composting program for both residential and commercial land uses	Yes	Yes	Yes	No	No

Environmental Co-Benefit Potential						
#	Measure Name	Air Quality	Water	Biological Resources	Health	Non-Renewable Energy Resources
		<i>Reduces criteria air pollutants directly or indirectly</i>	<i>Reduces strain on local and state water supply or improves water quality</i>	<i>Improves or preserves natural ecosystems and habitats</i>	<i>Improves public health through reduced pollutants and hazards, and increasing physical activity</i>	<i>Reduces reliance on finite fossil fuel resources</i>
SW-2	Meet an 80% Waste Diversion Goal by 2020 and a 90% Goal by 2030	No	Yes	Yes	Yes	No
TR-1	Update Transportation System Management Ordinance (for Employers)	Yes	No	No	Yes	Yes
TR-2	Parking reduction ordinance revisions	Yes	No	No	Yes	Yes
TR-3	Increase affordable housing, especially workforce housing, in Napa County	Yes	No	No	Yes	Yes
TR-4	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	Yes	No	No	Yes	Yes
TR-5	Support efforts of transit agencies to increase availability and accessibility of transit information	Yes	No	No	Yes	Yes
TR-6	Support alternatives to private vehicle travel for visitors	Yes	No	No	Yes	Yes
TR-7	Support NVTA and Cities in developing transit oriented development unique to the needs of the Napa Region	Yes	No	No	Yes	Yes
TR-8	Support interregional transit solutions	Yes	No	No	Yes	Yes
TR-9	Work with Cities and neighboring regions to increase presence of park and ride facilities near residential centers	Yes	No	No	Yes	Yes
TR-10	Promote existing ridematching services for people living and working in the unincorporated County	Yes	No	No	Yes	Yes
TR-11	Increase the supply of electric vehicle charging stations	Yes	No	No	Yes	Yes
TR-12	Promote Telecommuting at Office Based Businesses	Yes	No	No	No	No
TR-13	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG	Yes	No	No	No	No
WA-1	Amend or revise water conservation regulations for landscape design	Yes	Yes	Yes	No	Yes

Environmental Co-Benefit Potential						
#	Measure Name	Air Quality	Water	Biological Resources	Health	Non-Renewable Energy Resources
		<i>Reduces criteria air pollutants directly or indirectly</i>	<i>Reduces strain on local and state water supply or improves water quality</i>	<i>Improves or preserves natural ecosystems and habitats</i>	<i>Improves public health through reduced pollutants and hazards, and increasing physical activity</i>	<i>Reduces reliance on finite fossil fuel resources</i>
WA-2	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering	Yes	Yes	Yes	No	Yes
WA-3	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities	Yes	Yes	Yes	No	Yes
WA-4	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities	No	Yes	No	No	No

Measure Cost and Administrative Feasibility					
#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
AG-1	Support BAAQMD in ending open burning of removed agricultural biomass and flood debris	Medium	Some costs to the County associated with program-level management	County and BAAQMD	Requires collaboration with BAAQMD. County does not have direct jurisdiction over open burning activities related to agriculture, but may have some jurisdiction over burning of flood control and forest debris.
AG-2	Convert all stationary diesel or gas-powered irrigation pumps to electric pumps	Medium	May involve costs with respect to rebates or other incentives provided to operators who choose to convert the pumps.	County and BAAQMD	County may work with BAAQMD to acquire funds and possibly administration to support this measure.
AG-3	Support use of electric or alternatively fueled agricultural equipment	Low	Some costs to the County associated with program-level management	County and BAAQMD	County may work with BAAQMD to acquire funds and possibly administration to support this measure.
AG-4	Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment	Medium	Some costs to the County associated with program-level management. May involve increased costs to equipment operators.	County and Agricultural Community	County would need to establish code or program to enforce requirement. Requires collaboration with agricultural equipment operators.
BE-1	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	Medium	Some costs to the County associated with program-level management	County, PG&E, and MCE	Requires collaboration with PG&E, MCE, California Energy Commission to determine applicable energy efficiency incentives.
BE-2	Require energy audits for major additions to or alterations of existing buildings	Medium	Some costs to the County associated with program-level management.	County only	May require County to establish a new energy audit program.
BE-3	Require compliance with CalGreen Tier 1 Green Building standards for eligible alterations or additions to existing buildings	Low	Potential increased costs to building applicants associated with green building and efficiency requirements. Low additional cost to the county due to current code enforcement.	County only	Requires updating current building code ordinances. County already does building code enforcements.

Measure Cost and Administrative Feasibility					
#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
BE-4	Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all new construction, and phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030	Low	Potential increased costs to building applicants associated with green building and efficiency requirements. Low additional cost to the county due to current code enforcement.	County only	Requires updating current building code ordinances. County already does building code enforcements.
BE-5	Increase participation in Marin Clean Energy (MCE) 100% renewable option	Medium	This measure would cost the County between approximately \$282,000 and \$343,000 per year. See quantification in separate spreadsheet. Some funding could be available through BAAQMD, who currently funds a similar program in the City of Fairfax through a grant.	County, MCE, and potential funding sources	Requires starting and maintaining an annual subsidy program. May require proposal development to request grant funding.
BE-6	Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems	Low	Potential increased costs to building applicants associated with efficiency requirements. Low additional cost to the county due to current code enforcement.	County only	Requires updating current building code ordinances. County already does building code enforcements.
BE-7	Expand current renewable energy and green energy incentives and update local ordinances	Varies	Potential increased costs associated with monetary incentives. Cost would depend on any changes in level of incentives.	County only	Requires maintaining current program and monitoring total kW of approved solar permits
BE-8	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes	Medium	Some costs to the County associated with program-level management	County Only	Requires County to establish a new program.
BE-9	Select MCE's Deep Green Option for all County Facilities	Low	Assuming an additional cost of \$0.01 per kWh, this would cost the County approximately \$30,000 per year. See quantification in separate spreadsheet.	County and MCE	Requires a one-time selection of Deep Green for all facilities located in the unincorporated County.

Measure Cost and Administrative Feasibility					
#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
BE-10	Support Waste-to-Energy Programs at Unincorporated Landfills	High	Costs would be associated with construction and operation of the new facility	Landfills and County	Requires coordination with landfill operators located in the unincorporated County.
MS-1	Work with other local jurisdictions within the County to develop a unified Climate Action Plan	High	Costs associated with coordination and CAP development. May take over a year to complete and require dedicated staff resources to manage technical studies and public participation.	County and Cities	Requires working with local jurisdictions.
MS-2	Support efforts to increase the number of Napa Green Certified businesses in the unincorporated County, with a goal of 100% certified by 2030 for vineyards and wineries.	Medium	Potential costs to winery and vineyard owners to pay certification costs. Costs to County associated with target monitoring. Potential County costs associated with monetary or other incentives (e.g. increased presence on Napa Visitors website).	County, Napa Green, and Businesses	Requires coordination with Napa Green and Napa wineries. May require discussion with Napa Green on feasibility of 2030 target.
MS-3	Promote the sale of locally grown foods and/or products	Low	Costs associated with promotion of locally grown foods/products	County Only	May require establishment and promotion program and dedicated staff time to achieve measure goals.
MS-4	Establish a local carbon offset program in partnership with Sustainable Napa County	High	Costs associated with developing, maintaining, and operating a new program	County and Sustainable Napa County	May require establishment and promotion program and dedicated staff time to manage carbon offsets.
LU-1	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	Low	Costs associated with code enforcement, project design to prioritize preservation, and replanting efforts	County, Project Applicants, and Volunteers	Requires updating code and enforcement of code and coordination with volunteer replanting efforts.
LU-2	Refine protection guidelines for existing riparian lands	Low	Costs associated with code enforcement	County Only	Requires updating code and enforcement of code.

Measure Cost and Administrative Feasibility					
#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
LU-3	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	Low	Costs associated with developing, maintaining, and operating a new program and research. Some costs also associated with contracts with eligible businesses and services.	County and eligible businesses/ organizations	May require dedicated staff time to research feasible repurposing pathways and contracts with eligible businesses or services.
OR-1	Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030	Medium	Some costs to the County associated with program-level management. May involve increased costs to project applicants.	County and Project Applicants	County would need to establish code or program to enforce requirement. Requires participation from and collaboration with developers or project applicants.
OR-2	Promote use of alternative fuels for recreational watercraft	Medium	Some costs to the County associated with promotion and coordination efforts, as well as program management.	County, Dock operators, Local Businesses, and Cities	County would need to coordinate with operators at County and City waterways to encourage use of alternative fuels, especially biodiesel. County would need to do some research related to best implementation methods.
SW-1	Encourage expansion of composting program for both residential and commercial land uses	Medium	Some increased costs associated with promotion of composting.	County and Waste Management Companies	Requires increased County efforts to promote composting of food and yard waste generated in the County.
SW-2	Meet an 80% Waste Diversion Goal by 2020 and a 90% Goal by 2030	Medium	Some increased costs associated with promotion of waste reduction options (e.g. recycling, composting, reuse).	County and Waste Management Companies	Requires increased County efforts to promote recycling, composting, and reuse of waste materials generated in the County.
TR-1	Update Transportation System Management Ordinance (for Employers)	Medium	Increased costs associated with enforcement and monitoring of ordinance.	County and MTC	Requires ordinance update and a new program to be established to monitor progress of and enforce the new ordinance. Some coordination may be needed with MTC to synergize with Bay Area's Commuter Benefits Program.
TR-2	Parking reduction ordinance revisions	Medium	Increased costs associated with enforcement and monitoring of ordinance.	County Only	Requires ordinance update and regular enforcement of ordinance.
TR-3	Increase affordable housing, especially workforce housing, in Napa County	Medium	Costs to be shared throughout the region, depending on location of affordable housing.	County, Cities, and NCTPA	The County has land use authority and can influence design and approval of projects for affordable workforce housing.

Measure Cost and Administrative Feasibility					
#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
TR-4	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	Medium	High initial capital costs associated with new commuter train cars and annual costs from regular service operation. Train would not be operated by the County. Operation costs would need to be negotiated between agencies (e.g. cities, NCTPA, Napa Wine Train).	County, NCTPA, and Napa Wine Train	The County has seats on the NCTPA Board and can influence transportation planning decisions. Would also depend on agreements with Napa Wine Train.
TR-5	Support efforts of transit agencies to increase availability and accessibility of transit information	Low	Low initial costs associated with linking current transit data with transit information providers, such as Google.	County, NCTPA, and Regional Transit Agencies	The County has seats on the NCTPA Board and can influence transportation planning decisions. Would require some coordination with Google and other transit information providers.
TR-6	Support alternatives to private vehicle travel for visitors	Low	Low costs associated with updating and maintaining visitor bureau website to include focus on private vehicle alternatives.	County and Visit Napa Valley	County funds the VisitNapaValley.com website through Napa County Special Projects Funding. County has some influence over the contents of the website. Requires coordination with Visit Napa Valley.
TR-7	Support NVTA and Cities in developing transit oriented development unique to the needs of the Napa Region	Varies	Costs associated with land use planning and development. Funding sources would depend on the location of proposed developments.	County, Cities, and NCTPA	The County has seats on the NCTPA Board and can influence transportation planning decisions related to transit oriented development.
TR-8	Support interregional transit solutions	Varies	Costs may vary depending on the solutions needed. Higher costs would be associated with developments of new transit infrastructure, stations, or fleet. Lower costs would be associated with coordination of schedules, routes, and information between transit agencies.	County, Cities, NCTPA, and Regional Transit Agencies	The County has seats on the NCTPA Board and can influence transportation planning decisions related to transit solutions. A more aggressive approach requires coordination with local and regional transit agencies to promote synergy across transit service areas.

Measure Cost and Administrative Feasibility					
#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
TR-9	Work with Cities and neighboring regions to increase presence of park and ride facilities near residential centers	Medium	Costs associated with coordination and development of a pilot project. Project moves forward, may require regular monitoring of program progress.	County and NCTPA	The County has seats on the NCTPA Board and can influence transportation planning decisions related to transit solutions. A more aggressive approach requires coordination with vineyards and Vine or private ridesharing companies, such as Enterprise, to explore the ridership potential of and best schedule for harvest season ride services.
TR-10	Promote existing ridematching services for people living and working in the unincorporated County	Varies	Some costs associated with coordination. Cost of park and ride facilities will depend on whether the facilities are located in the unincorporated area or not.	County, Cities, and NCTPA	The County has seats on the NCTPA Board and can influence transportation planning decisions related to park and ride facilities. Most facilities would likely be located in Cities where the greatest concentration of residential units are. Park and ride facilities could be located in the unincorporated County if located close to nearby residential concentrations.
TR-11	Increase the supply of electric vehicle charging stations	High	High capital costs associated with construction of EV charging stations, signage, and related infrastructure throughout County. Some costs associated with maintenance.	County and County businesses	Requires coordination with businesses and multi-family complexes to install EV chargers. May require routine maintenance that can be contracted out.
TR-12	Promote Telecommuting at Office Based Businesses	Low	Costs associated with identifying eligible businesses and promotion of telecommuting.	County only	Requires some staff time dedicated to achieving measure goals.
TR-13	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG	High	High capital cost of performing the vehicle conversions to CNG. May rely on grant funding.	Solid Waste Collection Services and County	Requires coordination with solid waste collection services located in the unincorporated County.
WA-1	Amend or revise water conservation regulations for landscape design	Low	Low additional cost to the county due to current code enforcement.	County only	Requires updating current water conservation ordinance. County already does code enforcements.
WA-2	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering	Low	Low additional cost to the county due to current code enforcement.	County only	Requires updating current water conservation ordinance. County already does code enforcements.

Measure Cost and Administrative Feasibility

#	Measure Name	Estimated Cost/Benefit and Regional Economic Impact Considerations		Administrative Feasibility	
		High-Level Cost Assessment	Detail	Coordination Level	Detail
WA-3	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities	Low	Low additional cost for expedited permits. Slightly reduced revenue from lowered permit fees.	County only	Requires updating County permit fee list.
WA-4	Require water audits for large new commercial or industrial projects and significant expansions of existing facilities	Medium	Some costs associated with developing water audit methods, performing audits themselves, providing feedback to businesses, and recommending solutions.	County only	Requires some staff time dedicated to achieving measure goals. May require establishing a water audit program.

Quantification Assumptions		
#	Measure Name	Calculation Assumptions
AG-1	Support BAAQMD in ending open burning of removed agricultural biomass and flood debris	Based on elimination of emissions from open burning of orchard prunings and flood debris in 2014, as categorized by BAAQMD open burning permit data. Assumes same amount of emissions would be reduced in future years.
AG-2	Convert all stationary diesel or gas-powered irrigation pumps to electric pumps	Assumes all pumps are diesel-powered and all are converted to electric, and any future pumps associated with growth in ag sector would be electric
AG-3	Support use of electric or alternatively fueled agricultural equipment	Assumes 5% of emissions from agricultural equipment would be reduced.
AG-4	Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment	See separate calculation spreadsheet
BE-1	Work with PG&E, PACE financing programs, and other regional partners to incentivize energy efficiency improvements in existing buildings	Not quantified
BE-2	Require energy audits for major additions to or alterations of existing buildings	Not quantified
BE-3	Require compliance with CalGreen Tier 1 Green Building standards for eligible alterations or additions to existing buildings	See separate calculation spreadsheet
BE-4	Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all new construction, and phase in ZNE requirements for new construction, beginning with residential in 2020 and non-residential by 2030	See separate calculation spreadsheet
BE-5	Increase participation in Marin Clean Energy (MCE) 100% renewable option	See separate calculation spreadsheet
BE-6	Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems	See separate calculation spreadsheet
BE-7	Expand current renewable energy and green energy incentives and update local ordinances	Not quantified
BE-8	Develop a program to allow new development to offset project GHG emissions by retrofitting existing income-qualified homes	Not quantified
BE-9	Select MCE's Deep Green Option for all County Facilities	See separate calculation spreadsheet

#	Measure Name	Calculation Assumptions
BE-10	Support Waste-to-Energy Programs at Unincorporated Landfills	See separate calculation spreadsheet
MS-1	Work with other local jurisdictions within the County to develop a unified Climate Action Plan	Not quantified
MS-2	Support efforts to increase the number of Napa Green Certified businesses in the unincorporated County, with a goal of 100% certified by 2030 for vineyards and wineries.	<p>In 2014, 40% of wineries were Napa Green Certified. Although this measure would theoretically reduce emissions across all sectors, there is not enough information available to determine the average savings associated with being Napa Green Certified. Only reductions in wastewater emissions were accounted for in this measure because the inventory assumed that all Napa Green Wineries treat their wastewater aerobically. Calculations assumes a 60% certification rate by 2020 and an 100% certification rate by 2030. See separate calculation spreadsheet.</p> <p>For all certified businesses, it is assumed that 75% of businesses already undergoing energy retrofits pursuant to SB350 programs would seek to be or are already Napa Green Certified.</p>
MS-3	Promote the sale of locally grown foods and/or products	Not quantified
MS-4	Establish a local carbon offset program in partnership with Sustainable Napa County	Not quantified
LU-1	Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	Assumes 30% of trees forecasted to be lost would be conserved and up to 2,500 oak and coniferous trees would be planted per year to replace lost trees. Replanting efforts assume a 20% mortality rate. Original forecasts assume a certain reduction in oak woodland based on land use forecasts. See separate calculation spreadsheet.
LU-2	Refine protection guidelines for existing riparian lands	Assumes all riparian land in 2014 would remain in future years. Original forecasts assume a certain reduction in these land uses based on land use forecasts. Reductions associated with this measure assume that any forecasted removal of riparian lands would not occur. See separate calculation spreadsheet.
LU-3	Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	Assumes 80% of the lumber from removed oak and coniferous trees would be repurposed, buried, or otherwise unburned and prevented from releasing stored CO2 back into the atmosphere.
OR-1	Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030	This measure assumes that emissions and fuel efficiency are directly proportional. Assume a 5% efficiency improvement because efficiency gains are likely higher when compared to older models.
OR-2	Promote use of alternative fuels for recreational watercraft	Assumes a plan would successfully reduce emissions from pleasure craft by 5% by 2020, 20% by 2030, and 50% by 2050 due to shifts to alternative fuels, including biodiesel.
SW-1	Encourage expansion of composting program for both residential and commercial land uses	See separate calculation spreadsheet.
SW-2	Meet an 80% Waste Diversion Goal by 2020 and a 90% Goal by 2030	See separate calculation spreadsheet.

#	Measure Name	Calculation Assumptions
TR-1	Update Transportation System Management Ordinance (for Employers)	Applies CAPCOA measures TRT-1/TRT-3/TRT-11 (Commuter Trip Reduction measures) and TRT-2 (Commuter Trip Reduction Monitoring Program), which have a minimum VMT reduction of 1-2% and 4.2%, respectively. Calculations assume a rural context and applicability to large employers in the unincorporated area. Measure applies only to commute VMT, available from MTC. See separate calculation spreadsheet.
TR-2	Parking reduction ordinance revisions	Applies CAPCOA TRT-14 and TRT-15 measures which assume a 0.1-19.7% reduction in VMT. This measure assumes a low rate of VMT reduction due to rural nature of Napa County. See separate calculation spreadsheet.
TR-3	Increase affordable housing, especially workforce housing, in Napa County	Applies CAPCOA LUT-6 measure which assumes a 0.4 - 1.2% reduction in VMT. This measure assumes a low rate of VMT reduction due to distance from cities in Napa County to destinations in the unincorporated area. Commute from cities is closer than commuting from neighboring counties, depending on work locations. See separate calculation spreadsheet.
TR-4	Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way	Applies CAPCOA LUT-5 measure which assumes a 0.5-24.6% reduction in VMT. This measure assumes a low rate of VMT reduction due to rural nature of Napa County. See separate calculation spreadsheet.
TR-5	Support efforts of transit agencies to increase availability and accessibility of transit information	Not quantified
TR-6	Support alternatives to private vehicle travel for visitors	Not quantified
TR-7	Support NVTA and Cities in developing transit oriented development unique to the needs of the Napa Region	Not quantified
TR-8	Support interregional transit solutions	Not quantified
TR-9	Work with Cities and neighboring regions to increase presence of park and ride facilities near residential centers	Not quantified
TR-10	Promote existing ridematching services for people living and working in the unincorporated County	Not quantified
TR-11	Increase the supply of electric vehicle charging stations	Not quantified
TR-12	Promote Telecommuting at Office Based Businesses	Not quantified
TR-13	Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG	See separate calculation spreadsheet.
WA-1	Amend or revise water conservation regulations for landscape design	Not quantified
WA-2	Adopt a new water conservation ordinance for commercial and residential land uses limiting outdoor watering	Not quantified
WA-3	Expedite and/or reduce permit fees associated with water conservation installations in existing facilities	Not quantified

Reduction Measure Quantification

Building Energy Assumptions

	2020	2030	2050
Napa County Average Electricity Emissions Factor (MTCO _{2e} /MWh)	1.29E-01	5.91E-02	5.58E-02
Natural Gas Emissions Factor (MTCO _{2e} /therm)		0.00685	

Source: Final Technical Memorandum #1: 2014 Greenhouse Gas Emissions Inventory and Forecasts

AG-2

Convert all stationary diesel or gas-powered irrigation pumps to electric pumps	2014	2020	2030	2050
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Number of Diesel Pumps in Napa County	25.9	26.5	28.0	31.4
Emissions from Diesel Pumps (MTCO _{2e})	1,657	1,697	1,792	2,009

Assume all diesel pumps are converted to electric

Diesel Emission Factor (kg CO ₂ /gal)	10.21			
Calculated fuel use (gal)	162,302	166,231	175,614	196,880
Energy content of diesel (kBTU/gal) - lower heating value	128	128	128	128
Efficiency of diesel pump (%)	35%	35%	35%	35%
Energy required by pumps (kBTU)	7,299	7,476	7,898	8,854
Efficiency of electric pump (%)	75%	75%	75%	75%
Calculated electricity use in electric pumps (kBTU)	9,732	9,967	10,530	11,805
Calculated electricity use in electric pumps (kWh)	2,852	2,921	3,086	3,460
Emissions from electricity use (MTCO _{2e})		0.38	0.18	0.19

Net GHG Reduction from AG-2 (MTCO _{2e})		1,696	1,792	2,009
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AG-3

Support use of electric or alternatively fueled agricultural equipment	2014	2020	2030	2050
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Emissions from Agricultural Equipment Except for Irrigation Pumps. Scaled by change in cropland. (MTCO _{2e})	31,571	32,336	34,161	38,297
Percent of Equipment Converted to Electric or Alternative Fuel		5%	25%	50%

Net GHG Reduction from AG-3 (MTCO _{2e})		1,617	8,540	19,149
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AG-4

Support the use of Tier 4 final Diesel Equipment for Off-Road Agricultural Equipment	2014	2020	2030	2050
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Emissions from Agricultural Equipment Except for Irrigation Pumps (MTCO _{2e})	31,571	32,336	34,161	38,297
Emissions Reduced from AG-3		1,617	8,540	19,149
Remaining emissions from diesel agricultural equipment		30,719	25,621	19,149
Participation rate of equipment that are Tier 4 Final		-	5%	5%
Average percent improvement in fuel efficiency with Tier 4 Final equipment		5.00%	5.00%	5.00%

Net GHG Reduction from AG-4 (MTCO _{2e})		-	64	48
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BE-3

Require compliance with CalGreen Tier 1 Green Building standards for eligible alterations or additions to existing buildings	2020	2030	2050
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From Inventory Demographics Assumptions (Unincorporated County)

	2014	2020	2030	2050
Households (HH)	12,356	12,931	13,890	15,844
Population	26,665	28,612	31,857	38,384
Jobs	11,400	11,732	12,284	13,372

Source: Fehr and Peers 2015 (Technical Memorandum to Ascent dated November 5, 2015)

Residential

Average number of eligible residential permits per year scaled by population growth	50	52	56	64
Average electricity use per HH (from County HH data and PGE estimates for 2013) (kWh)	9,406	9,406	9,406	9,406
Average natural gas use per HH (from County HH data and PGE estimates for 2013) (therms)	308	308	308	308
Percent of HH applicable to energy audit (conservative assumption)	50%			
CalGreen Tier 1 Percent Reduction from 2008 standards (conservative assumption)	15%			
Electricity Savings per year (kWh)	35,273	36,915	39,653	45,230
Natural Gas Savings per year (therms)	1,155	1,209	1,298	1,481
Emissions savings per year (MTCO₂e)		13.05	11.24	12.67

Commercial

Average number of eligible non-residential permits per year	50	51	54	59
Sqft of new or improved space per permit	1,000	1,001	1,002	1,003
Total SQFT of new or improved existing building space	50,000	51,506	53,986	58,823
Percent of Commercial area applicable to energy audit	50%			
CalGreen Tier 1 Percent Reduction from 2008 standards (conservative assumption)	15%			
Average kwh per commercial sqft (kwh/sqft)	14			
Average therm per commercial sqft (therms/sqft)	0.30			
Electricity Savings per year (kWh)		54,307	56,922	62,022
Natural Gas Savings per year (therms)		1,177	1,233	1,344
Emissions savings per year (MTCO₂e)		15.07	11.27	11.09

GHG Reductions from BE-3 (MTCO ₂ e)	28	23	24
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BE-4

Require compliance with CalGreen Tier 1 standards (incl. Tier 1 building energy efficiency standards in Title 24, Part 6) for all new construction, and phase in	2014	2020	2030	2050
Residential				
Forecast energy usage (w/o SB350)				
<i>Electricity (kWh)</i>	116,340,405	121,689,479	130,714,390	149,098,861
<i>Natural Gas (therms)</i>	3,809,649	3,984,808	4,280,335	4,882,347
New Energy Use Only (w/o SB350)				
<i>Electricity (kWh)</i>		5,349,074	14,373,986	32,758,457
<i>Natural Gas (therms)</i>		175,159	470,686	1,072,699
New Energy Use Only (w/ SB350)				
<i>Electricity (kWh)</i>		3,851,334	7,186,993	16,379,228
<i>Natural Gas (therms)</i>		126,115	235,343	536,349
Percent Reduction from CalGreen Tier 1 or ZNE from prior set of standards		100%	100%	100%
Calgreen Tier 1 or ZNE		ZNE	ZNE	ZNE
New Energy Use Only (w/ SB350 + CalGreen Tier 1 or ZNE)				
<i>Electricity (kWh)</i>		-	-	-
<i>Natural Gas (therms)</i>		-	-	-
Energy Reductions				
<i>Electricity (kWh)</i>		3,851,334	7,186,993	16,379,228
<i>Natural Gas (therms)</i>		126,115	235,343	536,349
Emissions Reductions (MTCO ₂ e)				
<i>Electricity</i>		497	425	913
<i>Natural Gas</i>		864	1,612	3,674
Commercial				
Forecast energy usage (w/o SB350)				
<i>Electricity (kWh)</i>	214,162,060	220,391,174	230,773,030	251,200,573
<i>Natural Gas (therms)</i>	8,626,723	8,877,640	9,295,835	10,118,682
New Energy Use Only (w/o SB350)				
<i>Electricity (kWh)</i>		6,229,114	16,610,971	37,038,513
<i>Natural Gas (therms)</i>		250,917	669,111	1,491,959
New Energy Use Only (w/ SB350)				
<i>Electricity (kWh)</i>		4,484,962	8,305,485	18,519,256
<i>Natural Gas (therms)</i>		180,660	334,556	745,979
Percent Reduction from CalGreen Tier 1 or ZNE from prior set of standards		15%	100%	100%
Calgreen Tier 1 or ZNE		ZNE	ZNE	ZNE
New Energy Use Only (w/ SB350 + CalGreen Tier 1 or ZNE)				
<i>Electricity (kWh)</i>		3,812,218	-	-
<i>Natural Gas (therms)</i>		153,561	-	-

Energy Reductions				
	<i>Electricity (kWh)</i>	672,744	8,305,485	18,519,256
	<i>Natural Gas (therms)</i>	27,099	334,556	745,979
Emissions Reductions (MTCO2e)				
	<i>Electricity</i>	87	491	1,033
	<i>Natural Gas</i>	186	2,292	5,110
Commercial and Residential				
Emissions Reductions (MTCO2e)				
	<i>Electricity</i>	584	916	1,946
	<i>Natural Gas</i>	1,050	3,904	8,784
GHG Reductions from BE-4 (MTCO2e)		1,361	2,037	4,587
w/o ZNE		479	725	1,613
Difference		882	1,312	2,974
BE-5				
Increase participation in Marin Clean Energy (MCE) 100% renewable option		2020	2030	2050
City of Fairfax's current participation rate with similar subsidy program for Deep Green which is limited to 100 households	6%			
Target Participation Rate under BE-5		10%	15%	15%
County electricity use prior to measures (with Legislative Reductions) (kWh)		344,385,969	190,832,440	219,495,859
Reductions from other measures (kWh)				
	<i>BE-3</i>	54,307	54,307	54,307
	<i>BE-4</i>	4,524,078	15,492,478	34,898,485
	<i>BE-6</i>	(3,630)	(2,386)	(2,411)
	<i>BE-10</i>	75,353	78,914	85,904
Adjusted County Electricity Use (kWh)		339,735,862	175,209,127	184,459,575
Emissions from Electricity use under MCE/PGE (MTCO2e)		43,868	10,361	10,286
Emissions removed under Deep Green (MTCO2e)		4,387	1,554	1,543
Reductions from MU-1 (assumes that County's participation is accounted for in County's total participation rate)		382	170	205
GHG Reductions from BE-5 (MTCO2e)		4,005	1,384	1,338

Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems		2020	2030	2050
Percent of natural gas use in homes by end use in California	2009			
<i>Space Heating</i>	25%			
<i>Water Heating</i>	34%			
<i>Cooking</i>	25%			
<i>Other</i>	16%			
Water heating usage by fuel type	2009			
<i>Natural Gas</i>	85%			
<i>Electric</i>	11%			
<i>Propane</i>	4%			
<i>Source: EIA 2009. http://www.eia.gov/consumption/residential/data/2009/</i>				
Average age of natural gas water heater at replacement (years)	13			
Percent of current main water heaters by age	2009	2020	2030	2050
<i>Less Than 2 Years</i>	16%	0	100%	100%
<i>2 to 4 Years</i>	16%	0	100%	100%
<i>5 to 9 Years</i>	30%	50%	100%	100%
<i>10 to 14 Years</i>	18%	100%	100%	100%
<i>15 to 19 Years</i>	7%	100%	100%	100%
<i>20 Years or More</i>	14%	100%	100%	100%
	2014	2020	2030	2050
Annual Residential Natural Gas Use in Napa with Legislative Reductions (therms)	3,809,649	3,937,389	2,245,464	2,679,159
<i>Savings from BE-3 (therms)</i>		1,177	1,233	1,344
Adjusted Residential Natural Gas Use (therms)		3,936,212	2,244,231	2,677,815
Natural Gas Savings from replacement of Existing Water Heaters				
Natural gas usage in existing water heaters with replacement (therms)	1,282,332.72	593,867	-	-
Natural Gas Savings from replacement of Existing Water Heaters (therms)		688,466	1,282,333	1,282,333
Natural Gas Savings from elimination of new Natural Gas water heaters				
Water heater usage in all residences (therms)		1,325,330	755,826	901,808
Eliminated new water heater usage (therms)		731,463	755,826	901,808
Total reduction in Natural Gas Use due to Measure (therms)		1,419,928	2,038,159	2,184,141
GHG Reductions from Natural Gas Savings (MTCO2e)		9,727	13,961	14,961
Assuming all natural gas replaced by electric water heaters (conservative)				
Therms needed to heat 45 gallons of hot water (61% efficiency)	0.333333			
kWh needed to heat 45 gallons of hot water (99% efficiency)	6.6			
kwh per therm conversion for water heating	19.8000198			
Total electricity use needed to offset natural gas water heating (kWh)		28,114,612	40,355,588	43,246,038
Additional GHG emissions from Electricity Use (discounted from reductions) (MTCO2e)		3,630	2,386	2,411
Net GHG Reductions from BE-6 (MTCO2e)		6,096	11,575	12,550

BE-7				
Expand current renewable energy and green energy incentives and update local ordinances	2014	2020	2030	2050

The quantification of this measure only accounts for the GHG reductions associated with solar installations. Measure assumes that homes/businesses that choose to install solar would not opt into MCE's Deep Green Option.

Target size of all solar permits approved starting from 2014 (kW)		7,500	20,000	20,000
Annual electricity generated for a 10 kW rooftop system (<i>based on National Renewable Energy Laboratory's PV Watts Calculator for a rooftop system in Napa</i>)		15,271	15,271	15,271
Annual Electricity Generated by new Solar PVs from new permits (kWh)		11,453,250	30,542,000	30,542,000
Annual Electricity Generated by new Solar PVs from new permits (MWh)		11,453	30,542	30,542
Additional GHG emissions from Electricity Use (discounted from reductions) (MTCO ₂ e)		1,479	1,806	1,703
Feasibility Check				
Annual Electricity Demand in the County after BE-3, BE-4, BE-6, and BE-10 (MWh)		339,736	175,209	184,460
Percent of County Electricity offset by additional solar under BE-7		3%	17%	17%
Percent of County Electricity generated by MCE's Deep Green option under BE-5		10%	15%	15%
GHG Reductions from BE-7 (MTCO₂e)		1,479	1,806	1,703

BE-9				
Select MCE's Deep Green Option for all County Facilities	2015	2020	2030	2050
County unincorporated population	26,899	28,612	31,857	38,384
County's Facility Electricity Usage (kWh)	7,425,183	7,898,067	8,793,861	10,595,445
County's Facility Electricity Usage in the Unincorporated Area Only (kWh)	2,789,619	2,967,280	3,303,827	3,980,677
MCE Light Green Emission Factors (MTCO ₂ e/MWh)		1.29E-01	5.15E-02	5.15E-02
MCE Deep Green Emission Factors (MTCO ₂ e/MWh)		0	0	0
BAU Emissions Associated with Electricity Consumption at County Facilities (MTCO ₂ e)		382.08	170.17	205.03
Reduced Emissions Associated with Electricity Consumption at County Facilities (MTCO ₂ e)		-	-	-
GHG Reductions from BE-9 (MTCO₂e)		382	170	205
Additional GHG Reduction if County uses Deep Green at County facilities located within cities.		638	350	386

BE-10				
Support Waste-to-Energy Programs at Unincorporated Landfills	2014	2020	2030	2050

This measure quantifies the potential of having a waste-to-energy program at Clover Flat Landfill

BAU Electricity Demand at CFL (scaled by incorporated population because CFL served incorporated area) (kWh)	73,216	75,353	78,914	85,904
Electricity Demand from Grid with Waste-to-Energy (assumes no sell back to grid. See note.)		0	0	0

Source: Egdar & Associates 2016 ("Climate Action Management Plan to 2020 for Clover Flat Landfill and Upper Valley Recycling")

Note: This does not count reductions from electricity sold back to the grid because those reductions are already accounted for in the RPS targets. Also, the waste-to-energy facility began operations in 2014, which means the project is already accounted for in the inventory. The facility is anticipated to ramp up production in the future.)

Incorporated Population based on MTC forecasts	112,409	115,690	121,157	131,889
Electricity Reduction (kWh)		75,353	78,914	85,904
Reduced Emissions Associated with Reduced Electricity Consumption (MTCO _{2e})		10	5	5

MS-2				
Support efforts to increase the number of Napa Green Certified businesses in the unincorporated County, with a goal of 100% certified by 2030 for vineyards and wineries.	2014	2020	2030	2050

Wastewater Emissions Reductions

Winery wastewater emissions (Napa Green Certified Wineries are assumed to have no waste water emissions)	5,087	5,348	5,743	5,737
Percent of Napa Green Certified Wineries under current projections	40%	40%	40%	40%
Percent of Napa Green Certified Wineries under MS-2		60%	100%	100%
Emissions reductions from winery wastewater		1,783	5,743	5,737
GHG Reductions from MS-2 (MTCO _{2e})		1,783	5,743	5,737

LU-1				
Establish targets and enhanced programs for oak woodland and coniferous forest preservation and mandatory replanting	2014	2020	2030	2050

Target minimum percent of trees preserved under project-level avoidance (%)		30%	30%	30%
Oak and Coniferous Tree Conservation				
Forecasted number of trees removed per year		21,039	6,701	9,181
Forecasted Annual Emissions from lost Oak and Coniferous Trees (MT CO _{2e})		22,757	8,475	14,032
Emissions saved from conserved trees (MT CO_{2e})		6,827	2,543	4,210
Replacement of Lost Trees				
Post-conservation number of trees lost per year		14,727	4,691	6,427
Maximum number of trees to be planted per year		2,500	2,500	2,500
Mortality Rate (%)	20%			
Number of surviving trees planted per year		2,000	2,000	2,000
Emissions sequestered from planted trees (MT CO_{2e})		249	2,002	11,150
GHG Reductions from LU-1 (MTCO _{2e})		7,077	4,544	15,360

LU-2				
Refine protection guidelines for existing riparian lands	2014	2020	2030	2050
Assumes that future losses in riparian lands would not occur. Thus, reductions are equivalent to forecasted losses in annual carbon sequestration from riparian woodlands.				
GHG Reductions from LU-2 (MTCO2e)		660	660	660
LU-3				
Repurpose or otherwise prevent burning of removed trees and other woody material from land use conversions of oak woodlands and coniferous forests	2014	2020	2030	2050
This measure would require repurposing of usable lumber from trees removed due to land use conversion and burying or chipping of non-usable lumber. Repurposed wood may be either be used in construction or sold to local woodworking businesses or collectives with proceeds funding the administration of this measure. A minimum of 80% of total removed weight of trees shall be repurposed, buried, chipped, or otherwise prevented from burning. This measure only quantifies trees removed due to land use conversion of oak woodlands and coniferous forests. This measure prioritizes wood repurposing. If any portion of removed tree material cannot be repurposed due to disease or structural limitations, dispose of material either through burial, chipping, or other non-burning measures.				
Preservation of Removed Tree Carbon				
Post-conservation number of trees lost per year (LU-1)		14,727	4,691	6,427
Weighted average carbon storage rate per oak/coniferous tree removed (MTCO2/tree)		0.92	0.92	0.92
Emissions from lost trees, if burned (MTCO2)		13,549	4,316	5,914
Percent of tree mass prevented from burning		80%	80%	80%
GHG Reductions from LU-3 (MTCO2e)		10,839	3,453	4,731
OR-1				
Require Tier 4 equipment for all construction activity and mining operations as a condition for approval by 2030		2020	2030	2050
Offroad Construction and Mining Emissions (MTCO2e)		6,766	7,085	7,712
Percent of equipment that are Tier 4 Final	No Change		100%	100%
Average percent improvement in fuel efficiency with Tier 4 equipment		5%	5%	5%
Emissions reductions from OR-1 (MTCO2e)	-		354	386
OR-2				
Promote use of alternative fuels for recreational watercraft		2020	2030	2050
Pleasure Craft Emissions from OFFROAD 2007 model, assuming all occur within the Unincorporated County		33,736	37,562	45,258
Percent reduction in emissions based on biofuel targets (%)		5%	20%	50%
Emissions reductions from OR-2 (MTCO2e)		1,687	7,512	22,629

SW-1

Encourage expansion of composting program for both residential and commercial land uses	2014	2020	2030	2050
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Generation of Organic Waste In Unincorporated Napa County (Ascent Adjusted)

<i>Disposal</i>	20,156	14,099	15,698	18,914
<i>Commercial</i>				
<i>Percentage of Disposal that is Commercial*</i>	71.4%	71.4%	71.4%	71.4%
<i>Commercial Disposal</i>	14,396	10,070	11,212	13,509
<i>Percentage of Commercial Disposal that is Organic* †</i>	32.8%	32.8%	32.8%	32.8%
<i>Commercial Organic Disposal</i>	4,716	3,299	3,673	4,425
<i>Residential</i>				
<i>Percentage of Disposal that is Residential*</i>	28.6%	28.6%	28.6%	28.6%
<i>Residential Disposal</i>	5,760	4,029	4,486	5,405
<i>Percentage of Residential Disposal that is Organic* †</i>	39.8%	39.8%	39.8%	39.8%
<i>Residential Organic Disposal</i>	2,291	1,603	1,784	2,150

*Based on 1999 Waste Characterization Study for the Unincorporated Napa County. Same source used for the inventory. Newer sources unavailable. Split between commercial and residential is unlikely to change much over time due to the focus of Napa County on the wine industry.

† This is a conservative assumption because the success of the 75% diversion target would most likely reduce the number of landfilled recyclables and increase the percentage of overall organics per ton of disposal. However, the BAU forecast is also conservative because it assumes the percent organics does not change.

COMMERCIAL COMPOSTING

Tons to Be Landfilled, Which Will Be Composted Instead

<i>AB 1826's Commercial Organic Waste Disposal Limit</i>	2,358	2,358	2,358
<i>Tons Composted Instead of Landfilled</i>	941	1,315	2,067

Organic Breakdown		
	Residential	Commercial
Food	45%	50%
Green	39%	19%
Lumber	4%	17%
Paper	12%	13%
Manure	0%	1%

Composition of Composted Commercial Tons per AB1826 (no less than 50% of 2014 organics) (For reference only)

Food	466	651	1,023
Green	181	253	398
Lumber	160	223	351
Paper	126	176	277
Manure	8	11	18

Percent of organics composted under SW-1

Food	50%	85%	80%
Green	80%	100%	100%

Composted Commercial Tons

Food	816	1,545	1,752
Green	508	707	852

RESIDENTIAL COMPOSTING

Percent of organics composted under SW-1

Food	50%	85%	80%
Green	80%	100%	100%

Composted Residential Tons

Food	361	683	774
Green	499	695	837

TOTAL ORGANICS COMPOSTED INSTEAD OF LANDFILLED under SW-1

Food	1,177	2,228	2,527
Green	1,007	1,402	1,689
Total	2,184	3,630	4,216

EMISSIONS CALCULATIONS

Emissions reductions per ton of food waste composted instead of landfilled (MTCH4/ton)	1.566E-02	1.566E-02	1.566E-02
Emissions reductions per ton of green waste composted instead of landfilled (MTCH4/ton)	6.659E-03	6.659E-03	6.659E-03
Emissions reductions from food waste composted instead of landfilled (MTCH4)	18.433	34.891	39.566
Emissions reductions from green waste composted instead of landfilled (MTCH4)	6.707	9.335	11.247
Emissions reductions from food waste composted instead of landfilled (MTCO2e)	461	872	989
Emissions reductions from green waste composted instead of landfilled (MTCO2e)	168	233	281
Total Emissions Reduction (MTCO2e)	629	1,106	1,270
GHG Reductions from SW-1 (MTCO2e)	629	1,106	1,270

SW-2

Meet an 80% Waste Diversion Goal by 2020 and a 90% Goal by 2030	2014	2020	2030	2050
Current Diversion Rate	70%			
Target Diversion Rate		80%	90%	90%
Legislative-Adjusted Forecasted Emissions from Solid Waste Generation	19,961	3,537	3,938	4,744
Reduced Solid Waste Emissions with New Diversion Rate		2,358	1,313	1,581
GHG reductions from SW-2 (MTCO2e)		1,179	2,625	3,163

TR-1				
Update Transportation System Management Ordinance (for Employers)	2020	2030	2050	
Work-related, or Commute, VMT (from MTC)	547,462	567,609	570,091	
Total Annual VMT (MTC only provided forecasts through 2040. This assumes 2040 VMT sufficiently represents 2050 VMT.)	747,377	782,909	800,945	
Percent Commute	73%	72%	71%	
Total Legislative Adjust BAU On-Road Transportation Emissions (MTCO2e)	112,854	84,846	85,735	
Percent Passenger	94%	94%	94%	
Total Legislative Adjust BAU On-Road Transportation Emissions (MTCO2e) (Commute Passenger Only)	77,703	57,768	57,213	
CAPCOA TRT-1/TRT-2/TRT-3 Minimum percent reduction in VMT from Commute Trip Reduction Measures				2%
CAPCOA TRT-1/TRT-2/TRT-3 Minimum percent reduction in VMT from Commute Trip Reduction Monitoring				4.20%
GHG reductions from TR-1 (MTCO2e)	4,818	3,582	3,547	
TR-2				
Parking reduction ordinance revisions	2020	2030	2050	
Total Legislative Adjust BAU On-Road Transportation Emissions (MTCO2e) (Commute Passenger Only)	77,703	57,768	57,213	
CAPCOA TRT-14 and TRT-15 Minimum percent reduction in VMT from Pricing Workplace Parking and Implementing Employee Parking Cash-Out				0.10%
GHG reductions from TR-2 (MTCO2e)	78	58	57	
TR-3				
Increase affordable housing, especially workforce housing, in Napa County	2020	2030	2050	
Total Legislative Adjust BAU On-Road Transportation Emissions (MTCO2e) (Commute Passenger Only)	77,703	57,768	57,213	
CAPCOA LUT-6 Minimum percent reduction in VMT from Integrating Affordable and Below Market Rate Housing				0.04%
GHG reductions from TR-3 (MTCO2e)	31.08	23.11	22.89	

TR-4				
Support efforts to allow commuter service to operate on the Napa Wine Train right-of-way		2020	2030	2050
Total Legislative Adjust BAU On-Road Transportation Emissions (MTCO2e) (Commuter Passenger Only)		77,703	57,768	57,213
CAPCOA LUT-5 Minimum percent reduction in VMT from Increasing Transit Accessibility	0.50%			
GHG reductions from TR-4 (MTCO2e)		388.52	288.84	286.06
TR-13				
Support efforts of solid waste collection services to convert diesel solid waste collection vehicles to CNG		2020	2030	2050
Quantification of this measure is based on fuel use Clover Flat Landfill and UVDS in 2014			Scaled by incorporated population	
BAU Diesel Use (Gallons)		203,700	213,327	232,224
Equivalent CNG (MMBTU)		28,858	30,221	32,898
Equivalent CNG (scf)		28,098,892	31,285,854	37,695,336
Incorporated Population based on MTC forecasts		115,690	121,157	131,889
Diesel Emission Factor (kg CO2/gal)	10.21			
Diesel Emission Factor (kg CH4/gal)	5.04E-04			
Diesel Emission Factor (kg N2O/gal)	3.60E-04			
CNG Emission Factor (kg CO2/scf)	0.05			
CNG Emission Factor (kg CH4/scf)	2.67E-06			
CNG Emission Factor (kg N2O/scf)	1.91E-06			
<i>Factor sources: The Climate Registry 2015 and SEMS (as sourced by Edgar & Associates 2016)</i>				
BAU Diesel Emissions (MTCO2e)		2,104	2,203	2,398
Project CNG Emissions (MTCO2e)		1,535	1,709	2,059
Emissions Difference from BAU		568	494	339
50% Apportionment to account for customers in the incorporated areas, consistent with the RTAC method used in the Transportation Sector.		284.16	246.81	169.29
GHG reductions from TR-13 (MTCO2e)		284.16	246.81	169.29

LU-1: Carbon Storage Loss and Potential Associated with Loss and Replanting of Oak and Coniferous Trees

Calculation of Equivalent New Tree Planting to Offset Lost Carbon Storage/Sequestration	
preserved under project-level avoidance (%)	30%
Forecasted Annual Emissions from Lost Oak and Coniferous Trees (MT CO2e)	
2020	22,757
2030	8,475
2050	14,032
Emissions saved from conserved trees (MT CO2e)	
2020	6,827
2030	2,543
2050	4,210
Replaced Trees	
Maximum number of trees replanted per year (trees)	2,500
Mortality Rate (%)	20%
Annual Emissions Sequestered from Planted Trees (MT CO2e)	
2020	249
2030	2,002
2050	11,150
Total Emissions Reductions from LU-1 (MT CO2e)	
2020	7,077
2030	4,544
2050	15,360

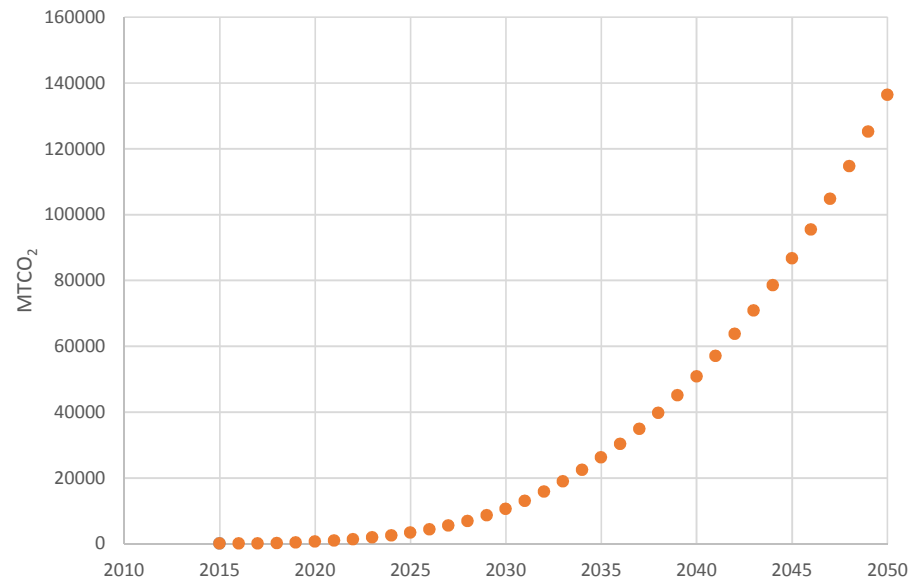
Assumes constant rate of tree removal

Accounts for growth rates over time

Cumulative Carbon Storage

Year	Annual Oak Trees Lost (Forecasted)	Annual Coniferous Trees Lost (Forecasted)	Annual Oak and Coniferous Trees Replanted	Cumulative CO2 sequestered at 2500 trees per year (MT CO2)	Annual Sequestration from Replanted Trees (MTCO2/year)
2015	5203	529		-	
2016	6808	1986		-	-
2017	8412	3443	2500	4	4
2018	10016	4901	2500	150	146
2019	11620	6358	2500	342	191
2020	13224	7815	2500	591	249
2021	12568	7038	2500	911	320
2022	11911	6261	2500	1,315	404
2023	11255	5483	2500	1,832	518
2024	10598	4706	2500	2,483	651
2025	9942	3929	2500	3,288	805
2026	9285	3151	2500	4,270	982
2027	8629	2374	2500	5,456	1,186
2028	7972	1597	2500	6,876	1,420
2029	7316	819	2500	8,565	1,689
2030	6659	42	2500	10,567	2,002
2031	6696	130	2500	12,939	2,372
2032	6732	217	2500	15,764	2,825
2033	6769	305	2500	18,892	3,129
2034	6805	392	2500	22,342	3,450
2035	6842	479	2500	26,131	3,789
2036	6878	567	2500	30,276	4,145
2037	6915	654	2500	34,795	4,520
2038	6951	742	2500	39,707	4,912
2039	6988	829	2500	45,031	5,324
2040	7025	917	2500	50,785	5,754
2041	7061	1004	2500	56,989	6,204
2042	7098	1092	2500	63,661	6,672
2043	7134	1179	2500	70,822	7,161
2044	7171	1267	2500	78,492	7,669
2045	7207	1354	2500	86,690	8,198
2046	7244	1442	2500	95,437	8,747
2047	7280	1529	2500	104,753	9,316
2048	7317	1617	2500	114,660	9,907
2049	7353	1704	2500	125,178	10,518
2050	7390	1791	2500	136,328	11,150

Cumulative CO₂ Sequestered from Oak and Coniferous Tree planting (MTCO₂)



● Cumulative CO₂ sequestered at 2500 trees per year (MT CO₂)

GHG Reduction Target Calculations

Year	State Emissions (million metric tons of CO ₂ equivalent based upon IPCC Fourth Assessment Report's Global Warming Potentials - all sectors) (1)	State Population (2)
1990	431	
2013	459	38,030,609
2014 (Emissions scaled by population from 2013)	463	38,357,121
State Targets		Applicable Rule
Percent below 1990 emissions by 2020	0%	AB 32
Percent below 1990 emissions by 2030	40%	EO B-30-15
Percent below 1990 emissions by 2050	80%	EO B-30-15
Equivalent State Targets for Reduction below 2014		Applicable Rule
Percent below 2014 emissions by 2020	7%	AB 32
Percent below 2014 emissions by 2030	44%	EO B-30-15
Percent below 2014 emissions by 2050	81%	EO B-30-15
Source: (1) ARB 2015 applies to 1990 and 2013 inventories only (http://www.arb.ca.gov/cc/inventory/data/data.htm), (2) DOF 2015 (http://www.dof.ca.gov/research/demographic/reports/estimates/e-7/view.php)		

Legislative Reductions and Existing Programs

Lead Agency	Sector	Measure Name	Measure Description	Current or Recommended	Included in Inventory Forecasts?
State	Building Energy	Renewable Portfolio Standard	The State has a goal of achieving a 33% renewable portfolio standard (RPS) for electricity generated and sold to retail customers in the State by 2020.	Current	Yes
State	Building Energy	Senate Bill (SB) 350	Signed into law in October 2015, Senate Bill (SB) 350 extends the State's Renewable Portfolio Standard (RPS) target from 33% by 2020 to 50% renewables by 2030. In addition, SB 350 calls for a doubling of building energy efficiency by 2030.	Current	Yes
State	Building Energy	Title 24 Building Energy Efficiency Standards	The 2016 Title 24 building energy efficiency standards were adopted in December 2015 and will go into effect January 2017. The California Energy Commission (CEC) estimates that new residential buildings built to these standards would be 28 percent more efficient than buildings built to the current 2013 Title 24 standard. Relative savings for non-residential buildings was not readily available from the CEC; thus, it was assumed that non-residential buildings built to 2016 standards would have similar improvements as the residential standards.	Current	Yes
PG&E	Building Energy	Napa County Energy Watch Program	Free evaluation of energy usage from residences and businesses. Connects utility customers with available financing and low cost options for energy upgrades.	Current	No
Napa County / MCE	Building Energy	Participation in Marin Clean Energy (MCE)	In February 2015, Marin Clean Energy (MCE), a local Community Choice Aggregator, began serving the unincorporated portions of Napa County. MCE automatically provides customers within its service area with 50 percent renewable electricity, although customers are allowed to opt out of MCE's service or pay into MCE's "Dark Green" program that would allow for a higher percentage renewable mix. Those that opt out would remain under PG&E's electricity service, which is currently 27% renewable. MCE currently has an average participation rate of 89%. According to MCE's Integrated Resource Plan, MCE plans to increase the minimum renewable energy supply of the program from 50 to 80% by 2025.	Current	Yes
State	High GWP Gases	Refrigerant Management Program (RMP)	The RMP requires facilities with refrigeration systems with more than 50 pounds of high-global warming potential (GWP) refrigerant to conduct and report periodic leak inspections; promptly repair leaks; and keep service records on site. Small facilities are to begin reporting in March 2016. Applicable facilities are required to pay fees to ARB with the fee amount determined by the facility's size category (small, medium, or large) and amount of high-GWP refrigerant used.	Current	Yes
Federal	High GWP Gases	Federal Ban on Certain Hydrofluorocarbons (HFCs)	On August 19, 2015, the EPA enacted a national ban on a variety of HFC emissions with very high-GWP values (many over 2,500) under 40 CFR Part 82. ARB estimates that this ban would reduce California's HFC emissions by ten percent annually below current emission rates by 2025.	Current	Yes

Lead Agency	Sector	Measure Name	Measure Description	Current or Recommended	Included in Inventory Forecasts?
BAAQMD/Napa County	On-Road Transportation	Commuter Benefits Program	Under the purview of MTC, Bay Area employers with 50 or more employees are now required to register and offer commuter benefits to their employees in order to comply with the Bay Area Commuter Benefits Program. Through this program, employers must offer their employees one of four Commuter Benefit options in order to comply with BAAQMD Regulation 14, Rule 1. Commuter benefits encourage employees to take transit, vanpool, carpool, bicycle and walk rather than drive alone to work. Certain federal tax benefits apply. Napa County offers additional incentives for vanpool drivers, bike commuters, and emergency ride home programs.	Current	No
Napa County	On-Road Transportation	County Employee Local Housing Fund	The County's existing program encourages County employees to buy homes locally to reduce commute travel distances and VMT. The program offers down payment financial assistance up to 10% of the home's purchase price at below market interest rates as long as the home is located within Napa County.	Current	No
NCTPA	On-Road Transportation	Expand and improve bicycle and pedestrian network	The Napa County Transportation and Planning Agency (NCTPA) has adopted a long-range strategic goal of having 10% of all trips made by bicycle in Napa County by 2035. Some efforts are already being made under the NCTPA Countywide Bicycle Plan.	Current	No
State/Federal	On-Road Transportation	Advancements in Fuel Efficiency and Clean Fuels	The State and Federal governments have several policies in place that address fuel efficiency and alternative fuels. These include the Advanced Clean Car rule, CAFÉ standards, Federal Pavley regulations, and Tractor-Trail Greenhouse Gas regulations.	Current	Yes
BAAQMD	Solid Waste	Reduce methane emissions from Municipal Solid Waste Landfills	In August 2011, BAAQMD entered into a memorandum of understanding with ARB to implement and enforce this regulation, including engineering review of LFG collection system design plans. Each of the 14 active landfills in the Bay Area applied for permits for alterations for their gas collection systems. These permits include conditions to test for methane from flares and energy recovery devices per the ARB landfill regulation.	Current	Yes
State	Solid Waste	Landfill Methane Control Measure	ARB approved a new regulation that reduces emissions of methane, a greenhouse gas, from municipal solid waste (MSW) landfills. The regulation, which became effective June 17, 2010, is a discrete early action greenhouse gas emission reduction measure, as described in the California Global Warming Solutions Act ("AB 32"). The regulation primarily requires owners and operators of certain uncontrolled MSW landfills to install gas collection and control systems, and requires existing and newly installed gas and control systems to operate in an optimal manner. The regulation allows local air districts to voluntarily enter into a memorandum of understanding (MOU) with ARB to implement and enforce the regulation and to assess fees to cover costs.	Current	Yes
State	Solid Waste	Statewide 75% Waste Diversion Goal	The California Department of Resources Recycling and Recovery (CalRecycle) established a target pursuant to AB 341 (Chapter 476, Statutes of 2011) to achieve a statewide waste diversion rate of 75 percent by 2020, or 2.7 pounds of waste per resident per day (lb/resident/day).	Current	Yes

Lead Agency	Sector	Measure Name	Measure Description	Current or Recommended	Included in Inventory Forecasts?
DWR	Water	Water Conservation Rebates	The California Department of Water Resources has a rebate program that provides rebates for removing turf and replacing toilets at California single-family residences to support the State's drought response. This program is financed by the Proposition 1 water bond approved by voters in 2014.	Current	No
Napa County	Water	Washer rebate	Residents in unincorporated Napa County are eligible for clothes washer rebates for up to \$150 from PG&E and the County.	Current	No

Appendix B2

Revisions to Napa County
CAP Agriculture Sector GHG
Reduction Measures

Revisions to Napa County CAP Agriculture Sector GHG Reduction Measures

June 2017

In response to public comments received on the Draft Napa County Climate Action Plan, the County revised the Agriculture sector GHG reductions measures. Specific changes are described below, along with a table summarizing the effects of these changes with respect to the GHG reduction targets and total GHG reductions achieved by the CAP.

1. Modifications to Measure AG-1.

AG-1 will be amended as follows: “Support BAAQMD ~~in ending efforts to reduce~~ open burning of removed agricultural biomass and flood debris.” This will result in AG-1 becoming a qualitative measure in the CAP with no quantified GHG emissions reductions.

2. Add Measure AG-5.

A new GHG reduction measures for the Agriculture sector will be added to the CAP that focuses on reducing emissions resulting from the application of inorganic nitrogen-based fertilizer, which results in nitrous oxide (N₂O) emissions when applied to crops via microbial activity in the soil. The title and description of the new measure (AG-5) is as follows:

Measure AG-5: Support reduced application of inorganic nitrogen fertilizer

The County will work with farmers to either reduce or replace the use of inorganic nitrogen-based fertilizers. Reductions can be achieved through better fertilizer management and expanding use of replacements such as compost produced from local waste management activities or manure from local ranches and dairies. This measure targets reductions in the rate of fertilizer application of 5 percent by 2020, 10 percent by 2030, and 30 percent by 2050 compared to 2014 levels of inorganic nitrogen applied in the County. To track the progress of this measure, the County will work with the farming cooperatives, such as Napa Vineyards, to determine the amount of inorganic and organic nitrogen fertilizers applied per year.

Assumptions

The 2014 estimates for emissions from fertilizer application in the County’s baseline inventory was based on fertilizer application rates and crop acreages by crop type. The fertilizer application rates were obtained from available UC Davis cost studies by crop. No data were available on specific amounts of fertilizer used in the County in 2014. Similarly, information on the application of or the ratio between inorganic and organic fertilizer used specifically in Napa County was not available. As a conservative approach, this CAP assumes that all nitrogen-based fertilizers applied in the County in 2014 were synthetic.

With the implementation of the AG-5, an assessment of 2014 inorganic fertilizer application would still be relevant in terms of reducing future N₂O emissions. Although N₂O emissions would occur from organic fertilizers, if those fertilizers are sourced locally, those emissions would already occur from County’s forecasted manure management and solid waste emissions. By establishing a 2014 baseline and tracking future levels of inorganic fertilizer application will allow the County to implement necessary programs and incentives to achieve the targets of AG-5.

3. Changes to CAP GHG reductions

As a supplement to the gap analysis summary table in Appendix B-1, the table below outlines the effects of changes to plan measures in the Agriculture sector on the County GHG emissions and achievement of targets. The loss of GHG reductions due to changes in AG-1 and the addition of new GHG reductions from AG-5 results in a slightly lower total annual reduction in 2020 and a slightly higher total annual reduction in both 2030 and 2050.

Table 1: Revised Agriculture Sector Measures and Adjustments to County GHG Reductions (MTCO ₂ e/year)			
Emissions Source	2020	2030	2050
January 2017 Version			
Legislative-Adjusted BAU Napa County Emissions	463,821	348,253	369,563
Reductions from CAP Measures	46,362	57,828	99,871
Napa County Emissions with CAP	417,459	290,425	269,692
Additional GHG Reductions Needed to meet Targets	-57,138 ^a	-145 ^a	158,306
May 2017 Version			
Legislative-Adjusted BAU Napa County Emissions	463,821	348,253	369,563
Removal of GHG reductions associated with Measure AG-1 modifications	236	236	236
Additional GHG reductions associated with Measure AG-5	199	420	1,130
Reductions from CAP Measures (revised)	46,325	58,012	100,765
Napa County Emissions with CAP (revised)	417,496	290,241	268,798
Additional GHG Reductions Needed to meet Targets	-57,102 ^a	-329 ^a	157,413

Notes: Columns may not add to totals due to rounding.

^a Negative values in the table mean that the total GHG reductions from all measures included in the CAP meet and exceed the targets due to a surplus of GHG emissions reductions in the years shown.

BAU = Business-As-Usual

CAP = Climate Action Plan

GHG = greenhouse gas emissions

MTCO₂e = metric tons of carbon dioxide equivalents

Source: Ascent Environmental 2017

Measure AG-5 GHG Reduction Calculations

AG-5				
Support reduced application of inorganic nitrogen fertilizer	2014	2020	2030	2050
Existing N ₂ O Emissions from Nitrogen Fertilizer Use (MTCO ₂ e)	2,683			
Cropland inventory and forecast (acres)	70,005	71,699	73,956	78,482
Forecasted N ₂ O Emissions from Nitrogen Fertilizer Use, scaled by crop acres (MTCO ₂ e)		2,748	2,835	3,008
<i>Percent reduced or displaced by organic fertilizers from 2014 levels</i>		5%	10%	30%
Forecasted N ₂ O Emissions from Nitrogen Fertilizer Use after reduction (MTCO ₂ e)		2,549	2,415	1,878
GHG Reduction from AG-5 (MTCO ₂ e)		199	420	1,130

Appendix C

Climate Change
Vulnerability Assessment for
Napa County

Appendix C: Climate Change Vulnerability Assessment for Napa County

1 Introduction

The purpose of this vulnerability assessment is to identify the primary climate change threats facing Napa County and its vulnerability to these threats.

The Intergovernmental Panel on Climate Change (IPCC) was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme to provide the world with a scientific view on climate change and its potential effects. Global climate change has the potential to result in many adverse effects on natural resources and the human population. These include:

- rising sea levels around the world due to melting of polar ice caps and sea ice, which can inundate low-lying areas and increase the severity of flooding risk;
- changes in the timing or amounts of rainfall and snowfall, leading to changes in water supply;
- increased stress to vegetation and habitat, leading to adverse effects on biological resources and sensitive species;
- changes in the frequency and duration of heat waves and droughts, which can affect human populations and infrastructure on which they depend; and
- increases in wildfire hazards and related effects on forest health.

These changes over the long term have the potential for a wide variety of secondary impacts including detrimental impact on human health and safety, economic continuity, water supply, ecosystem function, and provision of basic services (CNRA 2012a:3). On a more local level, climate change is already affecting and will continue to affect the physical environment throughout California, the Bay Area, and the County. However, specific effects and impacts of climate change on the County vary due to physical, social, and economic characteristics. For this reason, it is important to identify the projected severity these impacts could have on the County and ways the County of Napa (County) can reduce vulnerability to projected climate changes. Communities that begin to plan now will have the best options for adapting to climate change and increasing resilience (CNRA 2012a:4).

2 Climate Change Adaptation Planning Process

The California Adaptation Planning Guide (APG) provides climate adaptation planning guidance to cities, counties, and local governments. The APG, developed by the California Emergency Management Agency (CalEMA) and California Natural Resources Agency (CNRA), introduces the basis for climate change adaptation planning and details a step-by-step process for local and regional climate vulnerability assessment and adaptation strategy development (CNRA 2012a:i). As shown below in Figure 1, the planning process follows a sequence of steps:

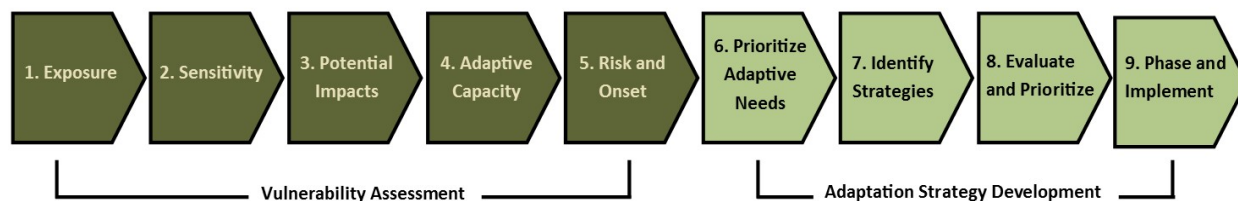


Figure 1: The Nine Steps in Adaptation Planning Development

1. Exposure: assessing exposure to climate change impacts
2. Sensitivity: assessing community sensitivity to the exposure
3. Potential Impacts: assessing potential impacts
4. Adaptive Capacity: evaluating existing community capacity to adapt to anticipated impacts
5. Risk and Onset: evaluating risk and onset, meaning the certainty of the projections and speed at which they may occur
6. Prioritize Adaptive Needs: setting priorities for adaptation needs
7. Identify Strategies: identifying strategies to address adaptation needs
8. Evaluate and Prioritize: evaluating and setting priorities for strategies
9. Phase and Implementation: establishing a phasing and implementation plan

The first five steps of the process represent the vulnerability assessment phase, which is a method for determining the potential impacts of climate change on community assets and populations. The severity of these impacts and the community's ability to respond will determine how these impacts affect a community's health, economy, ecosystems, and socio-cultural stability. The second phase of the process is adaptation strategy development. The vulnerability assessment phase helps communities understand climate change impacts so that they can prepare effective climate adaptation strategies to increase resilience to climate change. Development of climate adaptation strategies will be included in the main body of the County's Climate Action Plan (CAP).

3 Vulnerability Assessment

A vulnerability assessment involves the first five steps in climate change adaptation planning development, and is intended to answer the following questions:

1. Exposure: What climate change effects will a community experience?
2. Sensitivity: What aspects of a community (i.e., functions, structures, and populations) will be affected?
3. Potential Impacts: How will climate change affect the points of sensitivity?
4. Adaptive Capacity: What is currently being done to address the impacts?
5. Risk and Onset: How likely are the impacts and how quickly will they occur?

Based on the work of IPCC and research conducted by the State and partner agencies and organizations, climate change is already affecting the County and will continue to further in the future. These effects are analyzed further below.

3.1 Step 1: Exposure

The first step in the vulnerability assessment is to identify what climate change effects the County will experience in the future. For purposes of this assessment, where possible, climate change effects in the County are characterized for two periods of time: midcentury (around 2050) and the end of the century (around 2100). Historical data are used to identify the degree of change by these two future periods in time.

The direct, or primary, changes analyzed for the County include average temperature, annual precipitation, and sea-level rise. Secondary impacts, which can occur because of individual or a combination of these changes, are also assessed and include extreme heat and its frequency, wildfire risk, and snowpack (CNRA 2012a:16-17).

To begin identifying these impacts, the APG encourages communities to use Cal-Adapt as a means of assessing potential climate change impacts over time. Cal-Adapt is a climate change scenario planning tool developed by the California Energy Commission (CEC) and the University of California Berkeley Geospatial Innovation Facility. Cal-Adapt currently downscales global climate simulation model data to local and regional resolution under two emissions scenarios: the A-2 scenario represents a higher business-as-usual future global greenhouse gas (GHG) emissions scenario, while the B-1 scenario represents a lower future GHG emissions scenario. Results from both emissions scenarios are considered in this vulnerability assessment and distinguished where possible.

While Cal-Adapt provides information on a local level, County-wide data is not readily available for all climate change effects. Most of the data presented in Cal-Adapt has been “downscaled” to grid cells that are 12 kilometer (km) by 12 km (approximately 60 square miles) in size and cannot be easily aggregated. Within the County, over a dozen grid cells are located entirely or partially within boundaries. For purposes of this vulnerability assessment, where County-wide data was not available, the same grid cell in the County was used for consistency.

Cal-Adapt data for each impact for the County are summarized in the sections below.

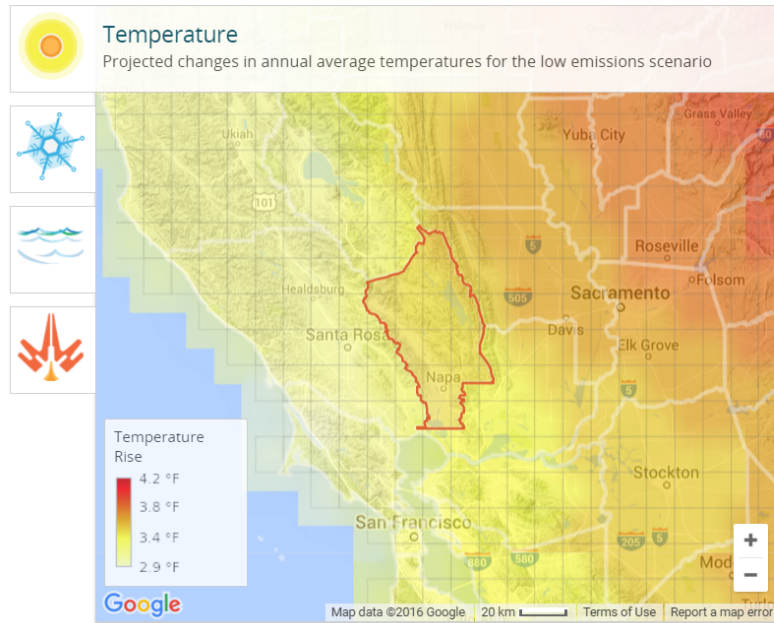
3.1.1 Increased Temperatures

According to IPCC, global average temperature is expected to increase relative to the 1986-2005 period by 0.3–4.8 degrees Celsius ($^{\circ}$ C) (0.5-8.6 degrees Fahrenheit [$^{\circ}$ F]) by the end of the 21st century (2081-2100), depending on future GHG emission scenarios (IPCC 2014: SPM-8). According to the California Natural Resources Agency (CNRA), downscaling of global climate simulation model data suggests that average temperatures in California are projected to increase 2.7 $^{\circ}$ F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6 $^{\circ}$ F by 2100 (CNRA 2012b:2).

Figures 1 and 2 below show the projected change in annual average temperatures across the County under the low-emissions scenario (i.e., Figure 1) and high-emissions scenario (i.e., Figure 2).

LOCAL CLIMATE SNAPSHOTS

Napa County, CA

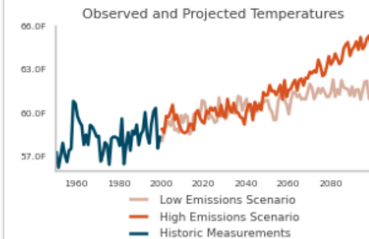


Use Metric Units Use County Average

NAPA COUNTY

The information in the chart below corresponds to the selected area on the map (outlined in orange).

Historical Average	58.3 °F
Low-Emissions Scenario:	61.6 °F +3.3 °F
High-Emissions Scenario:	64.0 °F +5.7 °F

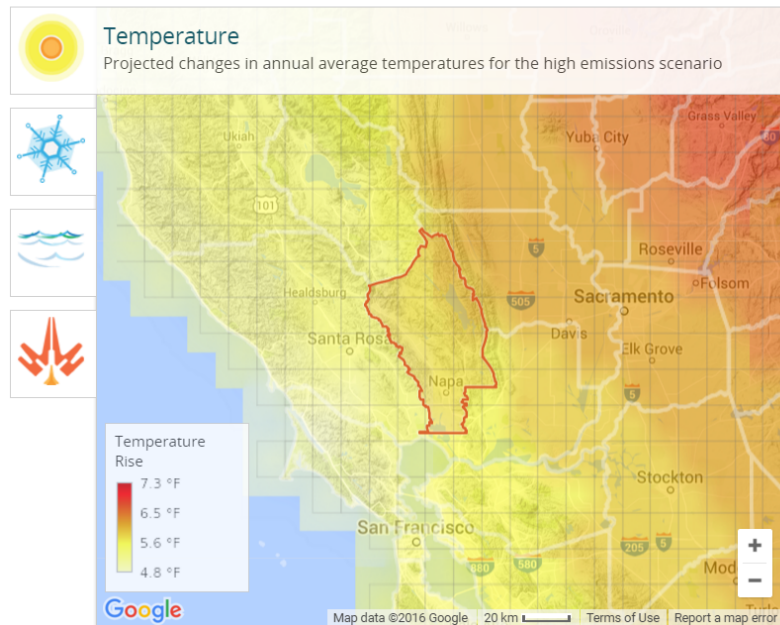


[disclaimer](#) [uncertainty](#)

Figure 2: Projected Changes in Annual Average Temperatures for the Low-Emissions Scenario (1960-2090) (Source: Cal-Adapt 2016)

LOCAL CLIMATE SNAPSHOTS

Napa County, CA

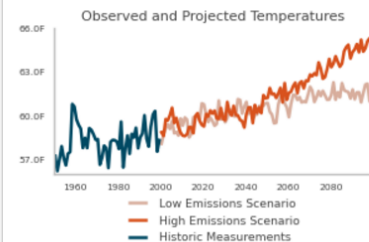


Use Metric Units Use County Average

NAPA COUNTY

The information in the chart below corresponds to the selected area on the map (outlined in orange).

Historical Average	58.3 °F
Low-Emissions Scenario:	61.6 °F +3.3 °F
High-Emissions Scenario:	64.0 °F +5.7 °F



[disclaimer](#) [uncertainty](#)

Figure 3: Projected Changes in Annual Average Temperatures for the High-Emissions Scenario (1960-2090) (Source: Cal-Adapt 2016)

Figures 2 and 3 show that annual average temperatures in the County are projected to climb steadily. The County’s historical average temperature, based on data from 1960-1990, is 58.3 ° F. Under the low-emissions scenario in Figure 2, annual average temperature is projected to increase to 61.6 ° F by 2090, an increase of 3.3 ° F. The annual average temperature under the high-emissions scenario in Figure 3 is projected to increase 5.7 ° F to 64.0 ° F by the end of the century.

The County's average annual low temperature, based on historical data from 1960-1990, is 44.4 ° F. Under the low-emissions scenario, annual low temperature is projected to increase to 48.56 ° F by 2090, an increase of 4.12 ° F. The annual average low temperature under the high-emissions scenario is projected to increase to 50.66 ° F in 2090 (i.e., an increase of 6.22 ° F). Historically, annual high temperatures average 70.47 ° F. Annual average high temperature is projected to increase under the low-emissions scenario by 2.94 ° F to 73.41 ° F. Under the high-emissions scenario, annual average high temperature is projected to increase to 76.32 ° F, an increase of 5.85 ° F.

3.1.2 Increased Frequency of Extreme Heat Events and Heat Waves

Changes in precipitation patterns and increased temperatures associated with climate change will alter the distribution and character of natural vegetation and associated moisture content of plants and soils (CNRA 2012b:11). Increased temperature is also expected to lead to secondary climate change impacts including increases in the frequency, intensity, and duration of extreme events and heat waves in California. Using Cal-Adapt's Extreme Heat tool, historical data from the County was used to project the change in frequency of extreme heat days, warm nights, and heat waves (including their occurrence during the year) for the low- and high-emissions scenarios in 2050 and at the end of the century (2099).

Extreme Heat Events

Cal-Adapt defines the extreme heat day threshold for the County as 92 ° F or higher. An extreme heat day is defined as a day between April through October where the maximum temperature exceeds the historical maximum temperatures from 1961-1990. The County has a historical average of four extreme heat days a year. Figures 4 and 5 below show the number of days the County is projected to exceed the area's extreme heat day threshold for each year from 1950-2099 under both emissions scenarios.

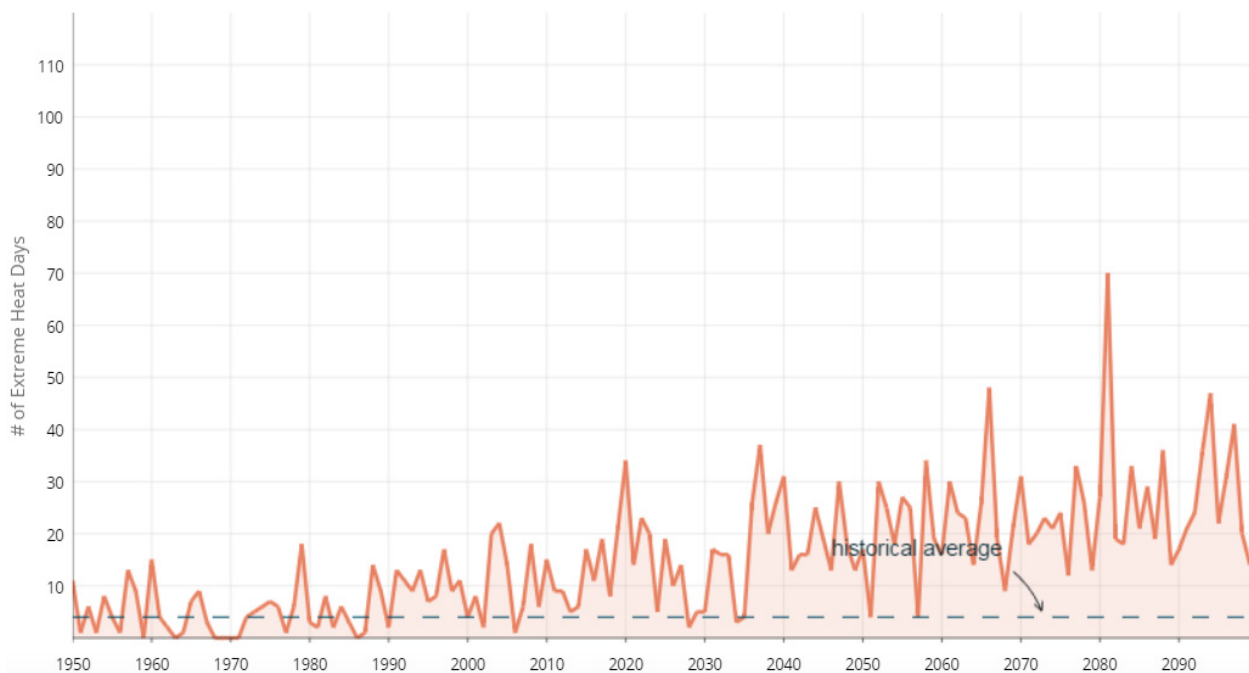


Figure 4: Number of Extreme Heat Days in Napa County Under the Low-Emissions Scenario (1950-2099)
(Source: Cal-Adapt 2016)

Cal-Adapt data shows a range of projected increases in the number of extreme heat days by 2099, all of which are at least double the historical average in both emissions scenarios. The projected annual average

number of extreme heat days is between roughly 23-26 days per year in 2050 to 54-64 days per year towards the end of the century.

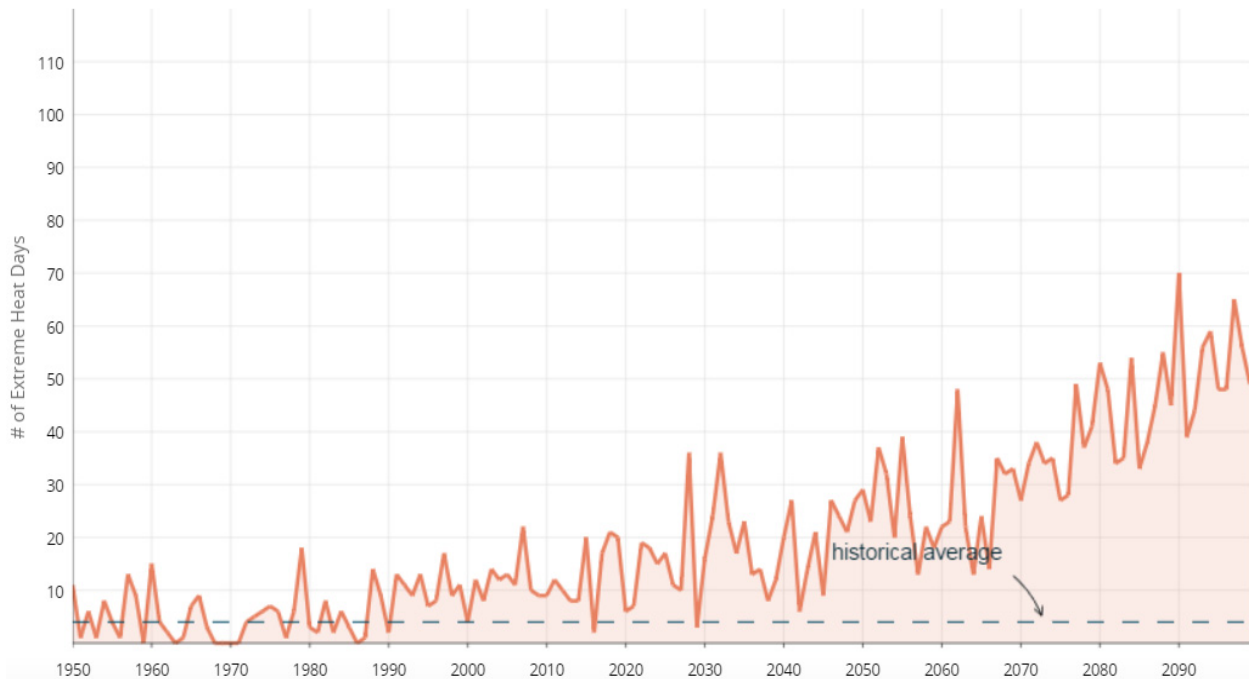


Figure 5: Number of Extreme Heat Days in Napa County Under the High-Emissions Scenario (1950-2099)
(Source: Cal-Adapt 2016)

In combination with extreme daytime heat, extremely warm nights are also an important factor to consider. A warm night is defined as a day between April through October where the minimum temperature exceeds the historical minimum temperatures between 1960-1990. Historically, the County has an average of four warm nights a year, with a threshold of 56 ° F. Under both the high- and low-emissions scenarios, the number of warm nights is expected to significantly increase, with an average of 17-41 warm nights in 2050 to 30-100 warm nights in 2099.

Frequency and Timing of Heat Waves

Along with individual days and nights exhibiting extreme temperature, events in which these extreme temperatures are experienced over a period of several days are known as heat waves. Cal-Adapt identifies a heat wave as an event in which the extreme heat threshold (i.e., 92 ° F in the County) is exceeded for a period of five days. Figures 6 and 7 below show the count of heat wave events in the County for each year between 1950-2099 under the low- and high-emissions scenarios. Each five-day period exceeding the extreme heat threshold is counted, so a 20-day heat wave would appear on the figures as four counted periods.

As shown in Figures 6 and 7 above, heat waves in the County are infrequent, with no more than two heat waves occurring in one year between 1950 and 2016. However, the model projects a significant rise in the frequency of heat waves under both emissions scenarios. Under the low emissions scenario, projections show an increase of heat wave events with around three at the middle of the century and up to seven in 2090. The high emissions scenario also shows an increase in heat wave events, with up to five heat wave events occurring midcentury and as high as 16 heat events at the end of the century.

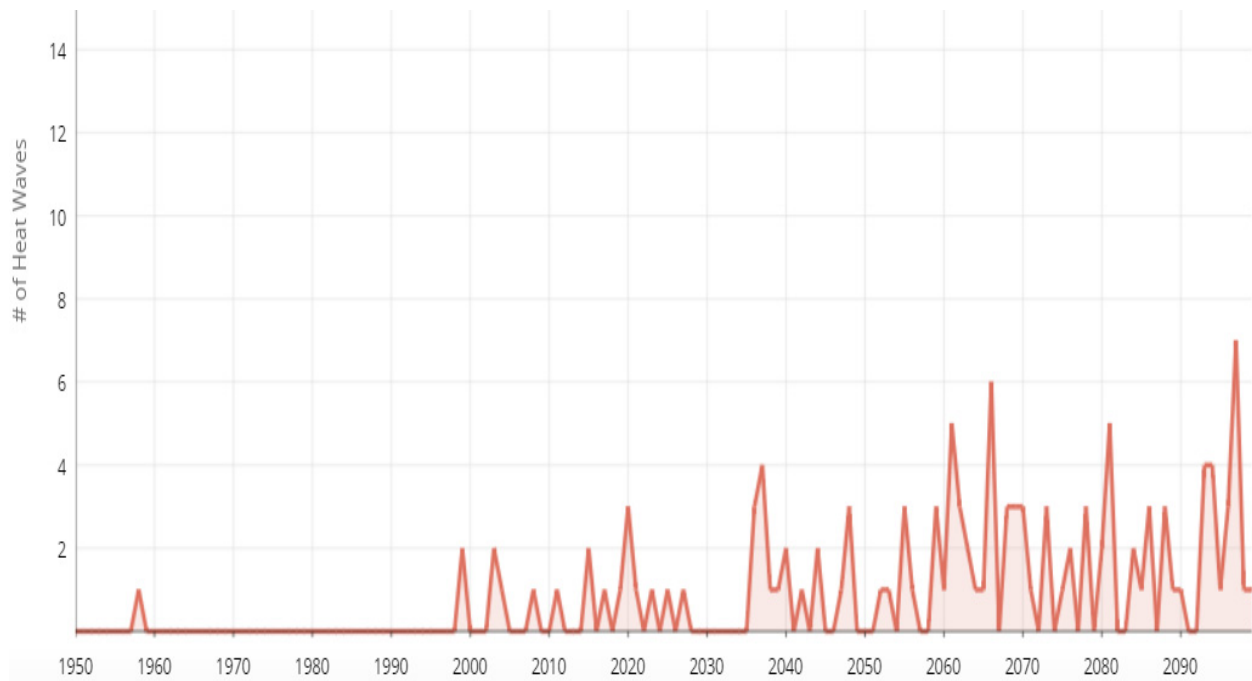


Figure 6: Number of Heat Waves in Napa County Under the Low-Emissions Scenario (1950-2099) (Source: Cal-Adapt 2016)

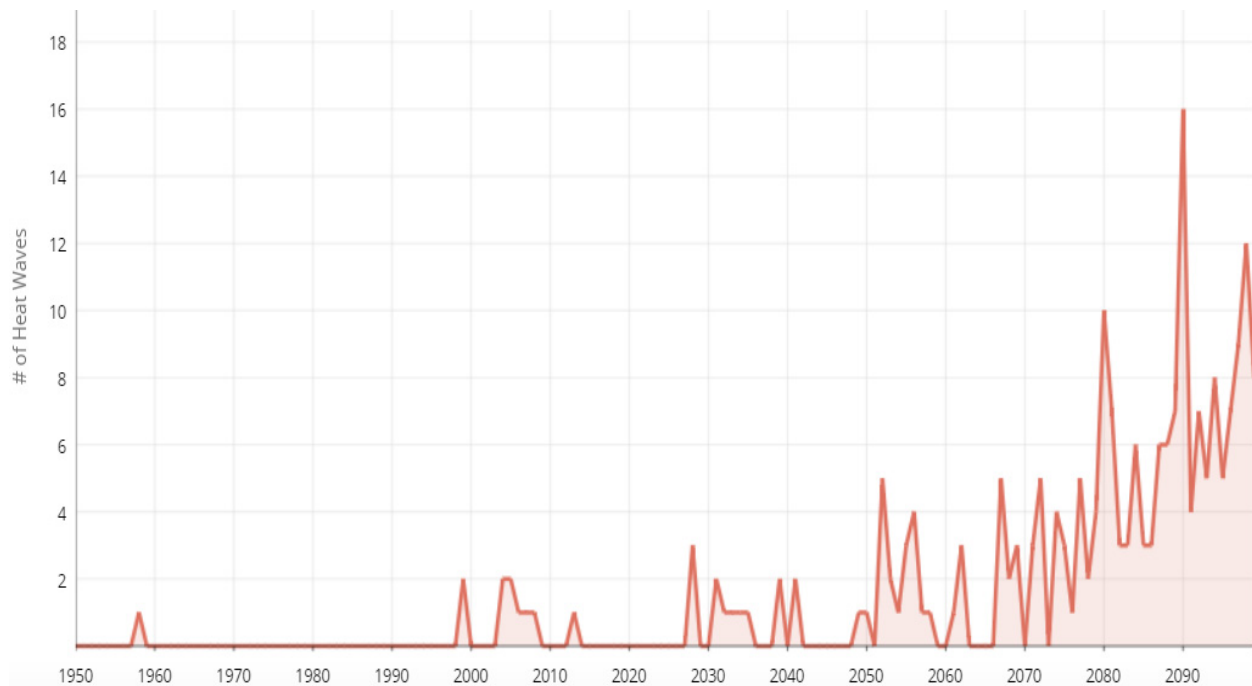


Figure 7: Number of Heat Waves in Napa County Under the High-Emissions Scenario (1950-2099) (Source: Cal-Adapt 2016)

Another consideration with respect to the number of extreme heat events is the time of year when they may occur. Figures 8 and 9 below show the time of year that extreme heat conditions are projected to occur under both emissions scenarios between 1950-2099. A point on each of the figures represents each day that exceeds the extreme heat threshold for the County and what time of year, between April through October, that it occurs.

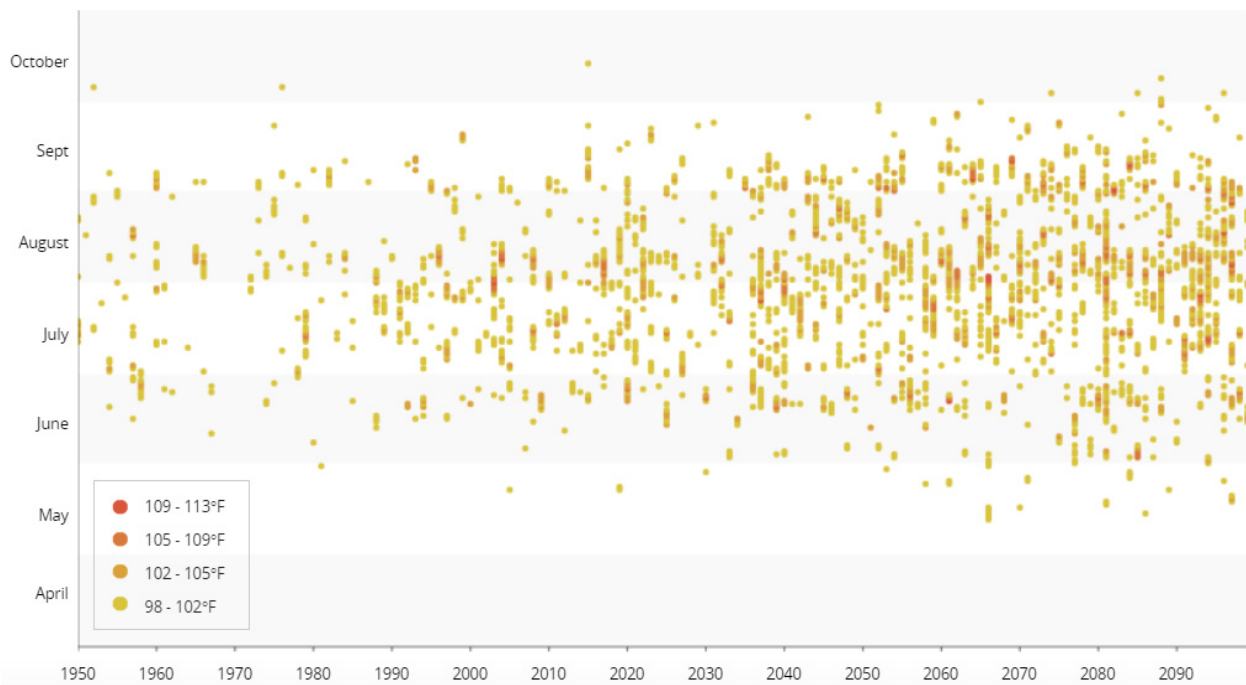


Figure 8: Timing of Extreme Heat Days by Year in Napa County Under the Low-Emissions Scenario (1950-2099)
 (Source: Cal-Adapt 2016)

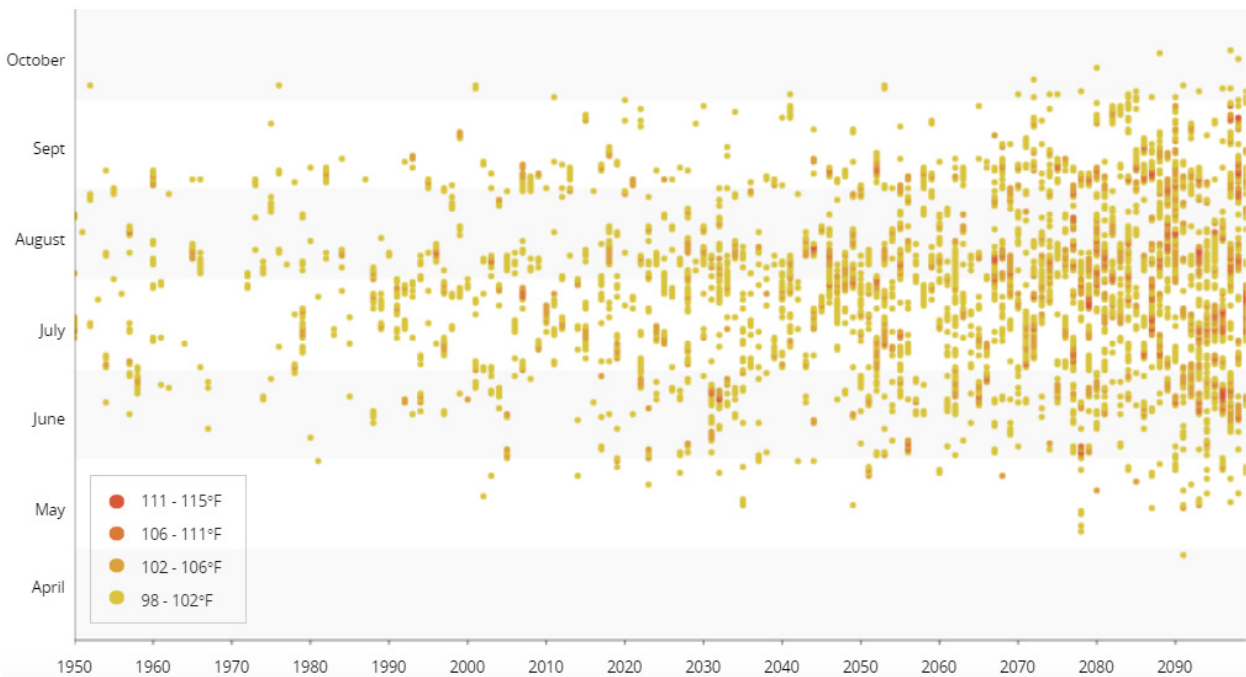


Figure 9: Timing of Extreme Heat Days by Year in Napa County Under the High-Emissions Scenario (1950-2099)
 (Source: Cal-Adapt 2016)

As shown in Figures 8 and 9 above, the County has a history of exceeding the extreme heat threshold starting in late May/early June and ending in mid-September. As shown under both emissions scenarios, the model projects not only an increase in the frequency of exceeding the extreme heat threshold, but also their occurrence both earlier and later in the season. In Figure 9 under the high emissions scenario, longer sustained periods of exceeding the extreme heat threshold will also result in more frequent and sustained heat wave events earlier and later in the season towards the end of the century.

Changes to Precipitation Patterns

Global climate change will affect physical conditions beyond average temperatures, including changes to precipitation patterns. While projections generally show little change in total annual precipitation in California and trends are not consistent, even modest changes could have a significant effect on California ecosystems that are conditioned to historical precipitation levels (Cal-Adapt 2016). Reduced precipitation could lead to higher risks of drought, while increased precipitation could cause flooding and soil erosion (CNRA 2014: 25). Changes in weather patterns resulting from increases in global average temperature could also result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. Based upon historical data and modeling, the California Department of Water Resources (DWR) projects that the Sierra snowpack will decrease by 25 to 40 percent from its historic average by 2050 (DWR 2008:4).

While the County is not located in an area where snow typically accumulates, major water districts and utilities in the County receive a significant amount of water from the State Water Project, which depends on spring and early-summer snowmelt in the Sierra Nevada for water supply. Additionally, agricultural water users in the unincorporated areas of the County are the primary user of groundwater (Napa County 2005:2). Increased average temperatures and changes in the timing and amounts of precipitation could affect local aquifer recharge for groundwater supplies, and thus the County could face increasing challenges of providing adequate water supplies due to increased uncertainty in the amount and timing of water availability to meet future demand. If demand continues to increase, water users could face shortages in normal or dry years.

Increased Wildfire Risk

Changes in precipitation patterns and increased temperatures associated with climate change will alter the distribution and character of natural vegetation and associated moisture content of plants and soils. (CNRA 2012b:11). Increased temperature and frequency of extreme heat events, along with changes in precipitation patterns, can lead to a secondary impact of climate change: an increase in the frequency and intensity of wildfires (CNRA 2012a:17).

According to Napa County's Operational Area Hazard Mitigation Plan, the County has a history of wildfires, with more than 200,000 acres of the County's 482,000 acres burned in the last thirty years, most of which have occurred in the unincorporated areas (Napa County 2013:12). Recent mitigation efforts, including adoption of the 2010 Uniform Fire Code, the Firewise Program, and the Chipping Program, have helped reduce the County's wildfire risk, but it is still vulnerable and at high-risk for wildfires (Napa County 2013: 77). Currently, the major wildland fire hazards risks for residential development are in the County's hilly areas characterized by steep slopes, poor fire suppression delivery access, inadequate water supply and highly flammable vegetation (Napa County 2013:75).

Figure 10 below depicts that fire risk relative to 2010 levels under the low-emissions scenario is 11 percent more likely to occur in 2020 than it would have in 2010, 15 percent more likely to occur in 2050, and 12 percent more likely to occur in 2085. Under the high-emissions scenario, as depicted in Figure 11 below, fire risk is 14 percent more likely to occur in 2020 than it would have in 2010, 13 percent more likely in 2050, and 22 percent more likely to occur in 2085. Given that the County is currently at risk for wildfire, these increases of between 10 and 20 percent under both emissions scenarios is significant and can cause additional threats and vulnerability.

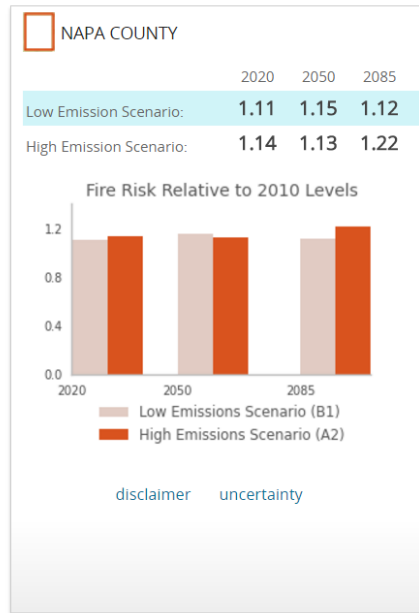
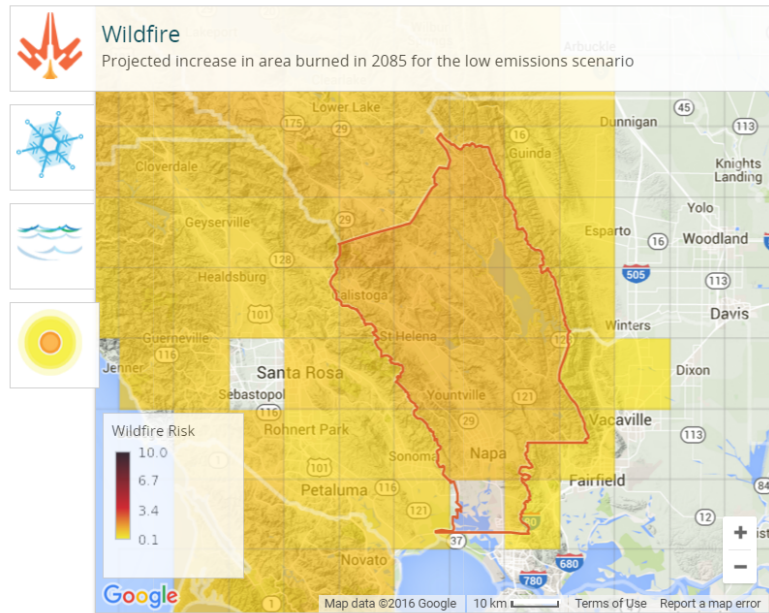


Figure 10: Projected Increase in Fire Risk Relative to 2010 Levels in Napa County for 2020, 2050, and 2085 (Source: Cal-Adapt 2016)

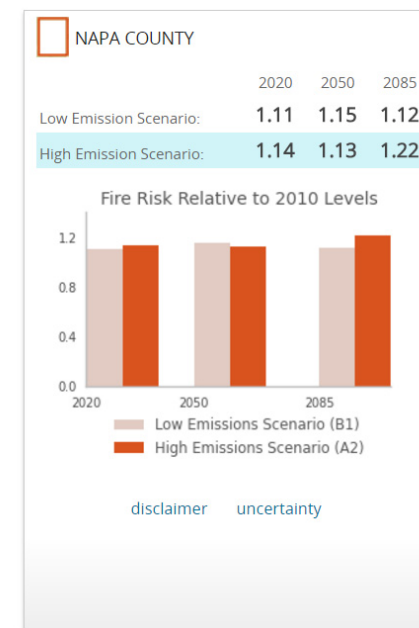
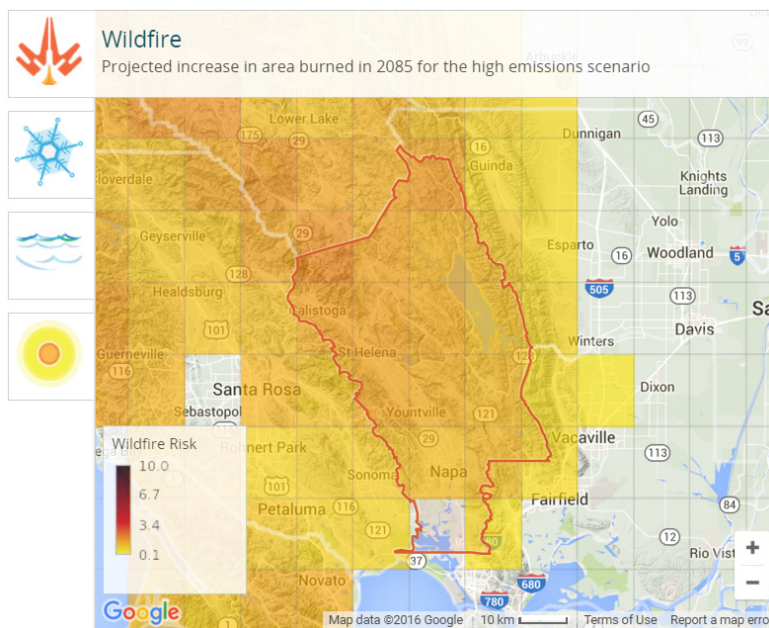


Figure 11: Projected Increase in Fire Risk Relative to 2010 Levels in Napa County for 2020, 2050, and 2085 (Source: Cal-Adapt 2016)

Increased Likelihood of Flooding

Climate change is likely to lead to changes in frequency, intensity, and duration of extreme events, such as heavy precipitation and rainfall intensity. These projected changes could lead to increased flood magnitude and frequency and could place more pressure on the County, destroying land, buildings, roads, and crops (IPCC 2001:14).

According to Napa County's Operational Area Hazard Mitigation Plan, the County is considerably vulnerable to flooding. Flooding has caused the most disaster declarations and the most damage and loss of life historically in the County, with floods usually occurring during the season of highest precipitation or during heavy rainfalls after prolonged dry periods (Napa County 2013:11). The County is dry during the late spring, summer, and early fall and receives most of its rain during the winter months. A majority of the land adjacent to the Napa River is subject to flooding that has a one percent probability of occurring in any given year, or a 100-year flood event (Napa County 2013:58). While it is uncertain exactly how and to what extent climate change will affect flooding events in the County, it is reasonable to assume that any increase in flooding could have serious ramifications as the area is already considerably vulnerable. Additional information on increased risk of flooding, which could be exacerbated by sea-level rise in the southern portion of the County, is included below.

Sea-Level Rise

Another outcome of global climate change is sea-level rise. The average global sea level rose approximately seven inches during the last century. Assuming that sea-level changes along the California coast continue to reflect global trends, sea level along the State's coastline in 2050 could be 10-18 inches (0.25-0.45 meters [m]) higher than in 2000, and 31-55 inches higher (0.78-1.4 m) than 2000 levels by the end of this century (CNRA 2012b:9).

According to the CEC's 2012 report, *The Impacts of Sea-Level Rise on the San Francisco Bay*, currently 140,000 people, or 2 percent of the region's population, live in areas currently at risk of being inundated in a 100-year flood event. A 1.0 m rise in sea level will put an additional 80,000 people at risk, increasing the total number of people at risk to 220,000. With a 1.4 m rise in sea-levels, the number of people at risk of a 100-year flood event would increase to 270,000, an additional 130,000 people.

The southwestern portion of the County includes the mouth of the Napa River, which forms a tidal estuary that drains into San Pablo Bay. Less than one percent of the County's population is considered at risk and vulnerable to sea-level rise (CEC 2012:14 and Census 2014). Some critical infrastructure (i.e., roads, hospitals, schools, emergency facilities, and properties) are at risk in the County, including American Canyon Power Plant and the Napa Sanitation District Water Treatment Plant are vulnerable to a 100-year flood event with a 1.4 m sea-level rise (CEC 2012:23).

Using data developed for the Our Coast, Our Future effort, led by the United States Geological Survey (USGS), the Cal-Adapt tool depicts sea-level rise projections and existing storm-related flooding events using the Coastal Storm Modeling System (CoSMoS). CoSMoS depicts coastal flooding projections for the San Francisco Bay Area due to the combination of sea-level rise and storm events, while also accounting for physical protective structures (e.g. levees), waves, tides, surge, steric effects, and fluvial discharge erosion, and other hydrodynamical factors.

Figure 12 shows land in the County that is both currently and projected to be vulnerable to flooding due to a 100-year flood event, a 1.5 m in sea-level rise, and other hydrodynamical factors. Because the CoSMoS model accounts for physical structures, such as levees that protect against a 100-year flood event, only approximately 36 acres in the County are currently at risk for flooding. Taking a 1.5 m rise in sea level into account, along with other storm factors, the tool projects an additional 13,000 acres would be inundated by a 100-year flood event. Most of the area that is at risk is currently undeveloped or used for agricultural purposes. Specific areas along the Napa River include Buchli, Cuttings Wharf, Thompson, and Imola, along with areas further north along the Napa River, including some industrial uses, wineries, and parts of Downtown Napa (i.e., up to 3rd Street and portions east of State-Route 29). Additional portions of Thompson, Middleton, and American Canyon also have some flood-prone low lying areas that would become more vulnerable to flooding due to sea-level rise. While the Napa County Airport itself is not at immediate risk for inundation, adjacent areas to the west are at increased risk of flooding due to sea-level rise.

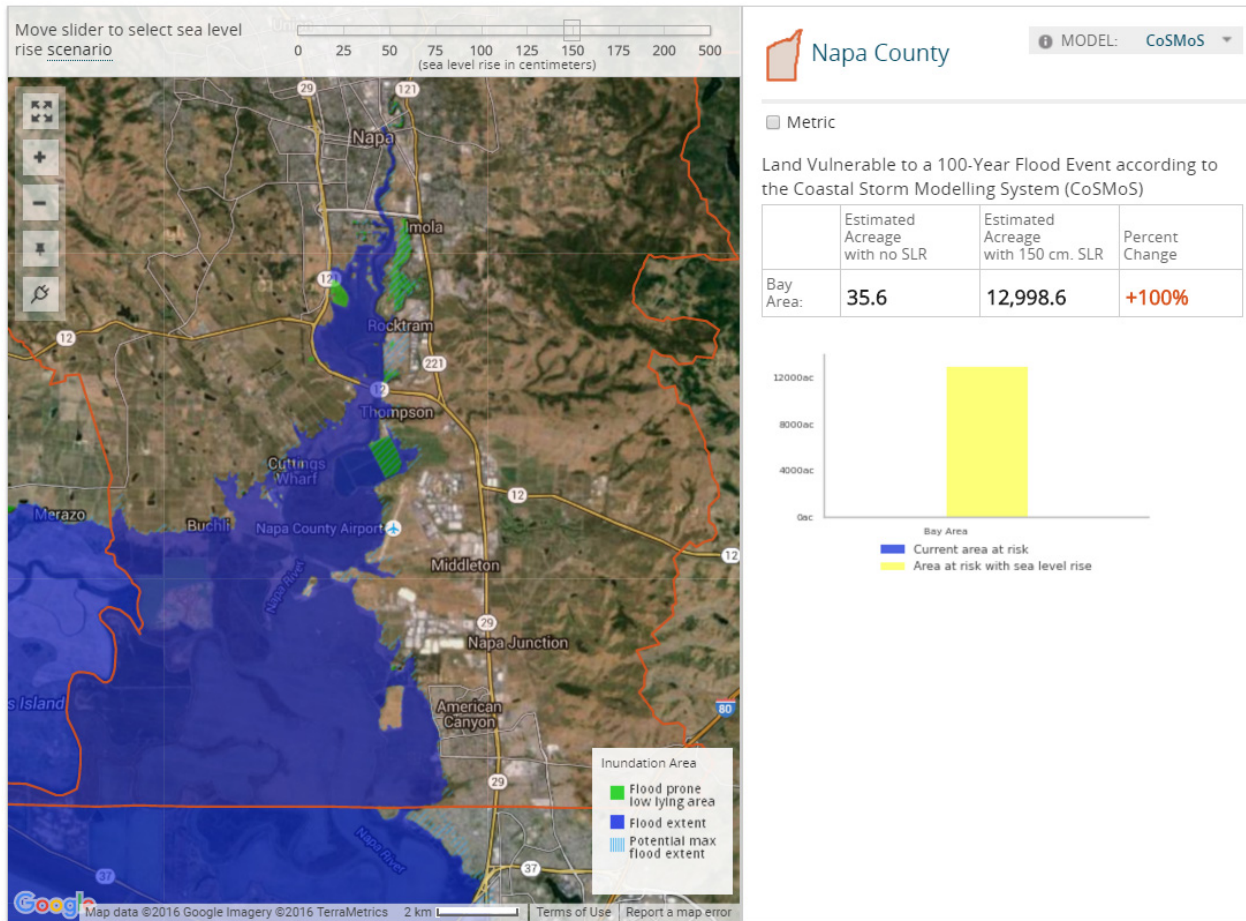


Figure 12: Sea-Level Rise, Current and Projected Areas Threatened (Source: Cal-Adapt 2016)

The Adapting to Rising Tides (ART) subregional project, developed and sponsored by the San Francisco Bay Conservation and Development Commission (BCDC), studied five potential climate impact scenarios associated with sea-level rise and storm event scenarios in Alameda County (BCDC 2016a). While the subregional project looked at Alameda County specifically, potential consequences of sea-level rise and storm events identified in the project could also apply to other Bay Area counties like the County. Potential climate impacts identified include:

- more frequent flooding events due to rising Bay water levels;
- more extensive and longer duration flooding;
- permanent inundation in areas due to higher Bay water levels and shifts in the tidal range;
- increased shoreline erosion and increased potential for levy over-topping; and
- elevated groundwater and salinity intrusion (BCDC 2016b).

3.2 Steps 2 and 3: Sensitivity and Potential Impacts

The next two steps in the vulnerability assessment are closely related and are thus discussed together. The second step in the vulnerability assessment involves using a systematic evaluation to identify structures, functions, and populations that may be affected in the County by projected exposures to climate change impacts. Using the APG’s recommended sensitivity checklist, this assessment focuses specifically on resources in the County potentially affected by climate change that were identified in the Exposure section of this Chapter.

The sensitivity checklist is organized into three main categories; Functions, Structures, and Populations. The categories are described in more detail below:

- **Functions:** Includes facilities that are essential to the health and welfare of the whole population and are especially important following climate-influenced hazard events. These facilities include hospitals, medical facilities, police and fire stations, emergency operations centers, evacuation shelters, and schools. Transportation systems, such as airways (e.g., airports and highways), bridges, tunnels, railways (e.g., tracks, tunnels, bridges, and rail yards), and waterways (e.g., canals, seaports, harbors, and piers) are also important to consider. Finally, lifeline utility systems such as potable water, wastewater, fuel, natural gas, electric power, and communications must also be identified.
- **Structures:** Includes the structures of essential facilities noted above. It also includes high potential loss facilities, where damage would have large environmental, economic, or public safety consequences (e.g., nuclear power plants, dams, and military installations). This category also includes hazardous material facilities that house industrial/hazardous materials.
- **Populations:** Includes a community's vulnerable populations, such as non-English-speaking people or elderly people who may require special response assistance or special medical care after a climate-influenced disaster.

Sensitivity checklists for each of the identified climate change exposures in the County are provided below, in conjunction with Step 3 of the vulnerability assessment. The third step in the assessment includes evaluating how these impacts will occur and how severe they may be. Given that climate change exposures at the local scale are inherently uncertain, the APG recommends that communities conduct a qualitative assessment that describes the potential impacts based on the exposure (CNRA 2012a:23). This assessment is not meant to be exhaustive and prescriptive, but is rather intended to provide a high-level view of potential impacts that could occur because of identified climate change exposures. Further evaluation and research would be needed to more clearly identify points of sensitivity and potential impacts, including specific facilities, structures, and areas of concern.

3.2.1 Increased Temperature and Frequency of Extreme Heat Events and Heat Waves

Based on the low- and high-emissions scenarios, annual average temperatures in the County are projected to rise three to six degrees Fahrenheit by 2090. Increased temperature can lead to secondary climate change impacts including increases in the frequency, intensity, and duration of extreme events and heat waves in the County. Points of sensitivity are identified below in Figure 13.

Higher frequency of these extreme heat conditions can cause serious public health impacts, increasing the risk of conditions directly related to heat such as heat stroke and dehydration (CNRA 2012a:3). Furthermore, public and private resources could be severely strained as the number of extreme heat occurrences increase. Older adults, particularly seniors, are more likely to experience respiratory and/or cardiovascular health complications than younger individuals. Approximately 17 percent of the County's population are elderly, which are more likely to live alone with limited mobility, all of which can exacerbate the risk of extreme heat (Census 2014).

Increases in temperature, along with the frequency of extreme heat events and heat waves, can also affect the agriculture industry, which is a large driver of the County's economy. The significant, overall outcome of warming is the likely reduction in yield of some of California's most valuable specialty crops (CNRA 2014: 21). More specifically, climate change could have serious effects to the wine industry in Napa County, which produces an average of 90 percent of American wine (Mayton 2015). The County currently has 400 wineries,

producing more than 9.2 million cases of wines totaling over \$1 billion dollars in sales. The wine industry in Napa accounts for \$10.1 billion of \$51.8 billion economic impact from winemaking and related industries in California (Napa County 2013:28). Increases in temperature and moisture could impact the growing of wine grapes, by causing late or irregular blooming and affecting yields (Lee et al. 2013:1). Limited livestock operations could also be subject to heat stress, which can result in reduced livestock pregnancy rates, longer time needed to meet market weight, and reduced milk production (CNRA: 2014:24). The County’s large Hispanic agricultural worker base could also be affected by heat stress, which could reduce productivity, and may lead to illness, disability, or death in extreme exposures (CNRA 2014:24).

Higher temperatures could also threaten the County’s energy system, by increasing consumer energy demand and affecting the facilities themselves. Energy usage tends to spike during extreme events and heat waves, which can create stress on the energy grid. Increased consumer demand can force utilities to ramp up the supply of energy, which can sometimes require the use of older and dirtier fossil fuel. Higher temperatures can also physically alter the thermal performance of power plants (e.g., American Canyon Power Plant), substations, and transmissions lines. (CEC 2012:14).

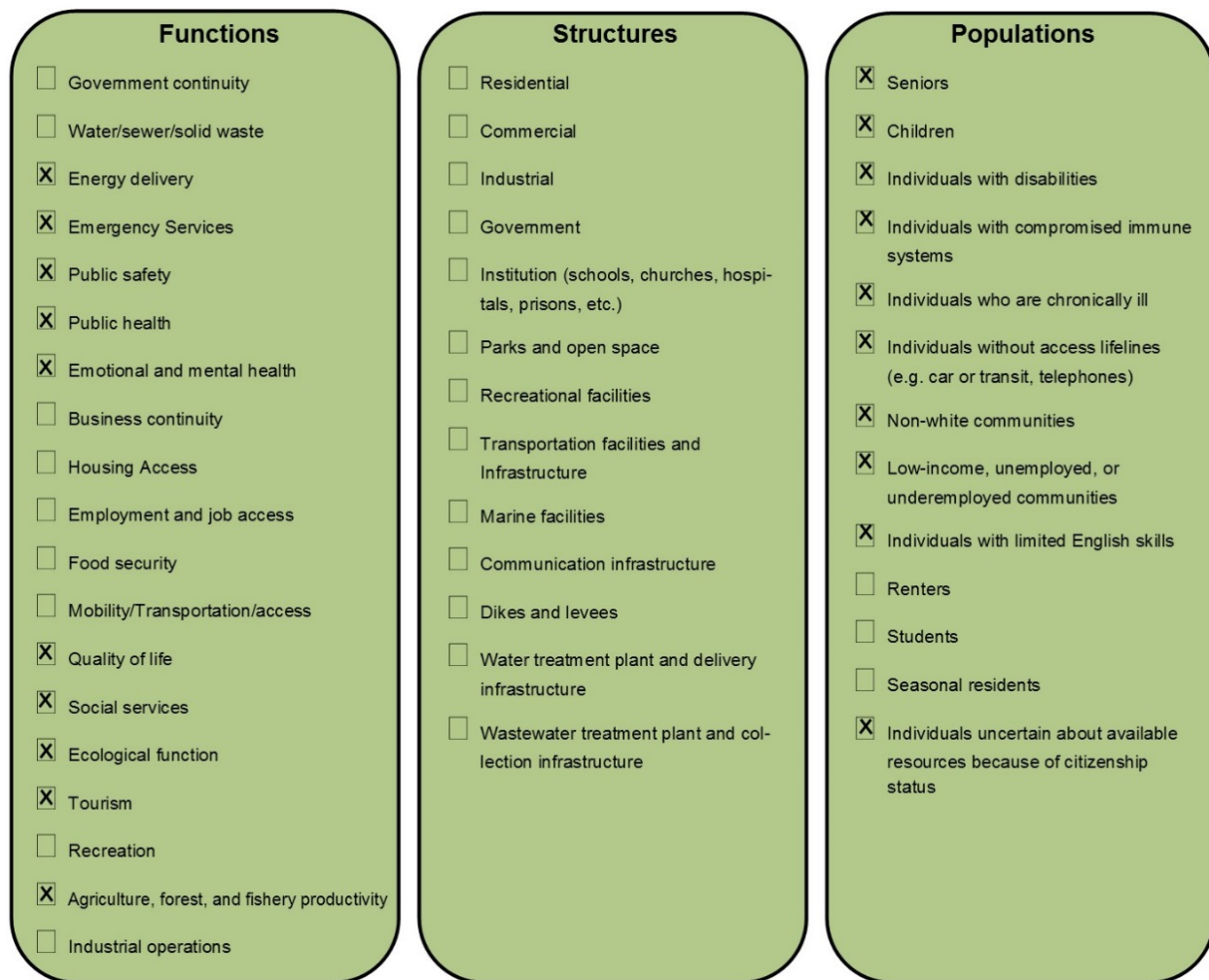


Figure 13: Napa County’s Sensitivity to Increased Temperatures and Extreme Heat

3.2.2 Changes to Precipitation Patterns

Increased average temperatures and a hastening of snowmelt in distant watersheds, along with local and regional changes in precipitation and timing of runoff in local watersheds, could affect both surface and groundwater supplies in the County. As a result, the County could struggle in the future in providing

adequate water supplies to its residents. Water users could face shortages in normal or dry years, if demand continues to increase. The points of sensitivity identified because of changes in precipitation patterns are shown below in Figure 14.

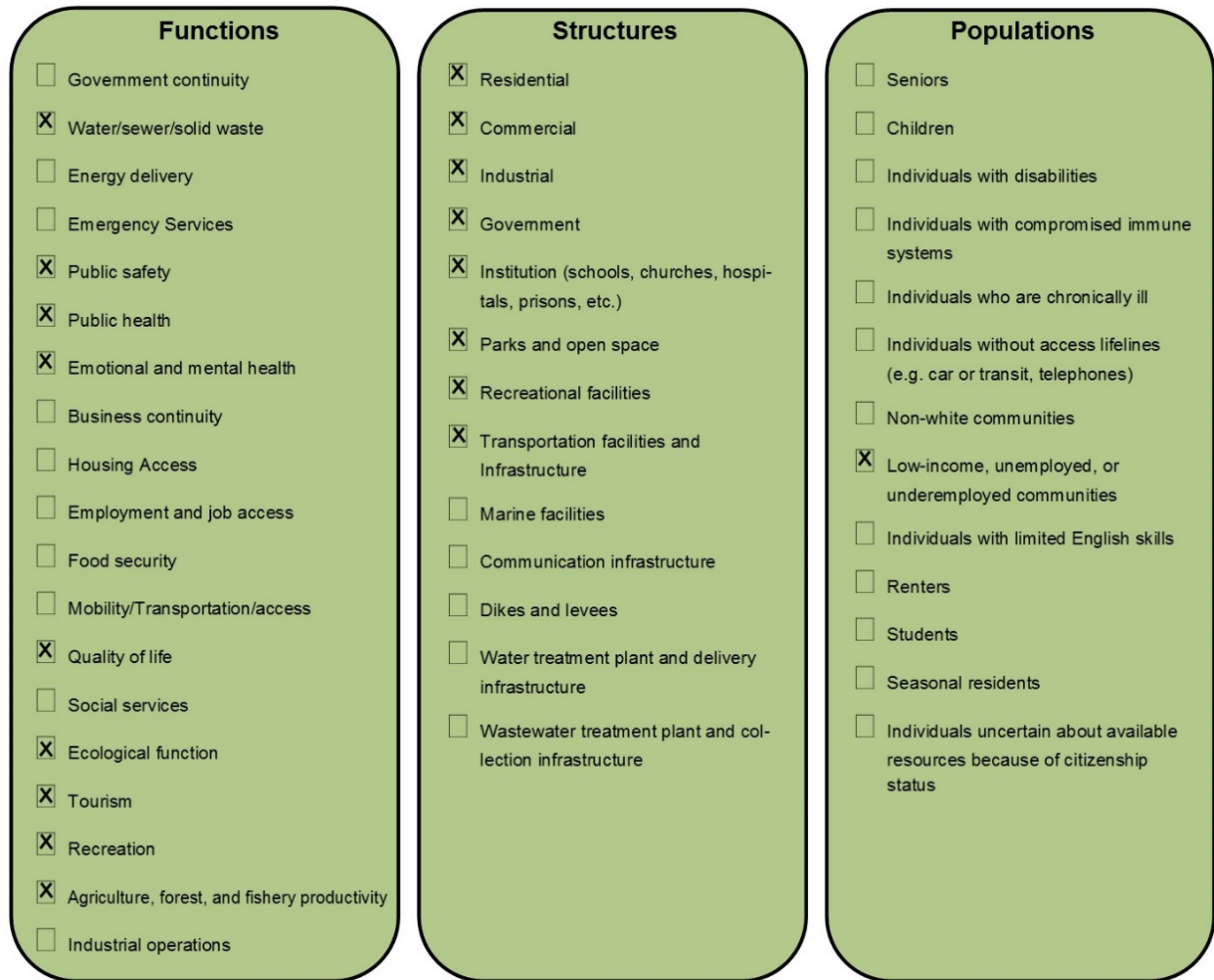


Figure 14: Napa County's Sensitivity to Changes in Precipitation

With intensified use of groundwater, many of California's groundwater basins are already in overdraft, with groundwater being used faster than it is being replenished and groundwater levels declining. Overdraft can also lead to land subsidence, which is the gradual settling or sudden sinking of the earth's surface. The effects of subsidence could impact houses and other structures such as transportation infrastructure, water well casing failures, and changes to the elevation and gradient of stream channels, drains, and other water transport structures (CNRA 2014:235).

In terms of agriculture, changes in timing and amounts of precipitation could affect local aquifer recharge for groundwater supplies in the future, which could in turn affect water supplies for agricultural uses. Conversely, as the weather gets warmer with climate change, agricultural demand for water could intensify because in extreme heat conditions water evaporates faster and plants need more water to move through their circulatory systems to stay cool (CNRA 2014:21). More specifically, attempts to maintain wine grape productivity and quality in the face of warming may be associated with increased water use for irrigation and to cool grapes through misting or sprinkling (Lee et al. 2013).

3.2.3 Increased Wildfire Risk

The County is already considered to be an area that is at high-risk for wildfires (Napa County 2013:77). Increased temperatures and changes in precipitation patterns associated with climate change are expected to increase the risk of wildfire in the County by approximately 10 to 20 percent by the end of the century. This increase could cause additional threats to the County and has the potential to affect emergency services, roads, water supplies to residents, housing access, and quality of life. The points of sensitivity identified for this exposure to increased wildfire risk is shown below in Figure 15.

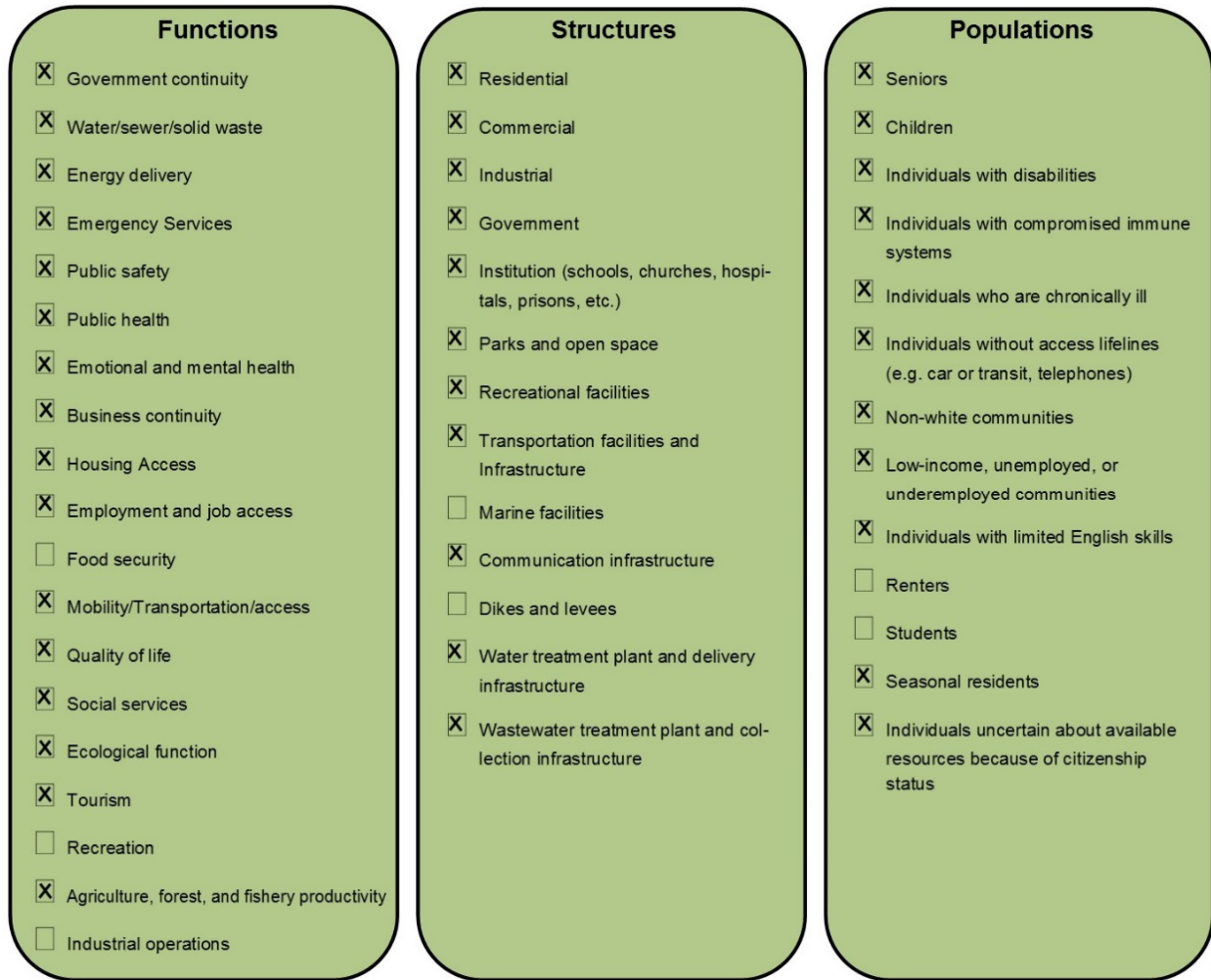


Figure 15: Napa County's Sensitivity to Wildfire Exposure

A changing climate is expected to subject forests to increased stress due to drought, disease, invasive species, and insect pests. These stressors are likely to make forests more vulnerable to catastrophic fire (Westerling 2008:231). While periodic fires are natural processes and an important ecological function, catastrophic fire events that cannot be contained or managed, can cause serious threats to homes and infrastructure, especially for properties located at the wildland-urban interface (i.e., where residential development mingles with wildland areas) (California Dept. of Forestry and Fire Protection 2009). Ecological functions are further impacted as the risk of fire increases. When it does rain in burned areas, more soil washes off the hills and into roads, ditches, and streams.

Wildfire also threatens energy generation and transmission infrastructure, resulting in damages to facilities (e.g., hydroelectric generation facilities in remote locations), increased maintenance costs, and reduced transmission line efficiency (CEC 2012:15).

The wine industry and the thousands of acres of vines could also be affected by wildfire. For vineyards that are near fires, the smoke could potentially cause problems, particularly for red grapes, where the skin is still used to in the winemaking process. That smoke could potentially infuse with the skin and create abnormal flavors (Mayton 2015). Wildfire could also negatively impact those who pick the grapes, due to the potential degradation of transportation infrastructure. Because many agricultural workers cannot afford to live in the County (due to high housing costs and the lack of affordable housing), their access and mobility could be impaired.

3.2.4 Increased Likelihood of Flooding

The County is considerably vulnerable to flooding, which has caused the most disaster declarations and the most damage and loss of life historically in the County (Napa County 2013:11). While it is uncertain exactly how climate change will affect flooding events in the County and to what extent, it is reasonable to assume that any increase in flooding could have serious ramifications as the area is already considerably vulnerable. Points of sensitivity are identified below in Figure 16.

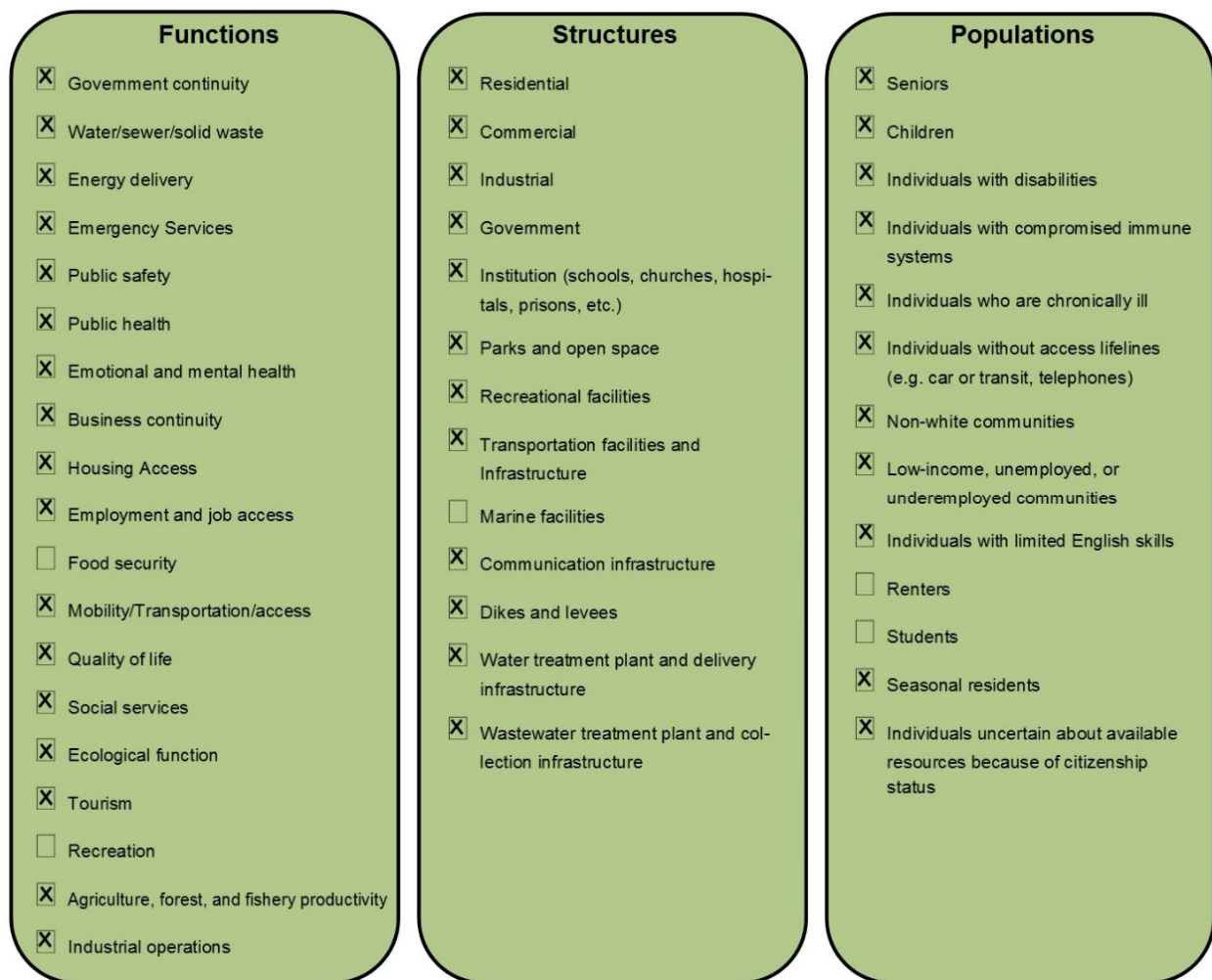


Figure 16: Napa County's Sensitivity to an Increased Likelihood of Flooding

One of the projected impacts of climate change is the increased likelihood of extreme floods capable of destroying streamside land, buildings, roads, and crops. Climate change will not only stress human communities and infrastructure, but will also threaten the biodiversity that occurs along the streams and creeks in the County. Flooding could also lead to the destruction of agriculture, erosion of topsoil, and

deposits of debris and sediment on crop lands. It could also release sewage and hazardous or toxic materials as wastewater treatment plants are inundated, storage tanks are damaged, and pipelines severed. Floods also cause economic losses through closure of businesses and government facilities; disrupt communications; disrupt the provision of utilities such as water and sewer; result in excessive expenditures for emergency response; and generally, disrupt the normal function of a community. (Napa County 2013:58)

3.2.5 Sea-Level Rise

The County is not very vulnerable to sea-level rise, with less than one percent of the County's total population considered at risk (CEC 2012:14 and Census 2014). Considering a 100-year flood event, a 1.5 m rise in sea-level and other hydrodynamical factors, most of the land at increased risk for flooding is undeveloped. A small portion of critical infrastructure, such as roads, railways, hospitals, emergency facilities, and properties in the southwestern portion of the County and in areas along the Napa River, including parts of Downtown Napa, could become vulnerable. American Canyon Power Plant and the Napa Sanitation District Water Treatment Plant could also become vulnerable (CEC 2012:23). The points of sensitivity identified for this exposure risk is shown below in Figure 17.

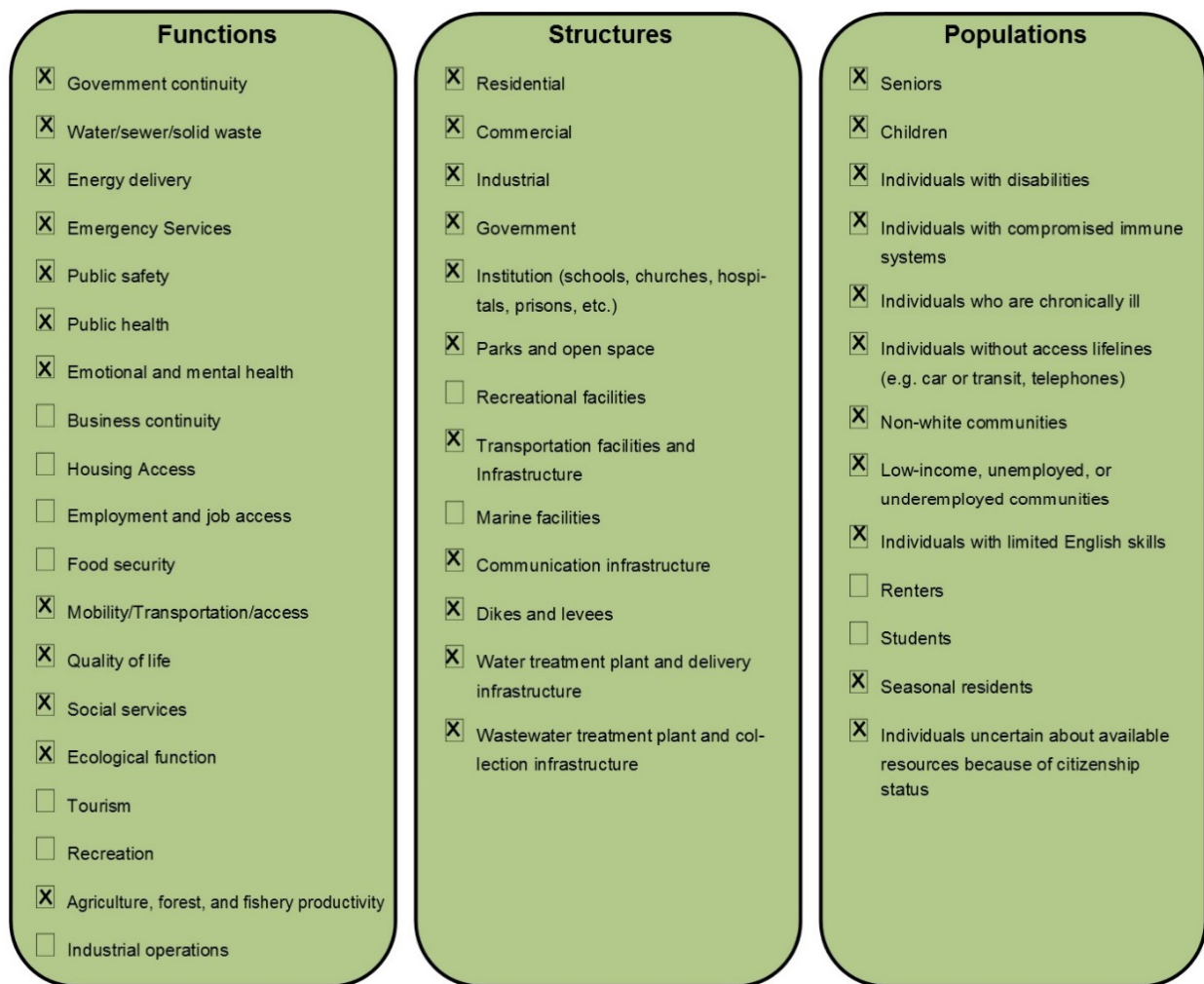


Figure 17: Napa County's Sensitivity to Sea-Level Rise Exposure

As sea-levels rise, the area and the number of people at risk due to flooding will also rise. Rising sea levels can overwhelm existing protection structures, putting those County residents living in vulnerable areas at increased risk (CEC 2012:6). Factors that increase vulnerability to the adverse impacts of flood events associated with sea-level rise include access to preparedness information, transportation, healthcare, and insurance. Key demographics associated with these vulnerabilities include income, race, linguistic isolation

(i.e., non-English speaking), and residential tenure (CEC 2012:8). Language ability is an important factor in assessing vulnerability as emergency response crews may be unable to communicate with non-English speakers (CEC 2012:9). The County has a large Hispanic population, many of which are low-income agricultural workers that speak primarily Spanish. The Hispanic population has increased from 23.7 percent in 2000 to 33.7 percent in 2014 (Census 2014). This population is especially vulnerable and would be impacted by a flood event associated with sea-level rise.

Renters are also more vulnerable, as they are less likely to reinforce buildings and buy insurance because the decision to make major home improvements typically lies with the property owner. Additionally, disaster recovery services have often targeted homeowners, to the disadvantage of renters (CEC 2012:9).

3.3 Step 4: Adaptive Capacity

Once identifying the points of sensitivity and the potential impacts of exposures, the next step is to look at the County's current adaptive capacity to address climate change. Step 4 involves determining what is or can be currently done in the County to address these challenges. Review of the County's existing local policies, plans, programs, resources, or institutions provides a good snapshot of the County's ability to adapt to climate change and reduce vulnerability. Based on this information, adaptive capacity for a County can be rated high, medium, or low. High adaptive capacity indicates that sufficient measures are already in place to address projected changes, while a low rating indicates a community is unprepared (CNRA 2012a:26).

The adaptive capacity of the County to respond to projected climate change impacts is analyzed below, based on identified exposures where possible. It is important to note that this review of local climate adaptation-related work offers a high-level perspective on the issue and is not meant to be all-inclusive. As more specific facilities, structures, and areas are identified in the future, additional review of adaptive capacity may likely be needed.

On a planning level, the County addresses current and future impacts related to existing natural hazards, as evidenced by the creation of the County's Operational Area Hazard Mitigation Plan in 2013, which identifies current hazard risks and mitigation strategies for flooding, earthquakes, and fires. Furthermore, the County's 2008 General Plan includes policies aimed at reducing local contributions to global climate change and encourages sustainable building practices, efficient use of resources (i.e., water, land, and energy), sustainable vineyard practices, and ecological stewardship. It also covers vulnerable populations, including policies aimed at achieving more equitable outcomes for the growing low-income populations in the County, as well as its aging population that require better access to public services and housing.

In addition to planning efforts, climate adaptation-related work occurring in the County includes, but is not limited, to the following:

Efforts Related to Increased Temperature and Frequency of Extreme Heat Events and Heat Waves

- The Napa County Health and Human Services Agency, Public Health Division maintains an Excessive Heat Emergency Response Plan. This plan provides information and structure to the County in heat related emergencies. A part of the plan includes identifying and allocating locations of cooling centers in the event of a heat emergency. Cooling centers can include senior centers, community centers, shopping malls, churches, possible ice skating rinks, and other places that fit the appropriate criteria (Napa County 2009).

Adaptive Capacity Ranking: Medium

Napa County's Excessive Heat Emergency Response Plan is designed to address current and projected changes in increased temperature, including extreme heat events and heat waves. The plan clearly outlines

procedures and steps the County can take, including which other agencies to enlist for support, to effectively help the community in the event of excessive heat emergencies. While the plan can account for projected increases in temperature, it is reactive in nature and does not include potential solutions that could be put in place before extreme heat events occur. Therefore, the adaptive capacity ranking for increased temperature is medium.

Efforts Related to Changes to Precipitation Patterns and Water Supply

- The County participates in the Home Energy Opportunity (HERO) Program, which is part of the Property Assessed Clean Energy (PACE) Program. HERO helps homeowners reduce energy bills and decrease water consumption through special financing options, while also creating jobs for registered contractors in the County (Yune 2014).
- The County has water conservation regulations for landscape design, with the intent to conserve water through promotion of the most efficient use of water in landscape design, while respecting the economic, environmental, aesthetic, and lifestyle choices of individuals and property owners (Napa County Municipal Code Title 18, Chapter 18.118)
- The County has several water conservation programs to help combat drought and other water supply issues. These include promotion of rebate programs from DWR for single-family residences to remove turf and replace toilets, as well as clothes washer rebates for residents from PG&E and the County (Napa County 2016).
- The Napa County Flood Control and Water Conservation District Office also provides free water-saving devices to those living in the County. These include faucet aerators, showerheads, and hose times (Napa County 2016).
- The County recently adopted a Sustainable Groundwater Management Plan, which continues policies that have arrested further subsidence from the Milliken, Sarco, and Tulocay (MST) basin. This has resulted in a stable aquifer for the past ten years (Napa County 2017).

Adaptive Capacity Ranking: Medium

The County has several water conservation programs, including rebates for appliances and free-water saving devices for residents, that are helping to combat drought and other water supply issues; however, the County is still currently vulnerable to water supply issues due to drought and other factors. The County will face challenges in providing sufficient water supplies in the future due to climate change effects, coupled with an increasing population (i.e., mostly in the incorporated areas) and increasing water demand. While the County has already taken steps towards achieving long-term groundwater sustainability, there is still a possibility that water supply availability may change in the future and will need to be further addressed. Therefore, the adaptive capacity ranking for changes to precipitation patterns and water supply is medium

Efforts Related to the Increased Likelihood of Flooding

- Structures to control flooding have been built throughout the populated west side of the County and are operated and maintained by several agencies. A number of levees have been built along the Napa River to protect agricultural lands and populated parts of the County and to withstand a 100-year flood event. The Napa River Flood Control Project, a major flood control project on the Napa River and its tributaries, will provide a much higher level of flood protection. (Napa County 2013:59).

Adaptive Capacity Ranking: Medium

While levees and structures have been built to protect the County from a 100-year flood event, and the Napa River Flood Control Project will provide a higher level of flood protection, the County is currently not prepared to address effects associated with future sea-level rise and other hydrodynamic factors. Climate change is projected to expose 13,000 additional acres to 100-year flood risk. While a majority of these areas are

undeveloped, some developed areas are at risk and should be accounted for in future plans. Therefore, the adaptive capacity for risks associated with flooding is medium.

Efforts Related to the Increased Risk of Wildfire

- The County has adopted the 2010 Uniform Fire Code to help reduce the County's risk of wildfire (Napa County 2013:77).
- The County has provisions to help prevent the accumulation of combustible vegetation or rubbish that can be found to create fire hazards and potentially impact health, safety, and general welfare of the public. Provisions include ensuring that defensible spaces, which are adjacent to each side of a building or structure, are cleared of all brush, flammable vegetation, or combustible growth (Napa County Municipal Code Title 8, Chapter 8.36).
- The County participates in the National Fire Protection Association's (NFPA) Firewise Communities Program, which is co-sponsored by the USDA Forest Service, the US Department of the Interior, and the National Association of State Foresters. The program encourages local solutions for safety by teaching people how to adapt to living with wildfire and encourages neighbors to work together and take action to prevent losses (NFPA 2016).
- The Napa Communities Firewise Foundation, in cooperation with the Napa County Fire Department, provides a free chipping service to County residents who are working to maintain the State mandated 100-foot of defensible space around their homes and complying with the County Hazard Abatement Ordinance (Napa County 2016).
- The County has several Fire Safe Councils that are active in minimizing the potential for wildfire damage. Fire Safe Councils receive Federal grants from agencies like the U.S. Forest Service, Bureau of Land Management, and National Park Service. These funds provide Fire Safe Councils with grant money to pursue projects to reduce hazardous fuels, provide wildfire prevention education, and create risk assessments and Community Wildfire Protections Plans (California Fire Safe Council 2017).
- The County is also only one of four Counties to have road standards that meet the Board of Forestry's stringent requirements.

Adaptive Capacity Ranking: Medium

The County is an area that is currently at high-risk for wildfires. While programs and policies in place show a current capacity to address risks, the County is still vulnerable. Climate change is projected to increase this current risk by anywhere from 10 to 20 percent. The County will need to continue to adapt to this projected increase. Therefore, the adaptive capacity for risks associated with wildfire is medium.

Other Climate-Adaptation Related Efforts

- Sustainable Napa County is a nonprofit organization that brings together County business, agriculture, nonprofit, and government entities as part of a comprehensive, collaborative campaign for long term environmental, economic, and social sustainability. With support from PG&E, their mission is to help residents get informed about sustainability and to offer resources and education on a variety of issues including green business, green building, energy, water, recycle and waste, agriculture, air, and transportation (Sustainable Napa County 2016).
- The County enforces the Green Building Standards Code to establish and encourage sustainable building construction practices having a positive environmental impact (Napa County Municipal Code Title 15, Chapter 15.14).

- The County supports the Napa Green Certification program, which is a comprehensive environmental certification program for vineyards and wineries in the Napa Valley. The program aims to reduce solid waste generation, water use, and wastewater generation, promoting sustainable agricultural practices. There is currently a 40 percent participation rate amongst wineries in Napa (Napa Green 2017).
- The County recently joined Marin Clean Energy (MCE), a Community Choice Aggregation (CCA) program. A CCA allows city and county governments to aggregate or pool electricity customers to purchase and develop power, while also allowing them to administer energy programs on behalf of their residents and businesses. A CCA works in partnership with a region's existing utility, which continues to deliver power, maintain the grid, and provide consolidated billing and other customer services. MCE offers its customers three different product offerings: Light Green, Deep Green, and Local Sol. Customers in the MCE service territory are automatically enrolled in Light Green, which provides customers with 50 percent renewable energy from sources such as solar, wind, bioenergy, geothermal, and small hydroelectric power facilities (MCE 2017).

Adaptive Capacity Ranking: Medium

The County has practices and organizations in place that help address future issues of sustainability and climate adaptation. With organizations that educate the public and foster collaboration for longer term environmental sustainability, the County is finding ways to change behaviors and practices now. Furthermore, by adopting the Green Building Standards Code, the County is setting a precedent for reduced energy use, building with more sustainable materials, and employing better water conservation tactics. These efforts, however, would need to be expanded and applied on a much larger scale throughout the County in order to address future changes attributed to climate change. Therefore, the adaptive capacity for other climate-adaptation related efforts is medium.

In conclusion, the County is committed to continuing efforts to reduce and address existing risks and future impacts as a result of climate change on a program level. With a number of ordinances and programs that cover a range of exposures, the County is well equipped to handle current issues of extreme heat events and water supply issues, but could still likely face increasing challenges as projected changes occur. Programs and adoption of the 2010 Uniform Fire Code has helped to mitigate the high risk for wildfires, but the County is still vulnerable to current and future fires. Other efforts, aimed at increasing energy efficiency, are commendable but cover only a small range of climate-related impacts. The County will also need to continue to adapt to better address impacts to sea-level rise and associated flooding. However, the long-term vision identified in the County's planning documents demonstrate that the County is forward-thinking in their policy and mitigation development towards all exposures and are positioned to maintain services in the face of climate change.

3.4 Step 5: Risk and Onset

The final step in the vulnerability assessment is to rank impacts based on the level of risk and the projected timeframe. Risk is the likelihood or probability that a certain impact will occur, which is an assessment that combines the estimated certainty of the science projecting the climate change impact and the certainty of the sector sensitivity. Certainty ratings are based on percent probability of global models created by IPCC (CNRA 2012a:29). The timeframe in which the impact is most likely to occur (based on risk) can be categorized as:

- Current: Impacts currently occurring
- Near-term: 2020-2040
- Mid-term: 2040-2070
- Long-term: 2070-2100

Risk certainty has been provided based on the certainty of exposures estimated in Step 1 in Table 1 below. Onset designations have also been assigned.

The table shows that all temperature-related impacts are the most likely near-term climate change exposure facing the County and should be addressed and prioritized in future adaptation planning efforts. While sea-level rise has a high certainty rating and is already occurring, its onset is not expected to occur until closer to the end of the century in terms of changes in areas already vulnerable to flooding or causing permanent inundation in tidally-influenced areas of the County. Addressing increases in flooding and wildfire risk have mid-term onsets and should be prioritized accordingly.

Table 1 Risk and Onset for Napa County Climate Change Impacts		
Impact	Certainty Rating	Timeframe
Increased Temperature	High	Near-term
Increased Frequency in Extreme Heat Events	High	Near-term
Increased Frequency in Heat Waves	High	Near-term
Sea-Level Rise	High	Long-term
Changes to Precipitation Patterns	Medium	Near-term
Increased Wildfire Risk	Medium	Mid-term
Increased Flooding	Medium	Mid-term

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Appendix D

Climate Action Plan Consistency Checklist



A Tradition of Stewardship
A Commitment to Service

NAPA COUNTY
PLANNING, BUILDING, AND ENVIRONMENTAL SERVICES
1195 Third Street, Suite 210, Napa, California, 94559
(707) 253-4417

FILE# _____

Climate Action Plan Consistency Checklist

Introduction

The [Napa County Climate Action Plan \(CAP\)](#), adopted by the County Board of Supervisors on XXXXXXX, 2017, outlines actions that the County will undertake to achieve its proportional share of State greenhouse gas (GHG) emissions reductions. Implementation of the CAP will require that new development projects attain higher levels of energy efficiency and incorporate more sustainable design standards. To help new development applicants plan and design projects consistent with the CAP, and to assist County staff in determining the consistency of proposed projects with the CAP during development review, the County has prepared a CAP Consistency Checklist (Checklist). This Checklist, in conjunction with the CAP, provides a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The Napa County CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to cumulative GHG emissions effect may be determined to not cumulatively be significant if it complies with the requirements of a plan for the reduction of GHG emissions. The Napa County CAP meets the criteria identified in Section 15183.5; therefore, the CAP is considered a "qualified" plan for the reduction of GHG emissions. New development projects that can demonstrate consistency with applicable GHG reduction measures in a qualified plan for the reduction of GHG emissions are eligible for CEQA streamlining, per the provisions of CEQA Guidelines Section 15183.5. Under these provisions, if a project can show consistency with applicable GHG reduction measures, the level of analysis for the project required under CEQA with respect to GHG emissions can be reduced considerably (i.e., a detailed analysis of project-level GHG emissions and potential climate change impacts is not needed).

This Checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions regarding the implementation of relevant CAP strategies toward achieving the identified GHG reduction targets. Furthermore, a project's incremental contribution to cumulative GHG emissions may be determined to not be cumulatively considerable. Projects that are consistent with the CAP, as determined using this Checklist, may rely on the CAP for the cumulative impacts analysis of GHG emissions under CEQA. Projects requiring discretionary review that cannot demonstrate consistency with the CAP using this Checklist would be required to prepare a separate, more detailed project-level GHG analysis as part of the CEQA document prepared for the project.

Checklist Applicability

This Checklist only applies to certain development projects that require discretionary review and must undergo environmental review (i.e., not exempt) pursuant to CEQA. Projects that only require ministerial review (e.g., only building permits) would not be subject to the Checklist. The CAP contains other measures that, when implemented, would apply to broadly to all ministerial and discretionary projects. Some of those measures (e.g., CALGreen Tier 1 standards) are included for discretionary projects in this Checklist, but

could also apply to all ministerial projects broadly once the County takes action to codify specific requirements or standards.

Discretionary actions that are not subject to this Checklist would include: 1) discretionary actions that are otherwise exempt from CEQA because they do not result in any physical changes to the environment; 2) permits allowing wireless communication facilities; and 3.) certain infrastructure projects such as roads, pipelines, or other public works projects that are not directly tied to specific development proposals. These classes of discretionary actions would not result in changes in land use, the intensification of existing land uses, new building construction, or substantial renovations or expansions of buildings, and thus completion of this Checklist would not be applicable. However, staff may still require certain discretionary projects to complete separate, project-specific GHG analyses and incorporate such analyses and any project-level mitigation required into CEQA documents. This could include, for example, roads, pipelines, or other public works, where construction activities or physical changes in the environment could result in increases in GHG emissions. The final determination of whether the CAP Checklist may be used, or whether a project-specific analysis is required, will be made by staff.

Checklist Procedures

General procedures for Checklist compliance and review are described below. Specific guidance is also provided under each of the questions under Steps 1 and 2 of the Checklist in subsequent pages.

- The County's Planning Division reviews development applications and will make determinations regarding environmental review requirements under CEQA. Procedures for CEQA can be found on the County's [Planning Policy Documents Homepage](#). County staff will make the final determination as to whether environmental review is required, and if so, whether completion of the CAP Checklist is required for a proposed project or whether a separate project-level GHG analysis is required.
- The specific requirements outlined in the Checklist, along with any items the applicant agrees to in consideration of this process, shall be required as a condition of approval.
- The applicant must provide a written explanation that demonstrates how the proposed project will implement each Checklist requirement described herein to the satisfaction of the Planning Division.
- If a question in the Checklist is deemed not applicable (N/A) to a project, an explanation must be provided to the satisfaction of the Planning Division.
- Applicants may provide alternate GHG reduction measures to those included in this checklist, so long as the alternate measures are demonstrated to be equivalent or more effective than those being replaced. Applicants requesting use of alternate GHG reduction measures must submit supporting documentation along with the completed CAP Checklist, including detailed GHG reduction calculations and a written narrative, substantiating how the alternate measures would achieve equivalent or more GHG reductions.
- Development projects requiring discretionary review that cannot demonstrate consistency with the CAP using this Checklist would be required to prepare a separate, more detailed project-level GHG analysis as part of the CEQA document prepared for the project.
- The Checklist is an administrative document that may be updated periodically by County staff to incorporate new GHG reduction measures or to comply with later amendments to the CAP or local, State, or federal law. Any updates to the Checklist will be administered by the Planning Division at the staff level.

Application Information

Contact Information

Project No./Name: _____

Property Address/APN: _____

Applicant Name/Co.: _____

Contact Phone: _____ Contact Email: _____

Was a consultant retained to complete this checklist? Yes No

If Yes, complete the following:

Consultant Name: _____ Contact Phone: _____

Company Name: _____ Contact Email: _____

Project Information

1. What is the size of the project (acres)? _____

2. Identify all applicable proposed land uses (indicate square footage):

Residential (indicate # of one- and two-family units): _____

Residential (indicate # of multi-family units): _____

Commercial (indicate total square footage): _____

Industrial (indicate total square footage): _____

Winery (indicate total square footage): _____

Agricultural (indicate total acreage): _____

Other (describe): _____

4. Provide a brief description of the project proposed: _____

CAP Consistency Checklist Questions

Step 1: Land Use Consistency

For projects that are subject to the CAP consistency evaluation, the first step in determining consistency is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the County to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
1. Is the proposed project consistent with the existing General Plan land use and zoning designations?	<input type="checkbox"/>	<input type="checkbox"/>

Applicant Detail:

Please substantiate how the project satisfies question 1.

If "Yes," proceed to Step 2 (CAP Measures Consistency) of the Checklist.

If "No," proceed to the question 2 below.

2. Does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------

Applicant Detail:

Please substantiate how the project satisfies question 2 and provide estimated project emissions under both existing and proposed designations(s) for comparison.

If "No," the project's GHG impact is potentially significant and must be analyzed in accordance with CEQA. The applicant must prepare a separate, more detailed project-level GHG analysis to demonstrate how it would offset the increase in emissions over the existing designations. The project must incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete a separate project-specific GHG analysis and Step 2 of the Checklist.

Step 2: CAP Measures Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable measures of the CAP. Each checklist item is associated with a specific GHG reduction measure(s) in the Napa County CAP.

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
New Vineyards on More than 5% Slopes				
<p>1a. Electric Irrigation Pumps</p> <p>If installing new irrigation pumps, would the project install only electric irrigation pumps using either on-site solar photovoltaic (PV) or small wind energy generation systems and battery storage, or via connection to overhead power lines?; <u>OR</u></p> <p>If the site contains existing diesel-powered or gasoline-powered irrigation pumps, would the project convert them to electric pumps using on-site solar PV or small wind energy generation systems with battery storage, or via connection to overhead power lines?</p> <p>Check "N/A" only if the project does not contain any agricultural operations.</p>	AG-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1b. Applicant Detail:</p> <p>Please substantiate how the project satisfies questions 1a.</p> <hr/> <hr/> <hr/>				
<p>2a. Agricultural Equipment</p> <p>Would the project, following project completion, use electric or alternatively-fueled agricultural equipment (i.e., renewable diesel, natural gas, or other low-carbon fuels) in its operations?; <u>OR</u></p> <p>If the project cannot commit to using electric or alternatively-fueled agricultural equipment during operations, would the project use Tier 4 diesel equipment for off-road agricultural equipment?</p> <p>Check "N/A" only if the project does not contain any agricultural operations.</p>	AG-3 & AG-4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>2b. Applicant Detail:</p> <p>Please substantiate how the project satisfies questions 2a.</p> <hr/> <hr/> <hr/>				
<p>3a. Sustainable Agricultural Practices</p> <p>Which of the following sustainable agricultural best management practices (BMPs) will the project, following project completion, include in its operations? Check all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Low carbon farming <input type="checkbox"/> Low impact farming (e.g., minimizing tractor passes) <input type="checkbox"/> Low- or no-till farming <input type="checkbox"/> Cover cropping strategies <input type="checkbox"/> Low nitrogen fertilizer usage <input type="checkbox"/> Low water usage <input type="checkbox"/> Composting 	AG-6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
<input type="checkbox"/> Use of fuel efficient equipment <input type="checkbox"/> Napa Green Land certification <input type="checkbox"/> Other Check "N/A" only if the project does not contain any agricultural operations.				

3b. Applicant Detail:

Please substantiate how the project satisfies questions 3a, providing details for each checked BMP.

Building Energy Efficiency and Green Building

4a. Energy Audits

Existing Buildings: For projects that require substantial additions to or alterations to existing buildings, and the scope of work would affect greater than or equal to 50 percent of the lot's total building square footage, the project must complete an energy audit.

Will the energy audit be performed prior to issuance of a building permit? And, will the project applicant agree, as a condition of approval, to incorporate all cost-effective energy improvements into the project design, per the recommendations of the energy audit?

Check "N/A" only if the project is not an existing project addition or alteration.

BE-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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4b. Applicant Detail:

Please substantiate how the project satisfies questions 4a.

5a. CALGreen Tier I Standards for Existing Nonresidential and Residential Construction:

For projects that require substantial alterations or additions to existing buildings over 1,000 square feet, will the project agree, as a condition of approval, to comply with current CALGreen Tier 1 Green Building standards, as outlined in the [California Green Building Standards Code](#); and, current Tier 1 energy efficiency standards in Title 24, Part 6 of the California Code of Regulations?

BE-3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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5b. CALGreen Tier I Standards for New Nonresidential and Residential, and ZNE Requirements:

For projects that include new nonresidential or residential construction, will the project agree, as a condition of approval, to comply with current CALGreen Tier 1 Green Building standards, as outlined in the [California Green Building Standards Code](#); and, current Tier 1 energy efficiency standards in Title 24, Part 6 of the California Code of Regulations?

BE-4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
For projects that include new residential construction for which building permits would be issued after January 1, 2020, will the project agree, as a condition of approval, to achieve zero-net energy (ZNE) performance, in accordance with standards, specifications or guidance issued by the California Energy Commission under Title 24 of the California Code of Regulations?				

5c. Applicant Detail:

Please substantiate how the project satisfies questions 5a and 5b.

Oak Woodland and Forest Preservation and Tree Mitigation

6a. Oak Woodland and Coniferous Forest – Preservation and Mitigation Would the project preserve a minimum of 30 percent of existing trees on-site? <u>AND</u> For any existing trees that cannot be preserved on-site, would they be replanted at a minimum ratio of 2:1 on-site or elsewhere?	LU-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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6b. Applicant Detail:

Please substantiate how the project satisfies questions 6a.

Riparian Woodland Preservation

7a. Riparian Woodlands Would the project avoid removal of riparian woodland habitat and result in no net losses? Check "N/A" only if the project does not contain any riparian woodland habitat.	LU-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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7b. Applicant Detail:

Please substantiate how the project satisfies questions 7a.

Tree and Woody Biomass Waste Diversion

8a. Tree and Woody Biomass Waste Diversion If the project requires existing trees and/or woody biomass to be removed, will the project applicant demonstrate in the Construction & Demolition (C&D) Waste Management Plan that at least 80 percent of the	LU-3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
<p>total removed weight of trees or woody biomass will be diverted for other uses or prevented from burning by implementing any of the following?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reuse of harvested wood from removed trees as lumber or furniture in on-site construction <input type="checkbox"/> Sale of harvested wood from removed trees to local businesses <input type="checkbox"/> Chipping non-usable wood or woody biomass for use as mulch on-site <input type="checkbox"/> Burying non-usable woody biomass <input type="checkbox"/> Other sustainable reuse or disposal methods <p>Check "N/A" only if the project does not remove existing trees or woody biomass on-site.</p>				

8b. Applicant Detail:

Please substantiate how the project satisfies questions 8a, providing details for each checked item.

Water Heating Systems

9a. Electric or Alternately-Fueled Water Heating Systems:

Residential and Non-Residential: For residential and non-residential projects, will the project agree, as a condition of approval, to install the following types of electric or alternately-fueled water heating systems? Please check which types of systems will be installed:

- Electric water heater
- Ground source heat pump
- Solar thermal water heater
- Heat pump water heater
- Other

Natural gas water heating systems will only be permitted if natural gas water heaters proposed to be used are rated to achieve a minimum thermal efficiency of 95 percent. In this case, applicants must submit documentation verifying that the thermal efficiency ratings of the proposed water heaters are at least 95 percent.

Check "N/A" if the project does not contain any residential or non-residential buildings.

BE-6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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9b. Applicant Detail:

Please substantiate how the project satisfies questions 9a.

Transportation System Management

10a. Transportation System Management (TSM)

Non-residential: For non-residential projects in which more than 20 employees will be employed on-site, will the project agree, as a condition of approval, to comply with the County's TSM ordinance? And, will the project work with County staff to implement the proper combination of the following BMPs?

TR-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
<p>At least one of the following components:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Parking cash out program <input type="checkbox"/> Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools <input type="checkbox"/> Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development <p>At least three of the following components:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Convenient access to transit <input type="checkbox"/> On-site car-sharing vehicle(s) or bike-sharing <input type="checkbox"/> Secure bike parking <input type="checkbox"/> Preferential parking for carpools and vanpools <input type="checkbox"/> Pedestrian access to public sidewalks <input type="checkbox"/> Flexible or alternative work hours <input type="checkbox"/> Parking management plan <input type="checkbox"/> Telework program <input type="checkbox"/> Transit, carpool, and vanpool subsidies <input type="checkbox"/> Pre-tax deduction for transit or vanpool fares and bicycle commute costs <input type="checkbox"/> Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within ¼ mile of the structure/use? <p>Check "N/A" if the project is a residential project or if the project would not accommodate more than 20 employees.</p>				

10b. Applicant Detail:

Please substantiate how the project satisfies questions 10a, providing details for each checked item.

Parking

11a. Clean-Air Designated Parking Spaces

Non-residential projects: For new nonresidential projects, will the project agree, as a condition of approval, to comply with clean-air designated parking spaces as stated in non-residential voluntary measure A5.106.5.11 of the [California Green Building Standards Code](#) and to provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles as outlined in the table below?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
25-60	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

BE-3,
BE-4
and
TR-2

This question does not cover electric vehicles (EVs). See Question 14 for EV parking requirements.

Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
<p>Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.</p> <p>Check "N/A" only if the project is a residential project.</p>				

11b. Applicant Detail:

Please substantiate how the project satisfies questions 11a.

<p>12a. Reduced Parking Capacity <u>Non-residential:</u> For new nonresidential projects, will the project agree, as a condition of approval, to comply with provisions stated in non-residential voluntary measure A5.106.6.1of the California Green Building Standards Code to reduce parking capacity by employing at least one of the following strategies? 1. Use of on street parking or compact spaces, illustrated on the site plan; or, 2. Implementation and documentation of programs that encourage occupants to carpool, ride share or use alternate forms of transportation.</p> <p>Check "N/A" only if the project is a residential project.</p>	BE-3, BE-4 and TR-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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12b. Applicant Detail:

Please substantiate how the project satisfies questions 12a

Electric Vehicle Infrastructure

<p>13a. EV Charging For the following types of projects, will the project agree, as a condition of approval, to comply with applicable EV charging measures, as outlined in the California Green Building Standards Code?</p> <ul style="list-style-type: none"> • <u>One- and two-family dwellings and townhouses with attached private garages:</u> To comply with Tier 1 residential voluntary measure A4.106.8.1 of the California Green Building Standards Code, would the required parking serving each new dwelling be "EV Ready"¹ to allow for the future installation of electric vehicle supply equipment to provide an electric vehicle charging station for use by the resident? • <u>Multi-Family Projects of 17 or more dwelling units:</u> To comply with Tier 1 residential voluntary measure A4.106.8.2 of the California Green Building Standards Code, would 5% of the total parking 	BE-3, BE-4 and TR-11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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¹ "EV Ready" means a parking space that is pre-wired with a dedicated 208/240 branch circuit installed in conduit that originates at the electrical service panel or sub-panel and 40 ampere minimum overcurrent protection device, and terminates into a cabinet, box or enclosure, in a manner approved by the building official.

Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A																		
<p>spaces required, or a minimum of one space, whichever is greater, be "EV Capable"² to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?</p> <ul style="list-style-type: none"> <u>Non-residential</u>: To comply with Tier 1 nonresidential voluntary measure A5.106.5.3 .1 of the California Green Building Standards Code, would the project provide "EV Capable" spaces, as outlined in the table below, to allow for future installation of electric vehicle supply equipment to provide stations at such time as it is needed for use by future occupants? <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #4f7942; color: white;"> <th style="padding: 5px;">Number of Required Parking Spaces</th> <th style="padding: 5px;">Number of Designated Parking Spaces</th> </tr> </thead> <tbody> <tr><td style="padding: 2px 5px;">0-9</td><td style="padding: 2px 5px;">0</td></tr> <tr><td style="padding: 2px 5px;">10-25</td><td style="padding: 2px 5px;">2</td></tr> <tr><td style="padding: 2px 5px;">25-60</td><td style="padding: 2px 5px;">3</td></tr> <tr><td style="padding: 2px 5px;">51-75</td><td style="padding: 2px 5px;">5</td></tr> <tr><td style="padding: 2px 5px;">76-100</td><td style="padding: 2px 5px;">7</td></tr> <tr><td style="padding: 2px 5px;">101-150</td><td style="padding: 2px 5px;">10</td></tr> <tr><td style="padding: 2px 5px;">151-200</td><td style="padding: 2px 5px;">14</td></tr> <tr><td style="padding: 2px 5px;">201 and over</td><td style="padding: 2px 5px;">At least 8% of total</td></tr> </tbody> </table>	Number of Required Parking Spaces	Number of Designated Parking Spaces	0-9	0	10-25	2	25-60	3	51-75	5	76-100	7	101-150	10	151-200	14	201 and over	At least 8% of total				
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51-75	5																					
76-100	7																					
101-150	10																					
151-200	14																					
201 and over	At least 8% of total																					

13b. Applicant Detail:

Please substantiate how the project satisfies questions 13a.

Recycling and Composting

14a. Recycling and Composting

Multi-Family Projects of 5 or more dwelling units: Would the project provide a readily accessible area(s) that serve all buildings on the site and is identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals?

Commercial and Wineries: Would the project facilitate or participate in food or winery waste composting for small and large businesses, in coordination with applicable food waste and winery waste composting programs offered by various recycling and waste disposal services within the County?

Check "N/A" if the project is single-family residential, multi-family less than five units, and industrial.

SW-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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14b. Applicant Detail:

Please substantiate how the project satisfies questions 14a.

² "EV Capable" means a parking space that has a cabinet, box or enclosure connected to a conduit linking the parking space to the electrical service panel in a manner approved by the building official. The electrical service panel shall provide sufficient capacity to simultaneously charge all electric vehicles with or without a load management system.

Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide explanation for your answer)	CAP Measure	Yes	No	N/A
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Water Efficiency and Conservation

15a. For residential and non-residential projects, would the project comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code ?	BE-3, BE-4 and WA-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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15b. Applicant Detail:
Please substantiate how the project satisfies questions 15a.

16a. Water Audits <u>Existing Commercial and Industrial:</u> For commercial and industrial projects that require substantial addition, alteration, and expansion to existing facilities, the project must comply with a water audit. Will the water audit be performed prior to issuance of a building permit? And, will the project agree, as a condition of approval, to incorporate all cost-effective water efficiency improvements into the project design, per recommendations in the water audit?	WA-4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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16b. Applicant Detail:
Please substantiate how the project satisfies questions 17a.

Low-Global Warming Potential Refrigerants

17a. Low-Global Warming Potential (GWP) Refrigerant Use Non-residential: For new nonresidential projects, will the project agree, as a condition of approval, to comply with CALGreen Tier 1 non-residential voluntary measure A5.508 as stated in the California Green Building Standards Code, which would require the installation of HVAC equipment that complies with either of the following: 1. Install HVAC, refrigeration and fire suppression equipment that do not contain HFCs or that do not contain HFCs with a global warming potential greater than 150. 2. Install HVAC and refrigeration equipment that limit the use of HFC refrigerant through the use of a secondary heat transfer fluid with a global warming potential no greater than 1. Check "N/A" if the project is residential.	BE-3, BE-4 and HG-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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17b. Applicant Detail:
Please substantiate how the project satisfies questions 17a.
