Napa County

1195 THIRD STREET
SUITE 310
NAPA, CA 94559

Agenda

Friday, July 26, 2024
9:30 AM

Board of Supervisors Chambers
1195 Third Street, Third Floor

Climate Action Committee (and the Napa County Board of Supervisors*)

This meeting is also being noticed as a Board of Supervisors' meeting due to having 2 current Board Members (Supervisors Cottrell and Gallagher) and 1 Supervisor-Elect (Councilmember Alessio) at the Climate Action Committee meeting.

AMERICAN CANYON Leon Garcia, Mark Joseph, Vacant (Alternate)
CALISTOGA Kevin Eisenberg, Lisa Gift, Irais Lopez-Ortega (Alternate)
NAPA Bernie Narvaez, Liz Alessio (Chair), Beth Painter (Alternate)
NAPA COUNTY Anne Cottrell, Joelle Gallagher(Vice-Chair), Belia Ramos (Alternate)
ST. HELENA Anna Chouteau, Pat Kenealy, Eric Hall (Alternate)
YOUNTVILLE Hillery Bolt Trippe, Pamela Reeves, Eric Knight (Alternate)

David Morrison, Special Projects Director, Chris Apallas, County Counsel
Ryan Melendez, Natural Resources, Planner II

How to Watch or Listen to the Napa County Climate Action Committee Meetings

The Climate Action Committee will continue to meet at 9:30 AM on the 4th Friday of each month. December 6, 2024 CAC meeting adopted in place of the Regular November and December meetings.

The Climate Action Committee realizes that not all County residents have the same ways to stay engaged, so several alternatives are offered. Remote Zoom participation for members of the public is provided for convenience only. In the event that the Zoom connection malfunctions for any reason, the Climate Action Committee reserves the right to conduct the meeting without remote access.

Please watch or listen to the Climate Action Committee meeting in one of the following ways:

1. Attend in-person at the Board of Supervisors Chambers, 1195 Third Street, Napa Suite 305.
2. Watch on Zoom using the attendee link: https://countyofnapa.zoom.us/j/82901122471. Make sure the browser is up-to-date.
3. Listen on Zoom by calling 1-669-900-6833 (Meeting ID: 829-0112-2471).

If you are unable to attend the meeting in person and wish to submit a general public comment or a comment on a specific agenda item, please do the following:

1. Email your comment to meetingclerk@countyofnapa.org. Emails received will not be read aloud but will still become part of the public record and shared with the Committee Members.
2. Use the Zoom attendee link: https://countyofnapa.zoom.us/j/82901122471. Make sure the browser is up-to-date. When the Chair calls for the item on which you wish to speak, click "raise hand." Please limit your remarks to three minutes.
3. Call the Zoom phone number 1-669-900-6833 Enter Meeting ID 829-0112-2471 When the Chair calls for the item on which you wish to speak, press *9 to raise hand. Please limit your remarks to three minutes.

   Please note that phone numbers in their entirety will be visible online while speakers are speaking

For more information, please contact us via telephone at (707) 253-4417 or send an email to meetingclerk@countyofnapa.org.

ANY MEMBER OF THE AUDIENCE DESIRING TO ADDRESS THE COMMITTEE:

ON A MATTER ON THE AGENDA
Please proceed to the podium when the matter is called and, after receiving recognition from the Chair, give your name and your comments or questions. In order that all interested parties have an opportunity to speak, please be brief and limit your comments to the specific subject under discussion. Time limitations shall be at the discretion of the Chair or Committee, but is generally limited to three minutes.

ON A MATTER NOT ON THE AGENDA
Public comment is an opportunity for members of the public to speak on items that are not on the agenda but are within the subject matter jurisdiction of the Committee. Public comment is limited to three minutes per speaker, subject to the discretion of the Chair. Comments should be brief and focused, and speakers should be respectful of one another who may have different opinions. Please remember this meeting is being recorded and broadcasted live via ZOOM. The County will not tolerate profanity, hate speech, abusive language, or threats. Also, while public input is appreciated, the Brown Act prohibits the Committee from taking any action on matters raised during public comment that are not on the agenda.

1. CALL TO ORDER; ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

In this time period, anyone may address the Climate Action Committee regarding any subject over which the Committee has jurisdiction but which is not on today's posted agenda. In order to provide all interested parties an opportunity to speak, time limitations shall be at the discretion of the Chair. As required by Government Code, no action or discussion will be undertaken on any item raised during this Public Comment period.

4. CONSENT ITEMS

A. The Clerk requests approval of minutes from the regular meeting on June 28, 2024. **24-1265**

Attachments: Draft CAC 6-28-24 Meeting Minutes

5. ADMINISTRATIVE ITEMS

A. PRESENTATION (VIDEO): Staff requests that the Climate Action Committee (CAC) begin the regular meeting on July 26, 2024, with a brief video on the emotional impacts that climate impacts can have on humans, and how we can channel those emotions to fuel productive climate action. The goal of this video is to help educate CAC members on a variety of climate and environmental topics. **24-1268**

B. ACTION ITEM: DISCUSSION & PRESENTATION: Staff will present the Draft Greenhouse Gas Reduction Framework, Guidelines, and Preliminary GHG Reduction Measures Memo and Matrix. Staff requests the CAC discuss the draft measures, provide guidance to staff, and vote to accept them. Napa RCD staff will also provide updates on the community engagement efforts for the RCAAP. **24-1273**

Attachments: DRAFT Napa County RCAAP GHG Emissions Reduction Measures Matrix.pdf
DRAFT Napa County RCAAP Preliminary GHG Emissions Reduction Measures Memo.pdf
Item 5B Additional Public Comment (posted after initial agenda posting).pdf
Ascent Presentation - RCAAP GHG Measures.pdf

6. REPORTS AND ANNOUNCEMENTS

7. FUTURE AGENDA ITEMS

8. ADJOURNMENT

I HEREBY CERTIFY THAT THE AGENDA FOR THE ABOVE STATED MEETING WAS POSTED AT A LOCATION FREELY ACCESSIBLE TO MEMBERS OF THE PUBLIC AT THE NAPA COUNTY ADMINISTRATIVE BUILDING, 1195 THIRD STREET, NAPA, CALIFORNIA ON 7/22/2024 BY 3:30 PM. A HARDCOPY SIGNED VERSION OF THE CERTIFICATE IS ON FILE WITH THE COMMITTEE CLERK AND AVAILABLE FOR PUBLIC INSPECTION
ALEXANDRIA QUACKENBUSH(by e-signature)
Alexandria Quackenbush, Clerk of the Commission

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Napa County

Board Agenda Letter

Climate Action Committee (and the Napa County Board of Supervisors*) **Agenda Date:** 7/26/2024
File ID #: 24-1265

TO: Napa County Climate Action Committee

FROM: Brian Bordona, Director, Napa County Planning, Building, & Environmental Services

REPORT BY: Ryan Melendez, Planner II - Sustainability

SUBJECT: Approval of Minutes

RECOMMENDATION

The Clerk requests approval of minutes from the regular meeting on June 28, 2024.

EXECUTIVE SUMMARY

The Clerk requests approval of minutes from the regular meeting on June 28, 2024.

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

Only committee members who attended the June 28, 2024 meeting of the Climate Action Committee (CAC) may vote on the minutes. All other CAC members should abstain from the vote.

Special Meeting Minutes

Climate Action Committee

Committee Members

American Canyon	Leon Garcia	Mark Joseph
Calistoga	Kevin Eisenberg	Lisa Gift
Napa	Bernie Narvaez	Liz Alessio *(Chair)*
Napa County	Anne Cottrell	Joelle Gallagher *(Vice-Chair)*
St. Helena	Anna Chouteau	Billy Summers
Yountville	Hillery Bolt Trippe	Pamela Reeves

Alternates

American Canyon	Vacant
Calistoga	Irais Lopez Ortega
Napa	Beth Painter
Napa County	Belia Ramos
St. Helena	Eric Hall
Yountville	Eric Knight

County Staff

David Morrison, Special Projects Director
Chris Apallas, Committee Counsel
Ryan Melendez, Planner II
Alexandria Quackenbush, Meeting Clerk
Angie Ramirez Vega, Meeting Clerk
Brian Bordona, Director

Friday, June 28, 2024	**9:30 AM**	**Board of Supervisors Chambers 1195 Third Street, Third Floor**

1. CALL TO ORDER; ROLL CALL

Committee Members Present: Pamela Reeves, Mark Joseph, Joelle Gallagher, Bernie Narvaez, Hillery Bolt-Trippe, Anna Chouteau, Leon Garcia, Liz Alessio, Kevin Eisenberg, Billy Summers, Joelle Gallagher.
Committee Members Excused: None
Committee Members Absent: Lisa Gift
Staff Present: Ryan Melendez, Brian Bordona, Alexandria Quackenbush, Angie Ramirez Vega.

2. PLEDGE OF ALLEGIANCE

Member Garcia led the salute to the flag.

3. PUBLIC COMMENT

(2) Public comments were heard.

4. CONSENT ITEMS

A. The Clerk of the Committee requests approval of minutes from the following Special meeting held on: May 17, 2024.

Members voted to approve minutes for the May 17, 2024, special meeting as presented.

Leon G	MJ	KE	Lisa G	BN	LA	(A)BR	Anna C	BS	JG	HT	PR
2nd			X	1st							

B. Liz Alessio requests approval of agenda modification.

Members voted to approve agenda modification for the June 28, 2024, meeting.

Leon G	MJ	KE	Lisa G	BN	LA	(A)BR	Anna C	BS	JG	HT	PR
2nd	1st		X								

5. ADMINISTRATIVE ITEMS

A. PRESENTATION (VIDEO): Staff requests that the Climate Action Committee (CAC) begin the regular meeting on June 28, 2024, with a brief video the careful considerations of planting trees as an action to reduce climate change impacts. The goal of this video and future videos is to help educate CAC members on a variety of climate and environmental topics.

Ryan Melendez shared a brief video on climate change impact and planting trees. No public comment was heard, no action required.

B. PRESENTATION AND DISCUSSION: Staff will deliver a presentation on two intermediary documents of the RCAAP and provide updates on community engagement to the Climate Action Committee.

Deborah Elliott (City of Napa), Ryan Melendez, Adam Qian, and Poonam Boparai, (Ascent Environmental, Inc), provided the update with discussion. (6) public comments were heard, no action required.

C. PRESENTATION: Staff requests that the Climate Action Committee receive a presentation from Linsey Gallagher and Rachel Miers on the partnership between Napa County and Visit Napa Valley to administer and promote the California Green Business Network Certification to businesses in Napa County as well as the Green Hotels Certification Pilot Program.

Linsey Gallagher (Visit Napa Valley) and Rachel Miers (Farah Consulting, LLC) delivered a presentation and shared a brief video on the California Green Business Network program and the Green Hotels Certification Pilot Program. They provided discussion. (3) public comments were heard, no action required.

6. REPORTS AND ANNOUNCEMENTS

- Brian Bordona- Refers to public comment from Yvonne Baginsky, inviting CAC members to an event open to the public. If they do not discuss CAC business, it will not violate the Brown Act.

7. FUTURE AGENDA ITEMS

- Joelle Gallagher requests the County look into the prohibition of new and expanding Gas Stations.
- Liz Alessio would also like to have a presentation regarding bans on fossil fuel stations.

8. ADJOURNMENT

Meeting adjourned to July 26, 2024, regular meeting.

_____

LIZ ALESSIO, Chairperson
ATTEST: Ryan Melendez, Planner II

_____

ANGIE RAMIREZ VEGA, Clerk of the Commission

Key

Vote: MJ = Mark Joseph; Leon G = Leon Garcia; KE = Kevin Eisenberg; Lisa G = Lisa Gift; BN = Bernie Narvaez; LA = Liz Alessio; AP = Alfredo Pedroza; JG = Joelle Gallagher; BS = Billy Summers; AC = Anna Chouteau; HT = Hillery Bolt Trippe; PR = Pamela Reeves.

Alternates: (A)IO= Irais Lopez-Ortega; (A)BP = Beth Painter; (A)BR = Belia Ramos; (A) EH = Eric Hall; (A)EK = Eric Knight.

Notations under vote: 1st = 1st motion; 2nd = 2nd motion; N = No; A = Abstain; X = Excused

Example

Leon G	MJ	KE	Lisa G	BN	LA	JG	Anne C	BS	Anna C	HT	PR
2nd	1st		X				A			X	

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Board Agenda Letter

Climate Action Committee (and the Napa County Board of Supervisors*) **Agenda Date:** 7/26/2024
File ID #: 24-1268

TO: Napa County Climate Action Committee

FROM: Brian D. Bordona, Director of Planning, Building, and Environmental Services

REPORT BY: Ryan Melendez, Planner II - Sustainability

SUBJECT: Climate Education Video -Grief, anger, acceptance, and action in the face of Climate Change

RECOMMENDATION

PRESENTATION (VIDEO): Staff requests that the Climate Action Committee (CAC) begin the regular meeting on July 26, 2024, with a brief video on the emotional impacts that climate impacts can have on humans, and how we can channel those emotions to fuel productive climate action. The goal of this video is to help educate CAC members on a variety of climate and environmental topics.

BACKGROUND

We have already begun to experience and live through more frequent and intense climate impacts such as increased temperatures and deadly heat waves; intense and prolonged drought followed by short, but intense rains and floods; sea level rise and ocean acidification from oceanic absorption of carbon dioxide (CO_2) from the atmosphere; and increased wildfire risks. These climate impacts are shaping our lives and will shape the lives of future generations. These changes to our climate and our livelihoods can be frightening and can invoke strong emotional responses. This short video featuring scientist from various disciplines share the emotions they feel as they research climate change and why it's important for everyone to acknowledge grief, anger, and other emotions in order to channel those emotions into productive action. Humans, predominantly the burning of fossil fuels, are the main drivers of climate change. Humans can be the solutions to these issues, as well.

Video: "Scientists describe grief, hope about climate change" - Yale Climate Connections
<https://www.youtube.com/watch?v=fV34M7yH308&list=PLBoopqPhzJXwVbmvx59ZldgKrqzAHsS9t&index=1&t=21s>
*Note: Copy and paste entire link above into a web browser.

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

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Board Agenda Letter

Climate Action Committee (and the Napa County Board of Supervisors*) **Agenda Date:** 7/26/2024
File ID #: 24-1273

TO: Napa County Climate Action Committee

FROM: Brian D. Bordona, Director of Napa County Planning, Building, & Environmental Services

REPORT BY: Ryan Melendez, Planner II - Sustainability

SUBJECT: July 2024 RCAAP Update: Community Engagement Updates and Draft GHG Emissions Reduction Measures

RECOMMENDATION

ACTION ITEM: DISCUSSION & PRESENTATION: Staff will present the Draft Greenhouse Gas Reduction Framework, Guidelines, and Preliminary GHG Reduction Measures Memo and Matrix. Staff requests the CAC discuss the draft measures, provide guidance to staff, and vote to accept them. Napa RCD staff will also provide updates on the community engagement efforts for the RCAAP.

BACKGROUND

RCAAP Documents: The Ascent Environmental team has completed a Draft Greenhouse Gas Reduction Framework, Guidelines, and Preliminary GHG Reduction Measures Memo (Memo) and an accompanying Measures Matrix (Matrix). These documents are now available on the RCAAP Project Website <https://climateactionnapa.konveio.com/> where members of the public can review and provide comments. These documents are also attached to this staff report.

The Memo aims to (1) provide an overview of the proposed framework and guidelines for developing greenhouse gas (GHG) reduction strategies, measures, and actions that will be included as part of the Napa County Regional Climate Action and Adaptation Plan (RCAAP); and (2) present a preliminary list of GHG emission reduction strategies, measures, and actions.

The framework is comprised of strategies, measures, and actions. Strategies serve as high-level methods for reducing GHG emissions in each sector of the GHG Inventory. Within each strategy, are measures that include policies, measurable objectives, or other more specific pathways for achieving emissions reductions. And within each measure, are actions defining specific activities, implementation programs, projects, or steps that each jurisdiction will take to implement the measures to achieve GHG emissions reduction targets defined in the RCAAP.

The Memo describes two guideline objectives for developing the GHG reduction measures and implementing actions: (1) ensuring that the measures and actions are consistent with a CEQA-qualified GHG reduction plan; and (2) outlining a more specific set of criteria that evaluates the measures based on their GHG-reduction effectiveness, cost, impact on equity, implementation feasibility, and secondary benefits (e.g., health, air

quality).
The CEQA requirements for a GHG Reduction Plan, are that the plan should: (a) Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area [of the RCAAP], and (b) specify measures or groups of measures including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions [reduction] level.

The accompanying Matrix describes the draft emissions sector, strategies, measures, existing actions, and near-term actions and long-term actions that the CAC member jurisdictions will need to implement to work towards their GHG emissions reduction targets. The matrix also highlights which jurisdictions each action applies to, whether the action is quantifiable or qualitative, the magnitude of action impacts, and more. This matrix, along with upcoming cost estimates will provide the roadmap with which Napa County jurisdictions will accomplish their collective goal of reducing climate pollutions and reaching Carbon Net Zero.

Community Engagement:

Napa RCD, City and County of Napa, and Ascent staff have completed five (5) Focus Group Discussions with focus group participant categories. The categories are as follows: Youth, Families, Public Health, Community Based Organizations, Multi-Language Populations. Staff will convene for a sixth focus group discussion in the week of August 5, 2024. This focus group discussion will be an overflow meeting for those who were unable to attend a prior meeting in their respective categories. The Focus Group Discussions took place via Microsoft Teams throughout the week of July 8th. 12 individuals representing 13 group categories participated in the first five focus group discussions, and five individuals are expected to participate in the August overflow meeting. Additionally, the first RCAAP Community Meeting took place on July 24th at the Yountville Community Center. This meeting was open to all members of the public. The meeting was facilitated in English with Spanish language accessibility. At this meeting, Napa RCD, City and County RCAAP team, and Ascent staff provided an overview of the RCAAP and the documents produced to date, provided a prospective timeline of RCAAP development, and led an interactive discussion to solicit feedback on the RCAAP and Climate Action in Napa County. Napa RCD staff will provide updates on the outcomes of the Focus Group Discussions and the first RCAAP Community Meeting.

Important upcoming RCAAP updates:

August 2024:

- Ascent and subconsultants, Jacobs and EPS, will begin work on an analysis of GHG emissions reductions from proposed GHG reduction measures, as well as a draft cost estimate and funding and financial analyses for the implementation of climate action and adaptation measures. RCAAP project staff will review and provide feedback.

- Ascent will begin preparing an administrative Draft RCAAP.

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

Revised Preliminary Draft Napa RCAAP Greenhouse Gas Reduction Measures – July 2024 - For CAC Discussion Only (Subject to Change)						
Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
Building Energy						
Clean and Efficient Energy Use in Existing Buildings	★ Develop a comprehensive energy retrofit program to transition existing residential and non-residential buildings to net zero carbon with a target of 25 percent of existing buildings by 2030 and 100 percent by 2045.	• Standard incentives through Federal Tax Credit, which are scheduled to expire in 2032 and could change with administrations. • Bay Area Regional Energy Network (BayREN) offers rebates and incentive programs for existing residential and non-residential buildings. •BAAQMD's Zero NOx Rules, which apply only to space and water heating appliances at time of replacement and does not mandate the immediate change out of existing appliances. NOx-emitting natural gas furnaces and water heaters will be phased out over time, beginning with water heaters in 2027. The new rules will not apply to appliances used for cooking, such as gas stoves. •MCE offers a number of rebates and incentive programs for existing residential and non-residential buildings.	All Buildings 1. Secure funding to support the implementation of energy efficiency and electrification actions. 2. To prepare for building electrification, work with local and regional agencies such as BAAQMD, BayREN, MTC/ABAG, PG&E, MCE, or others, to create a pre-electrification program that provides affordable financing or rebates or other incentives, depending on funding available, for electric panel upgrades. Begin by annually identifying buildings that have water heaters or furnaces that are within 2 years of their average service lifetime, based on dates of original permits. Once identified, reach out to property owners to present the available incentives. Identify if panel upgrades are needed to support full building electrification. Also, determine if the building is suitable for solar and batteries. Confirm with PG&E that electric infrastructure will be able to support widespread or neighborhood-level electrification and if not, work with PG&E to identify a timeline for upgrades. 3. <u>Reach Codes</u> a) Work with the California Energy Codes and Standards Program (CECSP) to develop reach codes and associated cost-effectiveness studies that must be met for existing buildings. The reach codes will include the following performance standards or other similar standards that achieve equivalent GHG emission reductions: i) Existing residential buildings' modeled energy efficiency score must meet or exceed half of the maximum cost-effective score at time-of-retrofit (note: "modeled energy efficiency score" means the building's energy efficiency score as calculated by a CEC-approved compliance software program, such as the California Building Energy Code Compliance [CBECC] software.) ii) Existing nonresidential buildings must reduce their non-electricity-related emissions by 19 percent by 2030, and 75 percent by 2045. b) Determine reach code compliance triggers for retrofits, which may be based on one or more metrics such as percent of existing floor area, building permit valuation, or project valuation. c) Conduct stakeholder outreach with building industry members, contractors, residents, businesses, and other interest groups to present the reach code options and solicit feedback. d) Develop and adopt an ordinance(s) to implement and enforce the new reach code(s) for existing buildings. e) Conduct training for permitting staff to understand the reach code requirements for existing buildings and how compliance will be demonstrated. f) Eash jurisdiction will review their existing building reach codes at the release of each triennial building code cycle for updates to align with new cost-effective electrification pre-wiring and energy efficiency measures, such that the existing building reach codes are in line with the most recent decarbonization guidance and cost-effectiveness data.	All Buildings 1. Secure long-term funding to continue offering energy efficiency, electrification, and other net zero carbon rebates based on demand and progress toward measure goal. 2. Continue implementation of the pre-electrification program, adjusting for any improvements needed to increase participation such that 100% of buildings have the electric infrastructure to support full electrification. 3. Continue to implement reach codes as needed. Triennially update reach code language to be consistent with latest requirements under updated building codes. Time updates to reach codes with release of new building codes. 4. Continue to streamline permitting and electrification program outreach, making any improvements in light of any challenges presented from implementation of other actions to achieve the goal of 100% electrification by 2045. 5. Work with MCE & BayREN to review the effectiveness of the income limits of the residential and non-residential rebate programs and improvements to the non-residential. Perform annual reviews of the program that address any barriers in implementation, including funding barriers. Conduct a major review of the program in 2030 that addresses program-wide changes to help achieve electrification across the entire region by 2045. 6. For homes not eligible for BayREN/MCE programs, research opportunities to work with local financial institutions (e.g., credit unions, banks) to offer zero or low percent financing for a limited time (e.g., 24 months) or on a sliding scale based on income (e.g., 24 months for income over 50% of median, 48 month for income less than 50%, with increasing APRs after). Jurisdictions may consider helping to pay for interest for the first two years to fund loans.	All	Quantifiable

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Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
			g) Develop a tracking system for the types of measures implemented to maximize energy efficiency and decarbonization, energy efficiency upgrades, or pre-wiring completed by applicants pursuant to reach code requirements for existing buildings. 4. <u>Streamlined permitting</u> a) Review the existing permitting processes for building owners seeking to replace fossil-fueled equipment with electric equipment and modify as needed to reduce complexity, cost, and processing time for any required permits. b) Waive or reduce permitting fees for applicants for building retrofits that include all-electric conversion of mixed-fuel buildings and capping of natural gas lines to encourage exceedance of existing building reach code requirements. Additionally, waive or reduce penalties/fees for prior non-permitted work that is upgraded for code compliance 5. <u>Community Outreach and Education</u> a) Develop a community outreach program that provides education strategies that enable and encourage energy conservation and gas-to-electric conversions in residential and commercial buildings for space and water heating. b) Develop and/or share existing online educational materials targeted to building owners and tenants that are hosted on the jurisdiction's websites on energy efficiency and building electrification; including training, fact sheets, information on available incentives, video tutorials, and links to existing content (such as The Switch is On). In addition to education, video tutorials can explain to building owners how to enroll in real-time energy use monitoring tools to track energy use compared to historic levels and within the community through the EnergyStar™ Portfolio Manager, or other tools offered by third-party providers. The educational materials will also be provided as part of routine regulatory processes, such as applying for or renewing licenses or permits. Examples of incentives currently available (and subject to change) include: i) MCE's Residential and Commercial energy efficiency programs ii) Energy Efficient Commercial Buildings Deduction tax credits program (179D) iii) Homeowner Managing Energy Savings (HOMES) rebate program iv) High-Efficiency Electric Home Rebate (HEEHRA) program. Residential buildings 6. Work with MCE & BayREN to review the distribution of building energy use by income to identify limits of income-eligibility requirements. For example, if less than 25% of homes or residential energy use are eligible for programs with income limits, work with MCE and/or BayREN to increase the income limits and to adjust for			

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Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
			participation rates of eligible homes such that at least 25% of existing residential energy use countywide would be reduced by 2030 from 2019 levels. Some of MCE/BayREN's programs work with energy assessors to identify specific home energy upgrades. These can include electric heat pump water heaters, electric tankless water heaters, solar water heaters, electric or induction stoves, heat pump HVAC systems, etc. as well as required rewiring or electrical work. 7. Develop a revolving loan fund to provide low-interest loans to low-income residents to cover the time-of-replacement/emergency replacement of water heaters and/or HVAC units with electric options, ensuring that loans can be processed quickly and efficiently with equitable procedural access. Pursue grant funding opportunities to seed the revolving loan fund. Non-residential buildings 8. For non-agricultural and agricultural operations, work with MCE to improve participation in the Commercial Energy Efficiency, Strategic Energy Management (SEM), and Agricultural and Industrial Resource (AIR) programs. Identify barriers that limit the current participation rate (e.g., knowledge about the program, program funding). Develop a plan to address the barriers to the program with the aim to reduce non-residential energy use by 25% by 2030 from 2019 levels.			

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Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
			• Require a sliding schedule of rebates that offers more rebates in the short term and less in the long term with a sunsetting date that expires unless renewed. The schedule will depend on the amount of funding available.	• Schedule funding updates. Reduce rebate offers in the long term based on available funding. Reassess progress of implementation to see if the program needs to be renewed.	All	
	Require energy audits for existing buildings at time of sale to identify energy efficiency retrofit and electrification opportunities.		• Encourage ongoing energy benchmarking, similar to BayREN's Home Energy Score Assessor, in existing residential and non-residential buildings, consistent with regulatory benchmarking programs and existing green building standards to help close the energy efficiency information gap. • Include an Energy Score disclosure at time of listing home sale	• Continue short-term work.	All	Qualitative/ Supporting
	Increase renewable energy generation at existing land uses.	• Standard incentives through Federal Tax Credit, which are scheduled to expire in 2032 and could change with administrations.	• Collaborate with regional partner agencies and utilities, such as Bay Area Air Quality Management District (BAAQMD), Pacific Gas and Electric Company (PG&E), and MCE to offer rebates and incentives for renewable energy and storage (e.g., solar and battery storage). • Prioritize outreach to non-residential vs residential property owners according to the contribution by jurisdiction. For example, 75% of City A's electricity use is consumed by non-residential customers, while 75% of City B's electricity use is consumed by residential customers. Thus, City A should focus on outreach to non-residential customers, while City B focuses on residential customers.	• Continue short term work, as funding allows. • Continue to seek funding for local programs in tandem with electrification efforts.	All	Quantifiable
	Increase Napa Green certification in wineries across the county	• Current Napa Green participation	• County and municipalities will support Napa Green to reach a target 75% of wineries to become Napa Green Certified by 2030. Napa Green certification requires energy efficiency, water conservation, waste reduction, and renewable energy features. • Require new or winery retrofits or additions greater than 10% of original square footage to attain Napa Green certification.	• Target 90% of wineries in the County to become Napa Green Certified, including all new wineries.	All	Qualitative/ Supportive

Revised Preliminary Draft Napa RCAAP Greenhouse Gas Reduction Measures – July 2024 - For CAC Discussion Only (Subject to Change)						
Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
Zero Carbon Development	★ Develop and adopt a Zero-Carbon Buildings Reach Code for New Construction	• Building Energy Efficiency Standards (Title 24, Part 6) • California Green Building Standards Code (CAL Green)	• Adopt and implement a regionally consistent energy efficiency and renewable energy building reach code for residential and non-residential buildings and consider including new construction and additions. This reach code should require all building energy sources to be zero-carbon (e.g., electric, solar, biogas). The code should prioritize energy efficiency first and zero carbon energy second, and require new nonresidential development that cannot meet electricity demand through onsite renewable energy generation and storage to purchase 100% carbon-free electricity from Marin Clean Energy (MCE). •Development of reach codes should be timed with the release of each new Building Energy Code, updated about every three years. According to BayREN, reach code development is a 15-month process from draft ordinance development to when the reach code takes effect. The reach code should not explicitly prohibit natural gas infrastructure (re: Berkeley Case). •Track progress of state codes and bills related to climate and energy to inform the region's reach code. The California Air Resource Board (CARB) recently recommended that the state adopt mandatory zero-emission residential new construction standards in the 2024 triennial CALGreen code cycle. See California Climate & Energy Collaborative's Legislative Tracker Database as a resource. • Reach codes should require Low Carbon Concrete and materials with low embodied carbon, such as wood fibers or cellulose insulation. Refer to Marin County's Carbon Concrete Requirements as an example.	• Regularly update the reach code in line with the state's building energy code cycles and legislation. According to BayREN, "If a jurisdiction has a reach code in effect and would like to continue it into the next code cycle, the local process needs to be completed early enough that it can be approved by the California Energy Commission (CEC) before the start of the new code cycle, usually no later than September in the year before the updated code takes effect"	All	Quantifiable

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Education, Awareness, and Behavior Change	Strengthen community awareness and promote community action around energy efficiency, energy conservation, electrification, and clean energy.	• Napa County's Energy and Electrification website	•Increase both awareness of and access to available rebates and incentives for energy efficiency through radio, social media, and other marketing platforms gains trust and confidence of residents in the program (e.g., comes from trustworthy sources like local leaders and influencers). •Develop a dedicated website and/or mobile app for all things electrification and renewable energy for residents and businesses in Napa County. The website should contain user-friendly resources identifying incentives, rebates, and programs available to the residents and business owners in the region. Ensure that the websites of each jurisdiction in the county have links to redirect to the dedicated website or app. •Partner with contractors to tell customers about Napa's rebate website/app at time of replacement or remodel. Work with local news outlets to broadcast the updates to the available rebates for Napa residents and businesses and promote the program.	• Evaluate the effectiveness of short-term outreach and adjust and continue actions, as needed.	All	Supporting
			• Use partnerships to promote appliance upgrades to energy-efficient technologies and products through campaigns targeted at residents and local businesses, ENERGY STAR® appliance change-out programs, and promote incentives (e.g., give-a-ways, federal/state/utility rebates). • Provide education on how to improve current appliance efficiency (e.g., cleaning refrigerator coils, changing out filters, using ice packs in freezers). Provide information on incentives/recognition for verified energy reduction.	• Evaluate the effectiveness of short-term outreach and adjust and continue actions, as needed.		
			• Promote alternatives to natural gas in all commercial sectors. • Promote use of electric cooking appliances in commercial kitchens (e.g., benefits of induction cooktops). Use resources such as https://www.gotenzo.com/resources/insight/the-carbon-neutral-restaurant-a-pipedream-or-an-inevitability/ • Create a pilot for local restaurants on the effectiveness and benefits of induction cooktops.	• Evaluate regionwide transition away from natural gas use and increase or adjust outreach, as needed.		
On-Road Transportation						

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Low Vehicle Miles Travelled (VMT) Planning	Focus transportation planning on VMT reduction	• 2019 Napa Valley Travel Behavior Study (focuses on trip breakdowns vs VMT) • 2021 Countywide Transportation Plan, Advancing Mobility 2045, provides performance metrics around VMT reduction	• Encourage Napa Valley Transportation Authority (NVTA) to require that countywide transportation plans include total annual VMT as a metric in addition to trips for both commercial and non-commercial trips. For example, the Napa Valley Travel Behavior Study should look at the percentage of VMT (not just trips) by purpose, origin, destination, etc. Identifying where the majority of VMT is generated can help identify the most effective VMT reduction measures. • Consider Transit First Policies in development of downtown and business districts.	• Continue short-term action until NVTA makes VMT a permanent metric focus in their travel behavior studies. • During the development of each travel behavior study, identify the greatest sources of VMT (such as between specific locations or by trip purpose) and work with local jurisdictions to develop strategies to mitigate those sources of VMT.	All	Supporting
Reduce Commercial VMT	Reduce winery wastewater hold-and-haul transportation VMT	• Napa Green tracks wastewater treatment methods for certified wineries. Current rates are unknown. • NapaSan has considered winery wastewater treatment expansion.	• Identify funding to conduct a study on the winery wastewater treatment demands across the county to get a better understanding of the profile of winery wastewater treatment by treatment method and location. The study should determine the best solution for reducing winery wastewater treatment hauling emissions that is cost-effective for the region (e.g., on-site winery wastewater management, treating at wastewater agencies). Partner with Napa Green to help gather data.	• Based on the outcome of the study, encourage wastewater agencies to provide additional capacity for winery wastewater treatment to offset hold-and-haul trips to East Bay Municipal Utility District (EBMUD). • Continue to monitor winery wastewater treatment trends to identify opportunities to reduce hauling VMT.	All	Quantifiable
Low- and Zero-Emission Vehicles	Increase access to Zero Emissions Vehicle (ZEV) fueling infrastructure.	MTC Transportation Electrification Initiatives •Regional Transportation Electrification Assistance Program (currently under development) • Local Transportation Electrification Action Planning Program	According to CEC's Assembly Bill 2127 Electric Vehicle Charging Infrastructure Second Assessment Staff Draft Report (August 2023), by 2030, "California's 7.1 million plug-in electric passenger vehicles will need 1.01 million chargers, including 39,000 direct-current fast chargers. In 2035, California's 15.2 million plug-in electric passenger vehicles will need 2.11 million chargers, including 83,000 direct-current fast chargers." This is equivalent to a minimum 7:1 ratio of EVs to chargers. According to CEC, as of 2024, the region has approximately 478 public and shared chargers and 5,361 EVs (CEC 2024a, 2024b), equivalent to an 11:1 ratio. This means the region would need to increase the number of public chargers by more than 60 percent to meet current EV needs. Even more will be needed to meet the anticipated increase. • Work with local stakeholders and MTC's Transportation Electrification program to identify opportunities to improve electric vehicle supply equipment (EVSE), improve charging access at underserved areas, and how local jurisdictions can help. For example, non-operational public EVSE and those that only accept	• Provide incentives for EV charging installations in these areas (e.g., expedited or discounted permitting, free advertisements via high-quality signage touting amenities, free permitting for mobile food service providers). • Hold public events for grand openings to increase awareness of new charging locations, as applicable or where funding is available, prioritizing those having the most amenities or serving the least served areas.	All	Quantifiable

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			app-based payment. Other underserved locations may include mobile home parks, school parking lots, or other "shared private" locations like workplace parking lots. • Also work with MTC to identify areas and opportunities to install chargers for medium and heavy-duty fleet (e.g., depots, charging en route, fleet managers) • For new EV charging locations, identify priority locations that have nearby or on-site amenities to drivers who would be at those locations for an average of 20 minutes (e.g., new or existing shade/AC, bathrooms, coffee shop, snack stalls, view) or serve underserved areas. Provide incentives for EV charging installations in these areas (e.g., expedited or discounted permitting, free advertisements via high-quality signage touting amenities, free permitting for mobile food service providers).			
			• Analyze existing private parking lots and educate/incentivize owners to take advantage of funding opportunities such that at least 10% of their spaces have EVSE and at least an additional 10% are EV ready.	• Review the requirements every 5 years and update the requirements to increase the percentage of parking lots with EV chargers and the number of EVSE in the lots.		
	Support ZEVs in new development.	No hydrogen stations in the region as of 2024. Currently, there are less than 15 FCEVs registered in Napa County (CEC 2024b).	• In their 2024 staff report, CEC staff anticipates that 119 hydrogen fueling stations will be built statewide under current public and private investments to support 180,000 fuel cell electric vehicles (FCEVs). • Work with the Hydrogen Fuel Cell Partnership to evaluate the need for stations based on the State's forecasted growth of hydrogen vehicles. Identify locations where hydrogen fueling stations could be built (e.g., at existing gas stations, rest stops, major tourist centers). • Install at least one hydrogen station in the region by 2030.	• Provide incentives for new hydrogen fueling installations in the identified locations noted in the short-term actions (e.g., expedited or discounted permitting, high-quality signage). • Reassess demand for hydrogen fueling infrastructure by 2030 and increase the number of stations accordingly to meet demand.	All	Supporting
			• Adopt an ordinance that expedites scaled permitting of fuel stations that offer renewable fuels	• Evaluate the feasibility of the ordinance every 5 years and update as necessary.		
		• County and City of Napa: Expedited EV Charging Permitting	• Require 50% of parking spaces in new development to be EV-capable by 2030. CALGreen defines "EV-Capable" as: "… spaces [that] include the electrical panel capacity and raceway (conduit) to support future installation of an EV charging station." (Title 24, Part 11 (CALGreen), Chapter 5, Section 5.106.5.3.2) • Adopt an EV charging station reach code that establishes minimum EV charging standards for all new residential and nonresidential development. Require that any new construction or	• Review the requirements every 5 years and make requirements more stringent if feasible, in accordance with the recommendations set forth in the Voluntary CALGreen Building Code.		

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			major renovations at multi-family units of greater than 4 units to have at least 1 shared charger or 10% of spaces to have chargers (not just be EV-capable) whichever is greater, as consistent with the Voluntary CALGreen Building Code.			
	Increase ZEV adoption		• Adopt a policy to accelerate the requirements of Advanced Clean Fleet regulations. By 2030, 100 percent of new light-duty municipal vehicle fleet purchases must be ZEV. By 2030, 100 percent of diesel-powered heavy-duty municipal fleet must use renewable diesel as a regular source of fuel, with exceptions for emergencies (e.g., difficult access during wildfires) • Partner with the BAAQMD and others to pursue funding for EV deployment projects in municipalities, including finding resources and funding to procure ZEV heavy-duty fleet (e.g., fire trucks), as feasible.	• Continue short-term actions. Review and address any barriers to achieving the 2030 targets and adjust target if needed.	All	Quantifiable
		• Federal Tax Credit • Clean Vehicle Rebate Program • MCE New Vehicle Rebate Program	• Partner with the BAAQMD and others to pursue funding for residents and fleet owners for additional EV rebates beyond what is currently offered by the federal state, for both new and used ZEVs. • Evaluate income limits and provide additional incentives for residents who do not meet the income criteria of existing incentives.	• Continue short-term actions		
	Reduce fossil fuel vehicles.	• Cities of American Canyon, Yountville, Calistoga, and St. Helena currently have zoning codes that ban new and expanded stations selling fossil fuels	• Adopt an ordinance in all jurisdictions that bans or otherwise discourages the development of new fossil fuel stations. Model bans/moratorium language on those currently in effect in American Canyon, Yountville, Calistoga, and St. Helena. The City of Napa may be including this in their Zoning Code update.	• Evaluate the feasibility of the ordinance every 5 years and update it as necessary.	All	Qualitative/ Supporting
Active Transportation	Improve active transportation options (e.g., walking, biking)	• Napa Countywide Bike Plan (2019) • Napa Countywide Pedestrian Plan (2016) • Measure T	• Implement integrated trail, pedestrian, and bicycle plans (e.g., Napa Countywide Bike Plan) to enhance and expand bicycle and pedestrian infrastructure and networks. This should include connecting major trip generators and sources (e.g., grocery stores, schools, downtown, and homes), increase the number and connectivity of low LTS facilities, active bikeway maintenance, signage, and accessibility to secure and convenient bike parking. • Establish clear jurisdiction-level targets for implementation of NVTA Countywide Active Transportation Plan and Vision Zero Plan.	• Continue updating the plans and evaluating the effectiveness of previous strategies and measures in reducing VMT and increasing the shift to active transportation modes.	All	Quantifiable

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		• Napa Countywide Bike Plan (2019) • Napa Countywide Pedestrian Plan (2016)	• Adopt a reach code that requires urban new or existing commercial and multifamily developments that undergo major renovations to have adequate bike, e-bike and e-scooter infrastructure and options. This should include e-bike/cargo bike/bike with trailer parking design requirements so that these bikes, which tend to be wider and longer, can be parked and locked safely. • Revise any existing codes to encourage bicycle use -Decouple bicycle requirements from parking requirements. Currently, the County of Napa requires one bicycle space for every 10 auto parking spaces. This type of code inherently favors vehicular driving over bicycling. -Require bicycle parking spaces as a function of building square footage or persons. For example, the City of Davis requires 1 bicycle parking space per 1,000 square feet of commercial space, 10% of building occupancy for civic buildings, and one space per bedroom for multifamily complexes.	• Evaluate progress and effectiveness of requirement and continue if successful.		
		• NVTA V-Commute "Bucks for Bikes" program • CARB e-bike incentive program	•Secure additional funding to existing active transportation mobility incentive (bike, e-bike, scooter, etc) and rebate programs. • Address rebate considerations for bike rental businesses (e.g., no rebates for recreational bike rentals). • Consider e-cargo bike pilots to demonstrate effectiveness of zero-emission local deliveries. Work with planners and coalitions to identify and address infrastructure barriers.	• Evaluate the progress and effectiveness of the program and continue if successful, renewing agreements or partnerships.		
		• City of Napa is currently ranked "Bronze" under the Bicycle Friendly Communities program. No other jurisdictions are ranked.	• Achieve Bicycle Friendly Community rankings of bronze or better for all incorporated jurisdictions by 2030.	• Achieve gold rankings for all incorporated jurisdictions by 2045.		
Transportation Demand Management (TDM)	Increase implementation of TDM strategies.	Napa Valley Countywide Transportation Plan (Advancing Mobility 2045)	• Support implementation of NVTA's Proposed Napa Valley Countywide Transportation Plan to reduce VMT. If implemented, NVTA's proposed plan is estimated to reduce annual VMT by 4 million VMT per year.	• Evaluate plan implementation and reassess opportunities for improvement.	All	Quantifiable

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		City of Napa TDM ordinance, Napa Valley Forward (carpool program ended in 2022)	• Adopt TDM ordinances in all jurisdictions by 20XX. The purpose of the ordinance should be to further the goals of the region's General Plans, Measure T, the Bay Area Clean Air Plan, and the Napa Regional Climate Action and Adaptation Plan (RCAAP) to reduce emissions from on-road transportation by reducing VMT. TDM measures would be applied to employers and residential developments over a certain size. For Napa County, this could also be applied to large agricultural employers that use seasonal workers. • See Sonoma County and Contra Costa County ordinance languages for examples.	• Evaluate ordinance and TDM program implementation and reassess opportunities for improvement.		
			• Support growth of on-demand shared mobility as a services (MAAS) (e.g.,. ride-, car- and bike/scooter-sharing), particularly in urban areas. • Identify ordinances that would help spur usage of these services (e.g., parking rules and allowances, safety requirements).	• Evaluate the progress and effectiveness of the program and continue if successful, renewing agreements and partnerships. • Consider micromobility partnerships (e.g., City of Davis agreement with Spin Bikes).		
	VMT Reductions from Businesses	Napa County's Trip Reduction Program NVTA's V-Commute Program	• Coordinate with the Napa Valley Transportation Authority (NVTA) and Metropolitan Transportation Commission (MTC) to expand current programs and evaluate scalability of past efforts (such as Napa Valley Forward) • Identify improvement opportunities with MTC/NVTA. Increase employer participation in VCommute • Track VMT reductions from program. • Expand programs (e.g., funding for secure bike parking). • Consider paid parking programs within designated downtown core, parking exempt districts, or other areas to support mode shift and provide local pedestrian infrastructure and safety improvements	• Evaluate the progress and effectiveness of the program and continue if successful, renewing agreements and partnerships.	All	Qualitative
Parking	Revise development standards to eliminate or reduce minimum parking requirements for new development and redevelopment of nonresidential buildings and mid- to higher-density residential development.	• Assembly Bill (AB) 2097 (9/2022) - Prohibits localities from imposing parking minimums within 0.5 mile of transit •AB 1317 exists but does not apply to the Napa County region.	• Modify each jurisdiction's zoning code, in accordance with AB 2097, to remove parking minimums for all new developments and redevelopment of nonresidential buildings and mid- to higher-density residential development located within half a mile of public transit. • Consider implementing parking maximums	• Manage the parking supply by implementing measures such as permit parking, parking time limits, and metered parking. • Modify the jurisdictions' zoning codes to beyond AB 1317 requirements to unbundle parking from rent for all new multi-family residential developments with 16 or more units located within 1 mile of public transit	All	Quantifiable

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Education, Awareness, and Behavior Change	Strengthen community awareness and promote community action to reduce VMT, increase active transportation and adoption of ZEVs		• Improve awareness and use of active transportation options and of local, regional, and State incentives for alternative transportation and EVs. This could be included in an RCAAP website resource for all residents and businesses.	• Continue to expand awareness, education, and community action.	All	Supporting
Off-Road Vehicles and Equipment						
Electrification and Clean Alternatives	Reduce landscaping-related emissions.	• CARB Small Off-Road Engines (SORE) regulations were amended in 2021 pursuant to Senate Bill (SB) 1346. Emissions must be zero starting in model year 2024 for most small off-road engines, and all by model year 2028 • BAAQMD Residential and Public Sector Lawn and Garden Equipment Exchange Program (closed) • CARB Clean Off-Road Equipment Voucher Incentive Program (closed)	• Promote regional and State incentive programs to encourage residents and business owners to convert or replace their fossil fuel-powered gardening equipment, such as lawn mowers, leaf blowers, and edge trimmers, with electric alternatives. • Implement a countywide ban on fossil-fueled landscape equipment under 25 hp by 2030. • To expedite turnover of older gas/diesel-powered equipment, develop a "Lawn and garden equipment trade-in program" to provide vouchers or rebates for purchasing electric landscape equipment to residents and businesses that trade-in fossil fuel–powered landscaping equipment. An example of a lawn equipment trade in program is San Diego Air Pollution Control District's Electric Landscape Equipment Assistance Funding (E-LEA)F program and BAAQMD's (closed) Residential and Public Sector Lawn and Garden Equipment Exchange Programs. • Identify convenient drop-off locations. • Explore opportunities to provide more funding through extending the BAAQMD's incentives or develop a new incentive program tailored for the region using Natural Resources Conservation Service's (NRCS's) Environmental Quality Incentives Program (EQIP) for buying electric off-road equipment.	• Continue action until all gardening equipment has been electrified or use zero-carbon alternatives. • Evaluate the progress of the program and number of equipment replaced and track implementation via updates through CARB's OFFROAD model.	All	Quantifiable
	Zero-Emission Loading Docks	• Proposition 1B: Goods Movement Emission Reduction Program	• Electrify X% of existing commercial loading docks to include electric charging ports for trucks and Transport Refrigeration Units (TRUs). Coordinate with Napa Green certification to include electrification of docks as a criterion for certification.	• Continue short term actions	All	Quantifiable

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	Zero carbon construction equipment - Community		• Adopt an ordinance requiring that all discretionary projects utilize electric or zero-emission construction equipment starting in 2035 to achieve at least 75 percent transition to electric equipment by 20XX. • Provide information about available incentives for electric construction and portable equipment to contractors at the building permit counter through informational brochure, such as CARB's Clean Off-Road Equipment Vouchers, and Carl Moyer program.	• Review the feasibility of the ordinance every 5 years and update as necessary. • Continue incentives to achieve at least 75 percent transition to electric equipment.	All	Quantifiable
	Zero carbon construction equipment - Municipal		• Incorporate use of electric construction and portable equipment in the city and county bid evaluation processes for capital improvement projects, providing preference to contractors that utilize electric powered equipment.	• Continue short term actions	All	Quantifiable
Solid Waste						
Zero Waste	Increase diversion of solid waste to achieve diversion of at least 80 percent of waste from landfills by 2035.	Commercial edible food diversion as per SB 1383 in Napa County Current waste diversion rates in the City of Napa are at 69%.	• Expand the Residential Backyard Composting Program for single-family residences. • Share information through social media and print media for optional sign-ups • Provide a start kit, information pamphlet, and free composting bins to residents who sign-up.	• Continue to implement and enforce organics diversion associated with SB 1383.	All	Quantifiable
			• Partner with local food banks and waste collection services to create a countywide Food waste and Recovery Program that helps hotels and restaurants reduce waste by donating edible food to disadvantaged communities to reduce hunger, as recommended by CalRecycle. • Implement fines on all food facility health permit holders that do not have on-site compost collection receptacles. • Implement a Mandatory Commercial Food Waste Diversion or Composting requirement for all food facility health permit holders such that a minimum of 80 percent of compostable waste must be disposed in collected curbside or commercial compost containers provided by local waste collection services. Work with local waste collection operators to perform random waste bin audits annually to check for compliance. For permit holders not meeting minimum requirements, conduct up to 3 follow up audits at random intervals within one year and issue up to 2 warnings. After the second warning, require that holders attend composting training as remediation. Rescind permits for holders that do not meet composting requirements	• Continue short term actions		

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			at the 3rd audit, allowing for appeals or extensions based on special circumstances (e.g., compost collection issues not under the control of permit holders).			
		Napa County Draft Reusable Food Ware and Waste Reduction Ordinance	• Adopt and implement the draft Reusable Food Ware and Waste Reduction Ordinance, as recommended by the CAC in March 2024. • Develop a feasibility study to adopt a similar ordinance in all cities in the region.	• Monitor progress of ordinance implementation and enforcement in Napa County. • As per the feasibility study's results, consider developing an ordinance for all cities or updating the current ordinance to be applicable to the whole region.		
	Require that construction projects either recycle a minimum of 70% of construction and demolition (C&D) waste or reuse C&D waste from other projects for up to 70% of their materials starting in 2035.	Construction Waste Management Plan CALGreen requires recycle or reuse 65% of C&D waste	• Develop a unified Construction Waste Management Plan applicable to all jurisdictions to achieve recycle or reuse of at least 70% of C&D waste from every project starting from 2035 without compromising building integrity and quality.	• Review the plan every 10 years to incorporate: - state of the art construction waste management practices - identify new construction waste management facilities in the region	All	Qualitative
	Waste Education and Awareness		• Inform residents and businesses regarding County programs and information of type of waste accepted as recyclables/solid waste/compostables through print media and social media twice a year or when a new program is launched. • Coordinate education campaigns coinciding with Reusable and Compostable Food Ware Ordinance	• Continue short term actions	All	Supporting

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		Napa County Waste Reduction at Special Events webpage	• Provide printed brochure from the "Waste Reduction at Special Events" webpage to all applicants applying for event permits. • Develop a new informational brochure to be provided to applicants (applying for events permits) that includes information on recycling center and haulers with website links, address, and contact information.	• Continue short term actions		
		Napa Countywide Waste Reduction and Recycling Curriculum	• Partner with Napa Valley Unified School District to require that schools in all jurisdictions use the Napa Countywide Waste Reduction and Recycling Curriculum	• Review the Waste Reduction and Recycling Curriculum for its applicability for the whole community and update as necessary. Organize workshops at schools (at least one every year to encompass all locations) targeted at whole community.		
Landfill Emissions	Increase methane capture capacity to 85 percent by 2035.		• Work with American Canyon Landfill and Clover Flat Landfill to confirm current landfill gas collection efficiency and, if applicable, increase the landfill gas collection efficiency to at least 85 percent.	• Continue short term actions	Unincorporated County Only	Quantifiable
	Support waste-to-energy facilities	Clover Flat installing the wood bio-gasification plant	• Coordinate with other local agencies and jurisdictions to develop and implement decentralized waste-to-energy systems. • Support water haulers and jurisdictions in installing bio-gasification plants to expand its renewable energy production by streamlining the permitting process, providing low-interest loans, and making the community aware about the alternative to open burning. Currently, the City of Napa is looking at a gasification project.	• Review the permitting process and loans every 5 years for feasibility. • Continue community awareness actions.	Unincorporated County Only	Supporting
Wastewater/Water						
Wastewater Treatment	Reduce fugitive methane emissions from Wastewater Treatment Plants (WWTPs)	NapaSan current converts digester gas to energy	• Require public and private WWTPs located in the region to conduct a full inspection of the WWTPs and report to the Napa County's Environmental Health division every three years to investigate and propose solutions to reducing fugitive methane emissions that are not captured by existing waste-to-energy systems.	• Continue short term actions	All	Qualitative
Water Conservation	Increase Water Conservation	Clothes Washer Rebate, Cash for grass, toilet rebate, Smart Irrigation Controller, Smart Home Water Monitor	• Expand the regionwide water conservation rebate program and include all existing rebates with uniform eligibility criteria, requirements, and rebate amounts. • Consider increasing rebate amounts • Advertise regionwide rebate program	• Continue to seek funding for water conservation rebates	All	Qualitative/ Supporting

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		https://www.cityofnapa.org/1267/Water-Waste-Regulations	• Implement uniform water waste regulations in the region with an aim to reduce the use of potable water for outdoor activities.	• Update water waste regulations every five years further reduce the use of potable water by: - prohibiting potable water use for more outdoor activities compared to current regulations - making exceptions to use potable water more stringent		
		City of Napa has water waste regulations, but similar regulations were not found in other cities. Napa City regulations prohibit potable water for some uses and also has exceptions noted in Napa Municipal Code Section 13.09.	• Establish a Water performance benchmarking ordinance. If large commercial buildings do not meet benchmarking performance standards, they would be required to make upgrades to meet water conservation benchmarks. See San Jose's model ordinance. • Require large commercial developments (properties like wineries, large restaurants, and hotels over a certain size), to undergo regular water audits to identify areas for improvement. • Provide free water audits to these properties every two year or at the point of sale/retrofit.	• Review audit requirements every 10 years and update as required to include more commercial properties.		
			• Study the feasibility of applying tiered water rates to large commercial water consumers for cities and unincorporated parcels that get their water from cities that do not currently used tiered water rates for commercial.	• As per the study's results, develop a tiered water rates plan applicable to large commercial water consumers.		
	Recycled Water	Recycled Water Projects throughout Napa County	• Work with wastewater agencies to conduct a feasibility study to expand the supply of recycled water and infrastructure (e.g., pipelines) to more areas of demand, prioritizing underserved agricultural applications and large outdoor water irrigation uses.	• As per the study's results, plan the expansion of recycled water pipelines prioritizing high density areas.	All	Qualitative
	Water Conservation Education and Awareness	Napa County's Water Footprint Calculator and Stream Watch City of Napa's Home Water Calculator	• Encourage the use of "Water Footprint Calculator", "Home Water Calculator", and Watershed Information and Conservation Council's (WICC's) "Citizen Science Tool-Stream Watch" by providing information at the County's water conservation website and providing a link to the program.	• Continue short term actions	All	Supporting
Agriculture and Open Space						
Off-Road Equipment	★	BAAQMD agricultural equipment incentives (current incentives are set to expire on 11 April 2024)	• Explore opportunities to provide more funding through extending the BAAQMD's incentives or develop a new incentive program tailored for the region (for example using NRCS's EQIP program) for buying electric agricultural equipment to achieve 100 percent transition of eligible equipment to electric.	• Continue the funding program to achieve 100 percent transition of eligible equipment to electric or solar.	Unincorporated County Only	Quantifiable

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	Reduce fossil fuel consumption in field equipment	BAAQMD's incentives for agricultural equipment; CARB's Funding Agricultural Reduction Measures for Emission Reductions (FARMER) program, Clean Off-Road Equipment Vouchers, and Carl Moyer program	• Include a list of available incentives to support purchase of electric agricultural equipment on the County's Agricultural Commissioner Website, on the RCAAP website/app, through print and social media, and through local agricultural associations such as the Napa County Farm Bureau (NCFB), Napa Farmers Market Association (NFMA), and Napa County Resource Conservation District (Napa RCD).	• Update the information as new incentives become available.		
			• Develop an irrigation pump replacement program to achieve 100 percent transition to electric or solar. The program can be similar to the lawn and garden trade-in program. Provide vouchers or rebates for the installation of solar electric irrigation pumps or the purchase of biofuels to power internal combustion irrigation pumps when replacing a fossil-fuel powered irrigation pump.	• Continue the replacement program to achieve 100 percent irrigation pumps transitioned to electric or renewable fuels		
	Zero Carbon Off-Road Equipment Education		• Support agricultural community in using alternatively fueled offroad equipment, such as equipment fueled by electricity or renewable diesel by organizing tailored campaigns for the agricultural community. • Encourage maintenance and operations of field equipment, (optimizing loads, using effective travel patterns, reducing tire slippage, optimizing irrigation pumps). The campaign may provide education on: - benefits of using electric equipment - benefits of maintaining equipment - available resources (incentives) - location and information about registered repair and maintenance shops	• Continue short term actions	Unincorporated County Only	Supporting
Increase Carbon Storage	Enhancing carbon farming practices in the region	Napa County Carbon Stock Report (2023)	• Establish partnership with University of California Agriculture and Natural Resources (UC ANR) to: - identify carbon farming best practices tailored to Napa region - document existing and potential carbon farming practices - identify farmers, vineyard owners, ranchers, and land managers in the region who are currently practicing carbon farming at large scale (aimed to facilitate voluntary engagement between the agricultural community)	• On the County website, develop a webpage dedicated to the study and list the farmers, winers, ranchers, and land managers who are currently practicing carbon farming at large scale. Update the list every year with crop report results (see crop reporting related measure below). Add details necessary for agricultural community engagement (like farm's website link).	Unincorporated County Only	Quantifiable

Revised Preliminary Draft Napa RCAAP Greenhouse Gas Reduction Measures – July 2024 - For CAC Discussion Only (Subject to Change)						
Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
		Napa RCD is currently working on a Carbon Farming Plan (CFP)	• Support local partners as they develop a "Carbon Farming Program" to - develop grants for participating in carbon farming practices prioritizing: ◦ application of compost instead of fertilizers ◦ grazing management - provide grant application assistance to income-qualified farmers and ranchers. - develop a reporting incentive in which additional assistance will be provided in preparation of carbon farming grant applications if the applicant commits to annual reporting on soil management and carbon farming practices - conduct annual workshops that engages farmers, ranchers, and land managers of the region to share carbon farming and soil management best practices	• Continue the "Carbon Farming Program". • Review the feasibility of incentives, grants, and technical support and update as necessary. • On the County's Agricultural Commissioner Website (linked from the RCAAP website), develop a page dedicated to the region's carbon storage to share information on available resources, available financial aids, and carbon farming and soil management regional practices.		
		Napa Green Vineyard Certification.	• Promote Napa Green Vineyard Certification by: - incentivizing landowners for participation - promoting the certification by providing information on the County and RCAAP website and providing a direct link to the Napa Green website	• Continue short term actions		
		Napa RCD is currently working on a Carbon Farming Plan (CFP)	• Collaborate with Napa RCD to develop CFP for all agricultural land categories by: - provide financial and technical assistance to agricultural landowners in developing CFPs	• Continue short term actions		
	Carbon farming reporting		• Update the annual crop reporting format to allow easy reporting of carbon farming practices by including options to report the following practices: - Acres of land where compost/biochar was applied - Acres of land where regenerative grazing was practiced - Reduction in fallow land acreage - Acres of land where strip tilling or tillage reduction was practiced - Types of feed additives used - Other carbon farming practices	• Review the crop reporting format after the Carbon Farming Program study is complete for any gaps in things to report. Afterwards, report every five years on any new carbon farming practices in the region. • Use the reporting results to update the list of farmers, winery and vineyard operators, ranchers, and land managers who practice carbon farming at a large scale on the County webpage (aimed to facilitate voluntary engagement between the agricultural community).	Unincorporated County Only	Supporting

Revised Preliminary Draft Napa RCAAP Greenhouse Gas Reduction Measures – July 2024 - For CAC Discussion Only (Subject to Change)						
Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
	Reforesting burned areas with oak trees	The Re-Oaking North Bay project.	• Support the Re-Oaking North Bay project by: - providing funding support (review financial needs and develop subsidies or incentives) - facilitating the connection with landowners who would like to plant oak trees and incentivizing landowners to participate - supporting the research by collaborating on data and knowledge exchange	• Continue short term actions	Unincorporated County Only	Quantifiable
		Acorns to Oaks – Kit for Teachers	• Spread education regarding significance of oak trees in Napa County by partnering with Napa RCD and Acorn to Oak Tribal organization to distribute the Acorns to oaks kits to target audience like students, youth groups, landowners who have planted oaks, and any other interested parties.	• Review the short-term action every five years to include more community groups in target audience list.		
Reduce Emissions from Livestock	Enhance sustainable livestock practices in the region		• Encourage livestock owners to include feed additives that reduce methane emissions from cattle (e.g., seaweed additives) through print and social media. Due the prevalence of pasture-managed cattle, which reduces emissions from manure management, enteric fermentation accounts for over 90% of livestock emissions in the region.	• Continue short term actions	Unincorporated County Only	Quantifiable
			• Adopt ordinances that discourage or prohibit anaerobic manure management (e.g., feedlots) in favor of pasture-managed or composted manure.	• Review and update ordinances every five years to apply more stringent regulations		

Notes:

Denotes a CAAP Focus Measure based on the "top ten" most important measures identified by Ascent as having the greatest GHG reduction potential, quantifiability, and feasibility. These measures are also flagged as subjects for further cost estimation.

Quantifiable: Measure will result in direct GHG reductions which can be quantified with a reasonable set of assumptions and data.

Qualitative: Measure will result in direct GHG reductions, but the effects cannot be reasonably quantified or there is a known lack of data to quantify this measure.

Supporting: Measure supports the GHG reductions associated with other related measures or provides overall educational or administrative support in reducing emissions.

Memo

455 Capitol Mall, Suite 300
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Date: June 14, 2024

To: David Morrison, Brian Bordona, Jamison Crosby, Ryan Melendez (County of Napa); and Deborah Elliott (City of Napa)

From: Brenda Hom, Sonam Sahu, Erik de Kok, Honey Walters (Ascent, Inc.)

Subject: Napa County Regional Climate Action and Adaptation Plan: Greenhouse Gas Reduction Framework, Guidelines, and Preliminary GHG Reduction Measures

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1 INTRODUCTION

The purpose of this memorandum is (1) to provide an overview of the proposed framework and guidelines for developing greenhouse gas (GHG) reduction strategies, measures, and actions that will be included as part of the Napa County Regional Climate Action and Adaptation Plan (RCAAP); and (2) present a refined preliminary list of GHG emission reduction strategies, measures, and actions for review and comment by County of Napa and City of Napa staff, hereinafter referred to as the "Project Team".

In 2022, Ascent worked with the Project Team to develop a preliminary set of 22 GHG reduction measures for reducing GHG emissions in the region. The proposed measures in Attachment A were based on the original 2022 list but have been refined to fit within the proposed framework and guidelines described in this memo (see Sections 2 through 4). An example of a complete measure with implementing actions that address the criteria per the recommended measure guidelines is included in Section 5. Quantification of GHG emissions reductions, a detailed assessment of each measure (e.g., how the measure will be funded and potential costs), and an assessment of how each measure applies to each jurisdiction will be completed after the final selection of measures and actions.

2 GREENHOUSE GAS REDUCTION FRAMEWORK

The RCAAP's GHG reduction framework is comprised of strategies, measures, and actions, which are defined as follows:

- **Strategies** serve as high-level, overarching methods for reducing GHG emissions in each sector of the region's GHG emission inventory. They are intentionally broad and categorical in nature.
- Within each strategy are one or more **measures** that may include policies, measurable objectives, or other more specific pathways for achieving the broader strategies. GHG reductions are quantified at the measure level.

  Implementing **actions** define the specific activities, implementation programs, projects, or steps that each jurisdiction will take to implement the measures to achieve the GHG reduction targets identified in the RCAAP. There may be numerous implementing actions under each measure, including short-term and long-term ones.

While the GHG framework included in this chapter is primarily focused on reducing GHG emissions, many of the measures and actions will also result in co-benefits, such as uplifting disadvantaged communities, improving air quality or public health, addressing affordability and accessibility, or increasing community resilience.

3 APPROACH TO GHG REDUCTION MEASURE DEVELOPMENT

Developing effective GHG reduction strategies, measures, and implementing actions requires an iterative process. The first step is to conduct a thorough examination of the region's emissions forecast, prioritizing strategic emission reduction opportunities in sectors and sub-sectors with the highest emissions. Second, once these opportunities are identified, the initial set of GHG reduction measures are developed consistent with the framework and specific "measures guidelines." These measure guidelines (detailed in Section 4) ensure that the measures are transparent, implementable, consistent with California Environmental Quality Act (CEQA) requirements, prioritize equity, and are beneficial to the community. Finally, following engagement with both internal and external stakeholders (as outlined in the Public Engagement Plan), each set of actions are then defined. During the revision and refinement process, it will be critical to ensure continued adherence to measures and implementing actions with the measures' guidelines. This iterative process aims to fine-tune the proposed strategies and measures, fostering alignment with overarching project objectives and community concerns while also ensuring maximum defensibility of the RCAAP as a CEQA-qualified plan.

4 GHG REDUCTION MEASURE GUIDELINES

This section describes the guidelines used for developing the GHG reduction measures and implementing actions. The measure guidelines include two distinct but partially related objectives. The first objective includes a set of requirements to ensure that the measures and implementing actions are consistent with a CEQA-qualified GHG reduction plan as outlined in CEQA Guidelines section 15183.5(b). The second objective is a more specific set of criteria that evaluates the measures based on their GHG-reduction effectiveness, cost, impact on equity, implementation feasibility, and secondary benefits (e.g., health, air quality), as requested by the Project Team.

4.1 CEQA REQUIREMENTS FOR A GHG REDUCTION PLAN

CEQA allows for the tiering or streamlining of GHG analyses for individual projects under a programmatic GHG reduction plan, referred to as a plan for reduction of greenhouse gases, or pursuant to CEQA Guidelines section 15064.4(b)(3). Climate action plans used for this purpose, including the Napa County RCAAP, must meet key requirements outlined under CEQA Guidelines section 15183.5(b), which serves to guide the development of a plan that has clear and reasonable implementation steps, tracking mechanisms, and GHG reduction estimates that are supported by substantial evidence. CEQA Guidelines section 15183.5 subdivision (b)(1)(C) and (b)(1)(D) provide the specific requirements for measures included in a GHG reduction plan, stating that a plan should:

a) Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area [of the RCAAP], and

b) Specify measures or groups of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions [reducti\on] level.

While the above elements are not all the requirements for a qualified GHG reduction plan under CEQA, they apply to developing individual GHG reduction measures. CEQA Guidelines section 15183.5, subdivision (b)(1) does not

expressly impose CEQA mitigation measure standards on GHG reduction measures. However, when used for project CEQA streamlining, reduction measures included in the RCAAP must meet the above requirements from section 15183.5 subdivision (b)(1). They must also be binding and enforceable on projects for which the measures apply, per CEQA Guidelines section 15183.5 subdivision (b)(2). If the measures are not binding and enforceable for the project to which they apply, the measures must be included as mitigation measures for the project and therefore must at that time meet CEQA mitigation standards.

4.2 RCAAP GHG REDUCTION MEASURE GUIDELINES

In keeping with the overarching requirements under CEQA Guidelines section 15183.5 (e.g., identifying GHG-reducing actions and providing substantial evidence of their proposed emission reductions), the GHG reduction measures in the RCAAP should follow guidelines, proposed here and requested by the Project Team, which provide clear and specific criteria for each measure and associated implementing actions. This will allow each jurisdiction to provide substantial evidence that the GHG reduction measures will be implemented, monitored, and enforced (where applicable), with clear pathways and metrics for achieving a determined GHG reduction level within the timeline of the RCAAP targets. As such, each measure that is included in the RCAAP should be consistent with the following five key guideline topics:

- GHG Reduction Effectiveness
- Feasibility/Implementation
- Equity Alignment
- Secondary Benefits
- Cost Effectiveness

These guideline topics are discussed in more detail below, with specific recommendations or criteria for each.

1. GHG Reduction Effectiveness

To ensure that the RCAAP is effective in reducing GHG emissions, the measures and actions should be clearly identified as quantifiable (i.e., potential emissions reduction can be estimated), qualitative (i.e., focused on changing existing processes and behaviors – may or may not be quantifiable), or supportive (i.e., focused on providing financial, technical, or infrastructural support to facilitate emissions reduction efforts). Additionally, the actions and measures should be analyzed to assess the degree to which they could influence or change a situation, system, or outcome, and the associated magnitude of GHG reductions.

Guideline recommendations include:

a) Is the measure quantifiable, qualitative, or supportive?

b) What is the potential magnitude of the GHG reduction (i.e., high, medium, or low)[1]? And (following GHG quantification), what are the estimated GHG reductions that would be achieved?

[1] High = over 5 percent GHG reduction potential; Medium = 3 to 5 percent GHG reduction potential; Low = 0 to 3 percent GHG reduction potential (note: these percentages are all relative to total GHG reductions needed to achieve targets).

2. Feasibility/Implementation

To ensure the feasibility of the RCAAP measures, implementation guidelines for all implementing actions associated with each measure should also be identified. Implementation guidelines include the mechanism for implementation, a public engagement and community partnership plan, a set of performance standards and tracking mechanisms for those standards, and a timeline for implementation and completion.

Mechanism for Implementation

Each GHG reduction measure and action should clearly identify the appropriate mechanism or vehicle for implementation, including whether the jurisdiction will need to create a new program or modify an existing program, and whether the development of an ordinance or regulation subsequent to the RCAAP's adoption is appropriate to guide and enforce implementation. Not all measures in the RCAAP will be enforceable through an ordinance because non-regulatory or voluntary programs can be effective in mitigating GHG emissions. If programs require partnership or collaboration with other agencies or organizations, the RCAAP should clearly explain each jurisdiction's approach, capacity, and timing for engaging with outside partners.

The guidelines for an implementation mechanism also serve to identify the department responsible for leading implementation and the supporting department.

Recommended criteria under this guideline include:

a) Does the measure create or call for a program or ordinance that can be implemented by the jurisdiction?

b) Is a department or agency identified to lead and support implementation?

c) If the jurisdiction is not solely responsible for implementation, are program criteria and the jurisdiction's role in relationship to the role(s) of others sufficiently defined?

Public Engagement and Community Partnerships

Successful implementation of the GHG reduction measures and actions may require that the community be aware of the programs available and ordinances with which they will be required to comply. As such, each measure should include actions to engage with the community or partner with existing agencies and community-based organizations to assist in the dissemination of information and messaging associated with voluntary programs or mandatory ordinances. Additionally, partnerships with non-governmental organizations (NGOs) can serve to assist with implementation efforts while lowering the need to hire additional staff.

Recommended criteria include:

a) Does the measure specify a mechanism for informing and engaging the public to support implementation?

b) Can partnerships with existing NGOs or governmental agencies be leveraged to expand available resources for implementation? Would any specific agreements or related actions be required following RCAAP adoption to establish partnerships?

Performance Standard and Tracking Mechanism

Implementation of the RCAAP can be tracked through two pathways: 1) cumulatively tracking activity data and emissions through the GHG inventory process; and 2) tracking GHG reductions by monitoring the performance standards associated with each individual measure.

Activity data and emissions-based tracking (pathway #1) are beneficial for determining sector-level trends over longer periods (2+ years); however, this mechanism can be challenging for tracking measure-level success due to external factors (e.g., annual natural gas consumption can increase if a winter season is colder relative to the previous one)

and the combined effects of related measures (e.g., electricity consumption can decrease due to energy efficiency programs or on-site solar generation, or increase due to electrification, but it is difficult to tease these out separately in a cumulative analysis).

Alternatively, each measure can have a performance standard that will measure the success of a program or that equates to a long-term emissions reduction supported by substantial evidence (pathway #2). For example, a performance standard may be increasing the number of electric vehicle chargers by 50 percent, or reducing household water use by 10 percent. These performance standards should be clearly defined within the measure language itself where possible, with target years that align with the RCAAP's overall GHG reduction target years. These performance standards should be developed so their tracking data are easily obtained through existing processes, and if a streamlined process for collecting these data does not exist, an action to develop a tracking mechanism should be included as part of the measure's implementing actions.

Recommended criteria include:

a) Is a success-tracking metric or performance standard (e.g., square feet of floor space electrified) included in the text of the measure?

b) Is (are) a specific year(s) established for each success tracking metric that aligns with GHG reduction target years?

c) Is a tracking mechanism for data collection (related to the performance standard) indicated within the measure's implementing actions, or is the creation of a tracking mechanism included if one does not exist?

Timeline of Implementation and Completion

Each measure should include a clear timeline of implementation that will be needed to support the GHG reductions that can be achieved within the RCAAP GHG reduction target timeframe. This may include the year by which an ordinance would be adopted or becomes effective, a program established, or an outreach campaign planned and executed. For longer-term measures that include interdependent actions, require further evaluation or study, or currently lack funding sources, the measure should include estimated milestone dates by which certain implementing actions or phases would be completed, particularly when specific implementation details cannot be specified prior to RCAAP adoption. This would allow for each jurisdiction to be transparent where timelines are uncertain and provide reasoning for why this uncertainty exists. In addition to providing stakeholder transparency, this would help staff to prioritize initiatives and applications to funding and financing sources.

Recommended criteria include:

a) What is the general timeframe for realizing the GHG reductions in each measure, and/or completing each implementing action (e.g., short-term [i.e., within the next 1-3 years], or long-term [i.e., 3 years or longer]?

b) Does each implementation action for each RCAAP measure include a timeline for implementation (e.g., estimated start and end dates), and if the action or measure is dependent on the implementation of other actions (such as the completion of a feasibility study), is this identified?

3. Equity Alignment

GHG reduction measures and implementing actions should enhance equity and strive to uplift disadvantaged communities and mitigate the disproportionate environmental burdens experienced by low-income communities and communities of color. It entails ensuring that each measure is financially viable and easily accessible for all communities and prioritizing the needs of disadvantaged communities.

Guideline recommendations include:

a) Is the mechanism for implementing this measure affordable and accessible to all communities, especially the disadvantaged communities? If not, does the measure include action to make the mechanism affordable and accessible (for example by developing a financial aid system)?

b) Is a data metric suggested for measuring the extent of equity and community benefits?

4. Secondary Benefits

While the primary goal of GHG strategies, measures, and actions in the RCAAP is to reduce emissions, many of the measures and actions often have additional positive impacts on communities beyond reducing GHG emissions. These secondary benefits may include improvements in public health, energy security, cost savings, economic opportunities, social cohesion, quality of life, and ecosystem health. Each measure should identify the secondary benefits that can be expected from the implementation of the measure or actions. Additionally, each measure should specify if the secondary benefits are direct impacts of measure implementation (for example, installation of solar panels on community buildings directly reduces energy costs for residents) or indirect effects (for example, preservation of natural ecosystems enhances biodiversity, improves environmental health, and provides recreational spaces for community members, leading to improved mental and physical well-being). This analysis will use the United Nations Sustainable Development Goals framework to identify potential secondary benefits that can be expected from a measure or action (United Nations 2015).

Guideline recommendations include:

a) What are the potential community well-being and health benefits factors that can be expected by the implementation of the measure or action?

b) Is the potential community well-being and health benefits factor a direct or indirect impact of the measure?

5. Cost Effectiveness

Successful implementation of the RCAAP requires that cost estimates be performed for each measure. A cost estimate should provide each jurisdiction and stakeholders with a cost-benefit analysis. This analysis will facilitate an understanding of the implications of each action for the governmental bodies and supporting parties. Moreover, it provides essential information to assist with the prioritization of near-term reduction measures and actions, ensuring that resources are allocated efficiently and effectively. The results of the cost estimation analysis will be provided in the Cost Analysis and Funding Strategy under Task 5 later in the project schedule, providing rough order-of-magnitude cost estimates that can be normalized per metric tons of carbon dioxide equivalent (i.e., $/MTCO$_2$e) for each GHG reduction measure. This exercise will be completed by Jacobs Engineering and Economic and Planning Systems (EPS).

Guideline recommendations include:

a) Does the measure have an associated cost of implementation that demonstrates a mitigation ratio of dollars spent to amount of GHG reduction (i.e., $/MTCO$_2$e) to help prioritize near-term actions?

b) Does the measure identify an actual or potential funding mechanism/source to initiate or sustain the implementation?

The above guidelines should be considered when developing the RCAAP GHG reduction framework. Each measure should be analyzed under each criterion detailed in Section 4 to ensure that the implementation of GHG reduction measures is feasible, effective, cost-effective, and prioritizes equity and secondary community benefits. These

guidelines provide the appropriate level of detail for each GHG reduction measure to include clear implementation steps, prioritization of implementation, and alignment with the region's priorities. Additionally, by following these guidelines each jurisdiction can more appropriately plan the allocation of resources in support of efforts to achieve GHG reduction targets.

5 COMPLETE EXAMPLE

This section provides an example of one measure and associated implementing actions that address all guidelines in Section 4. Note that in most cases, the guidelines are applied at the action level instead of the measure level. The example presented in Table 1 below aims to offer a comprehensive understanding of how the guidelines will be applied and how they manifest in the measure and action language. This example indicates the level of detail anticipated for each measure and action proposed for the RCAAP. Pending review from the Project Team, this level of detail may change. Depending on the action, an action may apply to jurisdictions individually, the region as a whole, or both.

Table 1: RCAAP Measure Example - Building Energy Sector Measure 1 – Existing Buildings Decarbonization

Strategy	Energy Efficiency and Electrification
Measure	**Develop a comprehensive energy retrofit program to transition existing residential and non-residential buildings to net zero carbon with a target of 25 percent of existing buildings by 2030 and 100 percent by 2045.**
Existing Actions	• Standard incentives through the Federal Tax Credit exist but are scheduled to expire in 2032 and could change with administrations. • Bay Area Regional Energy Network (BayREN) offers a number of rebate and incentive programs for existing residential and non-residential buildings. • MCE offers a number of rebate and incentive programs for existing residential and non-residential buildings. • BAAQMD's Zero NOx Rules, which apply only to space and water heating appliances at time of replacement and does not mandate the immediate change out of existing appliances. NOx-emitting natural gas furnaces and water heaters will be phased out over time, beginning with water heaters in 2027. The new rules will not apply to appliances used for cooking, such as gas stoves.
Short Term Actions (1-2 years)	**All Buildings** 1. Secure funding to support the implementation of energy efficiency and electrification actions. 2. To prepare for building electrification, work with local and regional agencies such as BAAQMD, BayREN, MTC/ABAG, PG&E, MCE, or others, to create a pre-electrification program that provides affordable financing or rebates or other incentives, depending on funding available, for electric panel upgrades. Begin by annually identifying buildings that have water heaters or furnaces that are within 2 years of their average service lifetime, based on dates of original permits. Once identified, reach out to property owners to present the available incentives. Identify if panel upgrades are needed to support full building electrification. Also determine if the building is suitable for solar and batteries. Confirm with PG&E that electric infrastructure will be able to support widespread or neighborhood-level electrification and if not, work with PG&E to identify a timeline for upgrades. 3. <u>Reach Codes</u> a) Work with the California Energy Codes and Standards Program (CECSP) to develop reach codes and associated cost-effectiveness studies. The reach codes will require existing buildings that are undergoing retrofits to meet the following performance standards or other similar standards that achieve equivalent GHG emission reductions: i) Existing residential buildings' modeled energy efficiency score must meet or exceed half of the maximum cost-effective score at time-of-retrofit (note: "modeled energy efficiency score" means the building's energy efficiency score as calculated by a CEC-approved compliance software program, such as the California Building Energy Code Compliance [CBECC] software.) ii) Existing nonresidential buildings must reduce their non-electricity-related emissions by 19 percent by 2030, and 75 percent by 2045.

b) Determine reach code compliance triggers for existing building retrofit projects, which may be based on one or more metrics such as percent of existing floor area, building permit valuation, or project valuation.
c) Conduct stakeholder outreach with building industry members, contractors, residents, businesses, and other interest groups to present the reach code options and solicit feedback.
d) Develop and adopt an ordinance(s) to implement and enforce the new reach code(s) for existing buildings.
e) Conduct training for permitting staff to understand the reach code requirements for existing buildings and how compliance will be demonstrated.
f) Develop a tracking system for the types of measures implemented to maximize energy efficiency and decarbonization, energy efficiency upgrades, or pre-wiring completed by applicants pursuant to reach code requirements for existing buildings.
g) Eash jurisdiction will review their existing building reach codes at the release of each triennial building code cycle for updates to align with new cost-effective electrification pre-wiring and energy efficiency measures, such that the existing building reach codes are in line with the most recent decarbonization guidance and cost-effectiveness data.

4. Streamlined permitting
   a) Review the existing permitting processes for building owners seeking to replace fossil-fueled equipment with electric equipment and modify as needed to reduce complexity, cost, and processing time for any required permits.
   b) Waive or reduce permitting fees for applicants for building retrofits that include all-electric conversion of mixed-fuel buildings and capping of natural gas lines to encourage exceedance of existing building reach code requirements. Additionally, waive or reduce penalties/fees for prior non-permitted work that is upgraded for reach code compliance.
5. Community Outreach and Education
   a) Develop a community outreach program that provides education strategies that enable and encourage energy conservation and gas-to-electric conversions in residential and commercial buildings for space and water heating.
   b) Develop and/or share existing online educational materials targeted to building owners and tenants that are hosted on the jurisdiction's websites on energy efficiency and building electrification; including training, fact sheets, information on available incentives, video tutorials, and links to existing content (such as The Switch is On). In addition to education, video tutorials can explain to building owners how to enroll in real-time energy use monitoring tools to track energy use compared to historic levels and within the community through the EnergyStar™ Portfolio Manager, or other tools offered by third-party providers. The educational materials will also be provided as part of routine regulatory processes, such as applying for or renewing licenses or permits. Examples of incentives currently available (and subject to change) include:
      i) MCE's Residential and Commercial energy efficiency programs
         Energy Efficient Commercial Buildings Deduction tax credits program (179D)
      ii) Homeowner Managing Energy Savings (HOMES) rebate program
      iii) High-Efficiency Electric Home Rebate (HEEHRA) program.

Residential buildings

6. Work with MCE & BayREN to review the distribution of building energy use by income to identify limits of income-eligibility requirements. For example, if less than 25% of homes or residential energy use are eligible for programs with income limits, work with MCE and/or BayREN to increase the income limits and to adjust for participation rates of eligible homes such that at least 25% of existing residential energy use countywide would be reduced by 2030 from 2019 levels. Some of MCE/BayREN's programs work with energy assessors to identify specific home energy upgrades. These can include electric heat pump water heaters, electric tankless water heaters, solar water heaters, electric or induction stoves, heat pump HVAC systems, etc. as well as required rewiring or electrical work.

	7. Develop a revolving loan fund to provide low-interest loans to low-income residents to cover the time-of-replacement/emergency replacement of water heaters and/or HVAC units with electric options, ensuring that loans can be processed quickly and efficiently with equitable procedural access. Pursue grant funding opportunities to seed the revolving loan fund. **Non-residential buildings** 8. For non-agricultural and agricultural operations, work with MCE to improve participation in the Commercial Energy Efficiency, Strategic Energy Management (SEM), and Agricultural and Industrial Resource (AIR) programs. Identify barriers that limit the current participation rate (e.g., knowledge about the program, program funding). Develop a plan to address the barriers to the program with the aim to reduce non-residential energy use by 25% by 2030 from 2019 levels.	
Long-Term Actions (3+ years)	**All Buildings** 1. Secure long-term funding to continue offering energy efficiency, electrification, and other net zero carbon rebates based on demand and progress toward measure goal. 2. Continue implementation of the pre-electrification program, adjusting for any improvements needed to increase participation such that 100% of buildings have the electric infrastructure to support full electrification. 3. Continue to implement reach codes as needed. Triennially update reach code language to be consistent with latest requirements under updated building codes. Time updates to reach codes with release of new building codes. 4. Continue to streamline permitting and electrification program outreach, making any improvements in light of any challenges presented from implementation of other actions to achieve the goal of 100% electrification by 2045. 5. Work with MCE & BayREN to review the effectiveness of the income limits of the residential and non-residential rebate programs and improvements to the non-residential. Perform annual reviews of the program that address any barriers in implementation, including funding barriers. Conduct a major review of the program in 2030 that addresses program-wide changes to help achieve electrification across the entire region by 2045. For homes not eligible for BayREN/MCE programs, research opportunities to work with local financial institutions (e.g., credit unions, banks) to offer zero or low percent financing for a limited time (e.g., 24 months) or on a sliding scale based on income (e.g., 24 months for income over 50% of median, 48 month for income less than 50%, with increasing APRs after).	
Applicable Jurisdiction	All Jurisdictions in Napa County	
GHG Reduction Effectiveness	Quantifiable /Qualitative /Supporting	Quantifiable
	Magnitude of Impact	High
Feasibility/Implementation Framework	Mechanism for Implementation	Rebates/incentives/financing, training and education, and adoption and enforcement reach codes.
	Responsible Department (Supporting Department)	*To be updated by the jurisdictions*
	Partnership Organization	Coordinate with BAAQMD, BayREN, Pacific Gas and Electric Company (PG&E) and MCE for the rebate program(s)
	Public Engagement	Coordinate with property owners, contractors, and installers to promote clean energy retrofit program and educate them about the available rebate programs
	Performance Standard and Tracking Mechanisms	Number and type of appliances and/or energy efficiency upgrades installed in residences and businesses, by date of installation or date of final building permit inspection . Type, fuel type, and size of appliance replaced.
	Timeline of Implementation	Year 1-2: Coordinate with internal departments regarding the pre-electrification program and with local and regional agencies. Seek funding. Year 2: Coordinate with the property owners and share information about the program and available incentives.

		Year 3+: Evaluate the progress of retrofits and seek more funding as needed. Continue to coordinate with the property owners. Continue to assess updates to reach codes as needed following each triennial code update cycle.
Secondary Benefits		Air quality improvements from the removal of natural gas. Benefits to indoor respiratory health. Improved comfort from less extreme indoor temperature variation.
Equity Alignment		Offer website and/or mobile app and any other related documentation in languages spoken in each jurisdiction, including accessibility for the vision impaired. Offers additional rebates for low- and medium-income households.
Cost Effectiveness	Cost Estimates	*To be updated following completion of studies by subconsultants*
	Funding Mechanism	*To be updated following completion of studies by subconsultants*

Source: Ascent 2024

6 NEXT STEPS

The County RCAAP management team will be the first to review this memo and the preliminary set of measures found in Attachment A. This preliminary draft list does not yet include all details required for consistency with the proposed guidelines. The team should review the framework and guidelines presented in this memorandum and provide feedback. The team should consider how the guideline topics should be ranked based on importance to each jurisdiction. The team should then review the measures in Attachment A, identifying the parameters for each of the measures that are consistent with the criteria in the guidelines (e.g., if a measure is readily implementable or not) to the best of their ability. Once the team has completed its initial review, provided feedback and comments, and identified measure parameters, Ascent will then review this feedback and discuss with the team regarding the next steps (e.g., measure revisions, interagency coordination, and stakeholder engagement). Quantification of GHG emissions reductions, a detailed assessment of each measure (e.g., how the measure will be funded and potential costs), and an assessment of how each measure applies to each jurisdiction will be completed after the final selection of measures and actions.

7 REFERENCES

United Nations. 2015. Sustainable Development Goals. Available at: https://sdgs.un.org/goals. Accessed April 08, 2024.

ATTACHMENT A

PRELIMINARY GHG REDUCTION MEASURES MATRIX

Quackenbush, Alexandria

From: Christina Benz <christinabbenz@gmail.com>
Sent: Thursday, July 25, 2024 1:49 PM
To: MeetingClerk
Cc: Lynne Baker; Marilyn Knight-Mendelson; Linda Brown; Jim Wilson
Subject: Comments for Climate Action Committee meeting, July 26, Item 5B
Attachments: 240726 Comments to CAC.docx

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: CAC

[External Email - Use Caution]

Please put these comments on record and share with members of the Climate Action Committee and staff.
Thank you,
Chris Benz
Napa Climate NOW!
707-492-0089

July 25, 2024

To: The Directors and Staff of the Napa County Climate Action Committee

We are pleased to see that the GHG Reduction Measures Matrix includes actions that have been priorities for Napa Climate NOW!, including building reach codes, future bans on new and expanded gas stations, gasoline powered leaf blower bans, and a Reuseable Foodware Ordinance.

However, we are very concerned that the Regional Climate Action and Adaptation Plan (RCAAP) is not sufficiently specific to Napa County, contains errors, and leaves out opportunities. Our concerns include the following:

1. The climate pollutant, black carbon, is not included in the GHG Emissions Forecast Update. Actions to reduce black carbon emissions are not included in the GHG Reduction Measures Matrix. It seems that the additional requirement of the RFP to "include all climate pollutants such as black carbon…" was not adhered to.

This is particularly disturbing because the 2019 Short-Lived Climate Pollutant Inventory lists **black carbon emissions as 2,193,416 MTCO$_2$e – almost twice as much as the entire GHG emissions of 1,221,861 MTCO$_2$e** as reported in the 2019 Community GHG Inventory. (NOTE: Table 5, pg. 11 of the GHG Emissions Forecast has numbers that are very different, and much lower, that the 2019 SLCP Inventory—we are asking the RCAAP team to correct this.)

Furthermore, the 2019 Short-Lived Climate Pollutant Inventory attributes 98% of the black carbon emissions to wildfires. In other words, actions taken to prevent wildfires have a direct effect on reducing emissions in Napa County and should be included in the Reduction Measures Matrix.

Finally, as shared previously, and again during the RCAAP community meeting in Yountville, black carbon is up to 52,000-times more powerful than CO_2. This means that measures to reduce even relatively small amounts of anthropogenic sources of black carbon can make a big difference for our climate and shouldn't be dismissed.

2. The calculations of methane emissions from solid waste do not consider the local conditions at our landfills (flaring at the American Canyon landfill, and methane capture at Clover Flat) and current composting operations. Instead, the Emissions Forecast Update states "Solid waste is the third largest emissions sector and would increase with population…".

While ongoing efforts to increase composting and minimize organic wastes from being landfilled are crucial and should continue to be reinforced and strengthened, accurate emissions data are needed to assess the actual level of methane emissions from this source rather than relying on modeling assumptions so that we can properly baseline and measure progress. Such data are available.

3. As we have pointed out before, the Climate and Clean Air Coalition, a United Nations Environmental Programme convened initiative representing more than 80 countries, has identified tropospheric ozone (and ground-level ozone) as another important short-lived climate pollutant. (See https://www.ccacoalition.org/short-lived-climate-pollutants/tropospheric-ozone.)

Ozone is formed by volatile organic compounds (VOCs) and nitrogen oxides (NO_X) emitted largely by human activities, interacting with sunlight. It acts as a strong greenhouse gas, altering evaporation, cloud formation, and atmospheric circulation, and impacts crops and people's health. There are many sources of these precursor pollutants right here in Napa.

Yet this is not currently factored in at all to the GHG Emissions Forecast.

4. The RCAAP's adaptation strategies list, particularly as relates to reducing the urban heat island effect, could be further strengthened by adding in measures to explore and implement new construction and existing building renovation incentives to use higher reflective surfaces on roads, roofs, and buildings.

5. The RCAAP will be used to prioritize actions and direct finite financial resources. Given our collective goal of achieving net zero climate pollutants by 2030, it is vital that we prioritize actions that will have the biggest impact on reducing the excess trapped heat in the atmosphere that is driving climate change and come to terms with the short-term as well as longer-term implications of each climate pollutant. Depending solely on GWP-100 metrics, for instance, is a boilerplate approach that significantly undervalues the benefits of mitigating methane and very short-lived climate pollutants.

Moreover, the IPCC has warned that every year that goes by reduces our chances of avoiding a temperature overshoot, with cascading tipping point consequences. Our near-term actions are vital to draw down the heat as quickly as possible, to create a viable bridge to the future.

In summary, Napa County and our municipalities have a unique opportunity to provide leadership to other cities and counties in California and throughout the US. We urge you to take the time to thoroughly vet and discuss the Emissions Forecast, the Vulnerability Assessment, and the Reduction Measures Matrix. You may want to use an ad hoc Technical Advisory Committee of local experts in wildfire prevention, buildings, agriculture, natural lands, climate accounting, etc. to review the documents for their accuracy and usefulness to Napa County.

We are happy to support you in any way we can in the creation of the best plan possible.

Thank you,

The Napa Climate NOW! Steering Committee
Lynne Baker, Co-Chair
Marilyn Knight-Mendelson, Co-Chair
Chris Benz
Jim Wilson
Linda Brown

NAPA CLIMATE NOW!
A 350 Bay Area Group

Quackenbush, Alexandria

From: David Graves <wavey1500@icloud.com>
Sent: Thursday, July 25, 2024 1:02 PM
To: MeetingClerk
Subject: Fwd: EPA's records and the American Canyon Landfill's GHG emissions

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: CAC

[External Email - Use Caution]

I send this to the CAC in advance of tomorrow's meeting.
This analysis would seem to indicate that Ascent's GHG inventory for the solid waste sector as it relates to the closed American Canyon Sanitary Landfill is very much too large—by a factor on the order of 50 times. This comment includes references to actual EPA data and calculation methods.
David Graves
Sent from my iPhone

Begin forwarded message:

> **From:** David Graves <wavey1500@icloud.com>
> **Date:** July 10, 2024 at 3:59:36 PM PDT
> **To:** Ryan Melelendez <ryan.melendez@countyofnapa.org>, william.doran@countyofnapa.org
> **Subject: EPA's records and the American Canyon Landfill's GHG emissions**
>
> Good afternoon:
> I took advantage of the EPA"s Greenhouse Gas Reporting Program's help desk to dig into the reported value for of ghg emissions (in this case methane, of course) for the American Canyon Sanitary Landfill. This was their reply.
> I did as they suggested and looked at the GHGRP page for ACSL. Here is the link for that, but I share here the screen shot from the pager "Reported data" on the website.

Methane Generation and Emissions values

Estimated Gas Collection Efficiency HH3
Is Override Indicator?
Methane Generation Equation HH5
Is Override Indicator?
Methane Emissions Equation HH6
Is Override Indicator?
Methane Generation Equation HH7
Is Override Indicator?
Basis for Input Methane Generation Value
Methane Emission from Equation HH8
Is Override Indicator?

Gas Collection Systems details

Annual Volume FGCollected Gas Volumetric Flow
Annual Average Methane Concentration

On account of having an operating LFG gas collection and flaring system with appropriate record keeping and reporting, and using the value generated by Equation HH-8, the value of MTCO2e from ACSL would appear to be 65.92 metric tons methane times the accepted GWP value of 25, or 1,648 MTCO2e in 2022. I have not tried to calculate the First Order Decay value using past gas volume data, but that should be relatively simple.
My conclusion is that for this particular point source of methane, using the EPA calculation method, the hourly methane emissions are on the order of 7.5 kilograms.

As emissions from other sources decrease, even though the modeled value for ACSL emissions go down over time, the uncorrected value skews our view of the importance of this sector.

Dave Graves

Begin forwarded message:

From: noreply@ccdsupport.com
Subject: e-GGRT Help Desk - Ticket -72357
Date: Jul 10, 2024 at 7:07 AM
To: wavey1500@icloud.com

Thank you for your inquiry to EPA's Greenhouse Gas Reporting Program Help Desk.
For the facility in question, the detailed data is available when you click on the facility's icon in FLIGHT. This should bring you to the facility overview page which includes more information about the facility's emissions. In addition, on the bottom right hand side of the page is an option to open and view their detailed annual report- you can select any year (click "view reported data").

If you view the annual report, scroll down to the Subpart HH section, this is the section providing details on Municipal Solid Waste emissions. As you mention the facility does have an LFG collection system in place. This is accounted for in the reported emissions data.

There are several equations in Subpart HH that account for emissions including LFG and oxidation. Essentially equation HH-1 models the emissions generated based on historical waste, HH-4 estimates LFG collection and equations HH-6 and 8 adjust the modeled values for LFG and oxidation. The emissions value used for this facility appears to be based on HH-6 (1,346 tons of methane x 25 to get CO2e). This is the higher of the two estimates from equations 6 and 8. If the result for equation HH8 is more appropriate for your inventory modeling you may consider that- in EPA's case the higher value is automatically used unless the facility choses the lower one.

For more detailed information on the underlying equations and rule, please visit:
https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-98/subpart-HH

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If you have questions about this ticket, you may contact us at GHGReporting@epa.gov. Make sure you reference the ticket number shown in the subject line.

Please do not submit sensitive or confidential business information to the Help Desk. Anything you send to this address may be made available to the public.

For a copy of the final rule and related resources please visit EPA's Web site at: http://www.epa.gov/ghgreporting

Thank you,
Greenhouse Gas Reporting Program Help Desk

The Greenhouse Gas Reporting Program (GHGRP) Help Desk is intended to provide general assistance with EPA's electronic Greenhouse Gas Reporting Tool (e-GGRT) and other rule-related questions. The GHGRP Help Desk does not provide legal advice, and responses to questions received through this help desk do not have legally binding effect or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. Facility owners or operators and suppliers are responsible for determining how they would be affected by the requirements of the rule. Although EPA will do everything possible to respond in a timely manner, it is the reporter's responsibility to meet all applicable deadlines, and any action or inaction by EPA does not in any way affect that obligation.

****

Napa County and its cities are drafting a climate action plan; in order to accomplish that, our consultant Ascent Environmental has created a comprehensive GHG emissions inventory for all sectors, one of which is Solid Waste. in 1995, our American Canyon Sanitary Landfill closed and it is enrolled in the GHGRP, registration 1004465. When capped after closure, the landfill gas collection system operated under a BAAQMD Title V permit. As the quantity of landfill gas produced decreased, the operator applied to operate a collection and flaring system under a Synthetic Minor Operating Permit; that request was approved in 2011. In the application for the latter (BAAQMD Application # 18923), there is a discussion of the "Potential to Emit" value in 2009 with the collection and flaring system in place.How does one reconcile that low value with the 2019 GHGRP reported value of 38k+ MTCO2e? That value would seem to be the output of the EPA model as if there were no collection and flaring system in place. I have looked at the EPA Flight data for this site and am confused as to what the "real" GHG emissions value should be.

Quackenbush, Alexandria

From: Lori Stelling <lori.stelling@me.com>
Sent: Thursday, July 25, 2024 9:33 PM
To: MeetingClerk
Subject: COMMENT FOR JULY 26 CAC MEETING RE: RCAAP PURPOSE

[External Email - Use Caution]

Dear CAC Members,

As a parent who has been actively engaged in local climate advocacy since 2016, I wanted to be sure to reach out this evening to let you know that I still strongly support the purpose of the RCAAP as amended back on September 27, 2023:

"The purpose of the RCAAP is to prepare a comprehensive plan for the Cities of American Canyon, Calistoga, Napa, and St. Helena, the Town of Yountville and the County of Napa to achieve the goal of carbon neutrality (net zero greenhouse gas (GHG) emissions) by the year 2030."

This week I've learned that the Copernicus Climate Change Service has reported that the past 13 months have been the warmest on record (https://climate.copernicus.eu/copernicus-june-2024-marks-12th-month-global-temperature-reaching-15degc-above-pre-industrial). As I shared back in 2023, our youth continue to need the adult leaders of their communities to ensure that we move far more diligently and swiftly on healing this crisis. Please do all you can to ensure that delay after delay and 'business as usual' are no longer an option. Make the goals of our RCAAP robust, meeting the sense of urgency that is demanded now.

I look forward to participating in the online RCAAP meeting on the 30th. Thank you for the opportunity to participate and for all actions you will take towards creating a strong RCAAP.

Sincerely,
Lori Stelling
Napa Resident 25+ years

Napa County Regional Climate Action and Adaptation Plan

Climate Action Committee Meeting

July 26, 2024

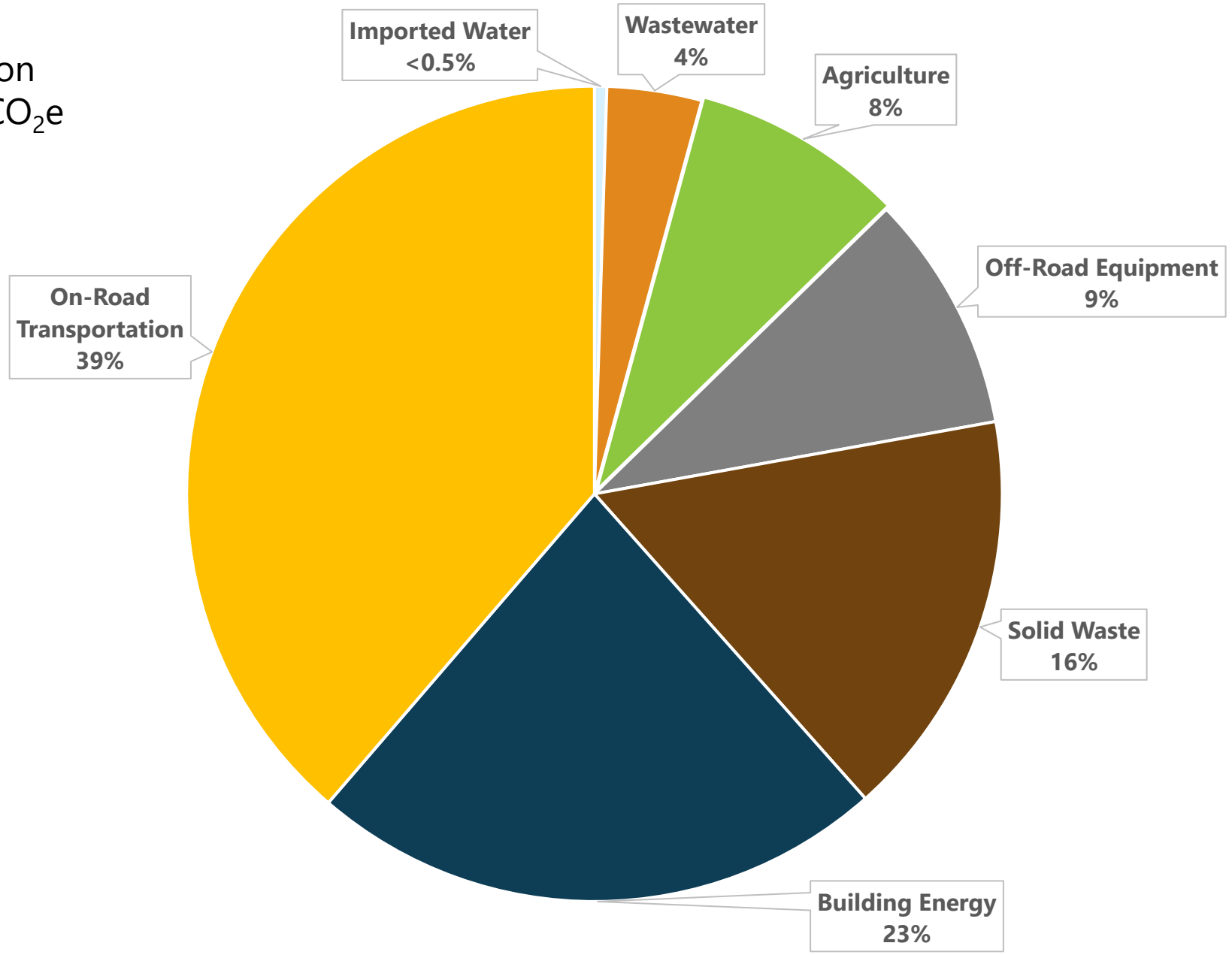
Agenda

- Quick recap of GHG Emissions Inventory and Forecasts
- Preliminary Draft GHG Reduction Measures
- Outreach & Engagement Update
- Next Steps
- Q&A

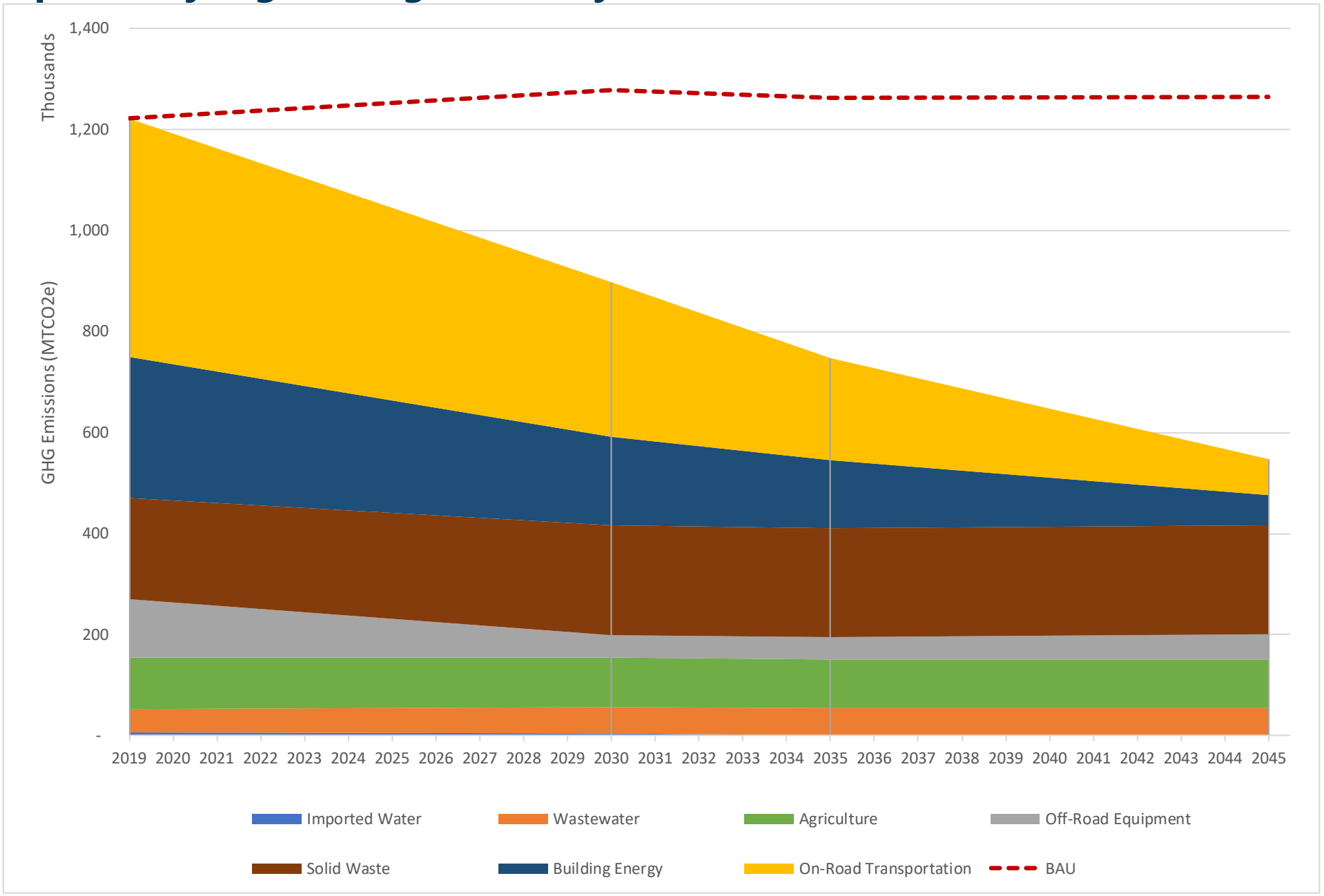
GHG Inventory and Forecasts Recap

2019 Napa County Regional GHG Emissions Inventory

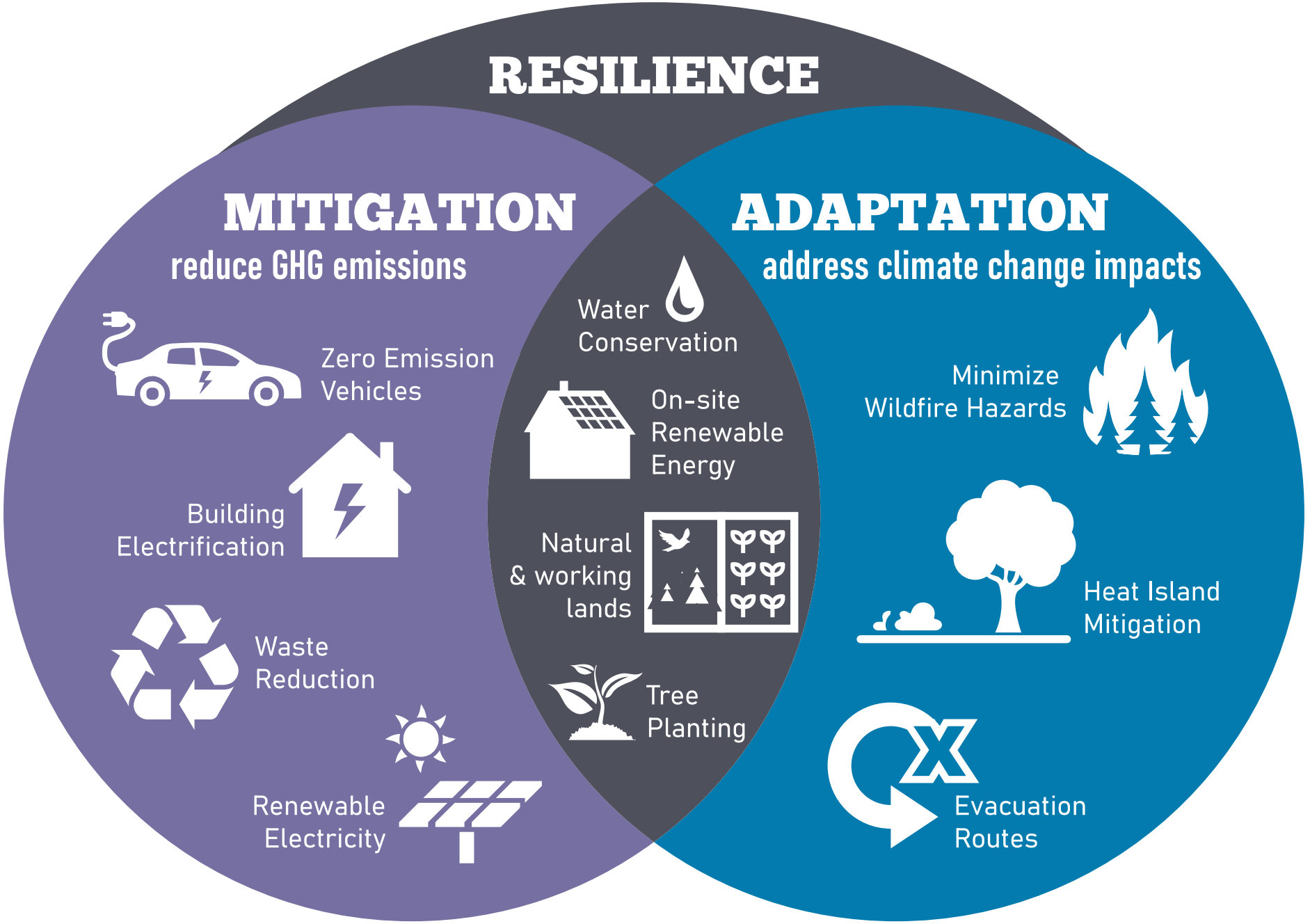
Total: ~1.2 million metric tons of CO_2e



Napa County Regional Legislative-Adjusted GHG Emissions Forecasts (2019-2045)



Preliminary Draft
GHG Reduction Measures


RESILIENCE
MITIGATION
reduce GHG emissions
Zero Emission Vehicles
Building Electrification
Waste Reduction
Renewable Electricity
Water Conservation
On-site Renewable Energy
Natural & working lands
Tree Planting
ADAPTATION
address climate change impacts
Minimize Wildfire Hazards
Heat Island Mitigation
Evacuation Routes

GHG Mitigation Framework

- **Focus Areas (aligned with inventory sectors):**
  - Building Energy
  - Transportation
  - Solid Waste
  - Water
  - Agriculture and Open Space

- **Strategies:** High-level, overarching goals for reducing emissions in each focus area

  - **Measures** – Policies, objectives, more detailed pathways for achieving GHG reductions under each strategy

    - **Actions** – Detailed actions required to implement each measure. May be short-term, long-term, or both.

Building Energy

- **Emissions Source: Energy use in residential and nonresidential buildings**
- **Strategies**
  - Building decarbonization (new and existing)
    - Improve energy efficiency of buildings and phase out fossil fuels
  - On-site renewable energy generation
  - Promote education and awareness and promote behavior changes
- **Co-benefits**
  - Improved indoor air quality and comfort
  - Local job creation in green building sector
  - Enhanced energy security
  - Reduced strain on local energy infrastructure

Transportation

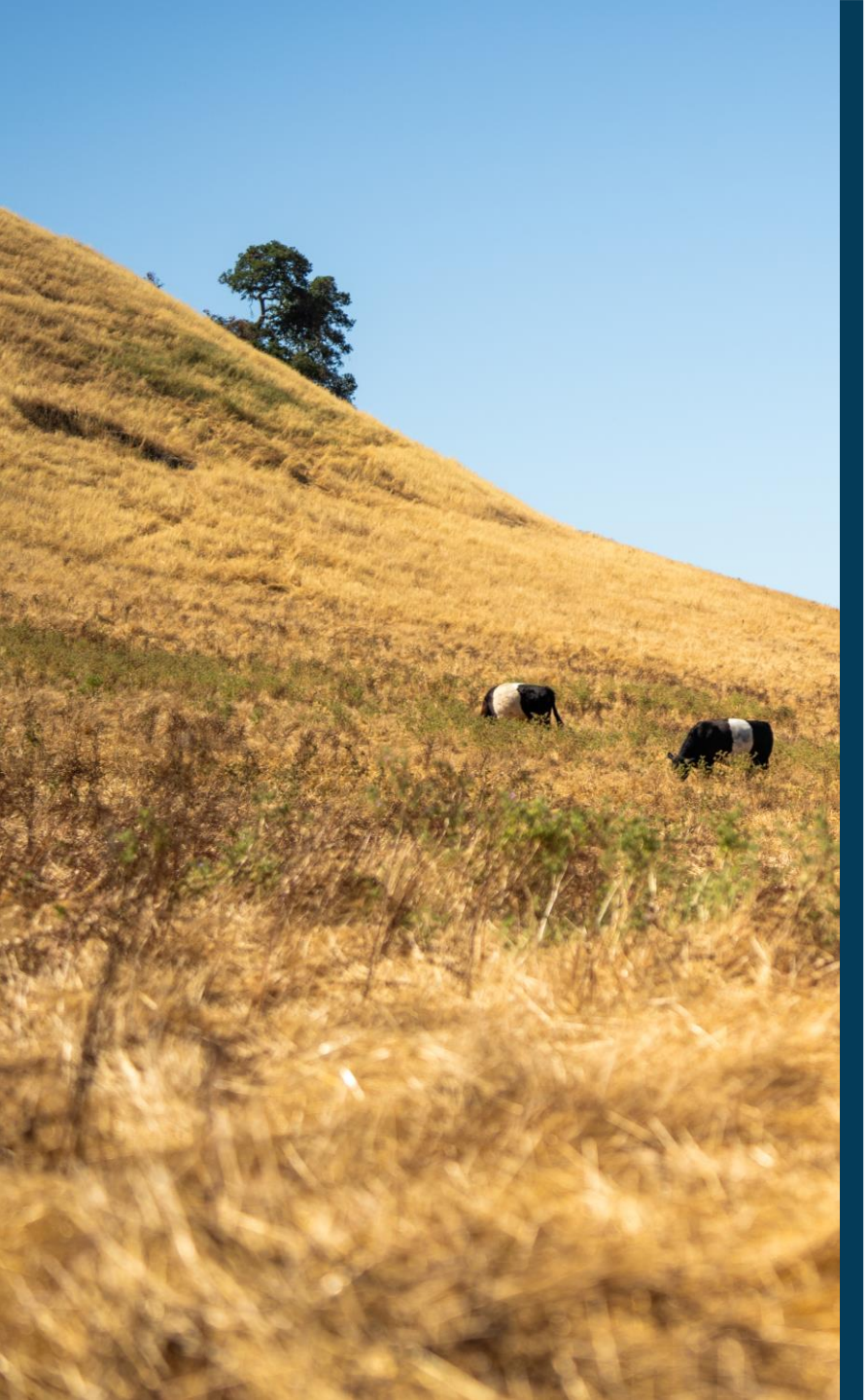
- **Emissions Source: Fuel use in vehicles and equipment**
- **Strategies**
  - Provide more mobility options
    - public transit and active transportation
  - Reduce vehicle use
  - Improve electric vehicle charging infrastructure
  - Decarbonize off-road equipment
    - electrify landscaping and construction equipment
- **Co-benefits**
  - Improved air quality and public health
  - Reduced traffic and safer roads
  - Increased physical activity and associated health benefits
  - Reduced noise pollution

Solid Waste

- **Emissions Source: Waste disposed in landfills**
- **Strategies**
  - Increase composting and edible food diversion
  - Promote waste education
  - Develop food waste recovery program
  - Increase recycling or reuse of construction materials
  - Implement efforts for reusable food ware at restaurants
- **Co-benefits**
  - Reduce landfill usage
  - Improved soil health through increased composting
  - Reduced food insecurity through food recovery programs
  - Reduced litter and improved community aesthetics

Water

- **Emissions Source: Energy used for distributing, pumping, treating, and transporting the water**
- **Strategies**
  - Develop water rebate programs
  - Conduct water audits and provide tiered water rates in large commercial developments
  - Improve recycled water infrastructure
  - Promote the use of County tools to track water usage at home
- **Co-benefits**
  - Reduced water bills
  - Increased water security and resilience to drought
  - Reduced energy use for water treatment and distribution
  - Improved sustainability of local water resources



Agriculture and Open Space

- **Emissions Sources & Sinks: Equipment fuel, crop cultivation, fertilizer use, animal manure, and enteric fermentation.**
- **Strategies**
  - Electrify agricultural equipment
  - Use electric irrigation pumps or biofuels for powering irrigation
  - Increase sustainable livestock practices and carbon farming
  - Collaborate with growers to improve soil health
  - Reforest burned areas and improve ecosystem health
- **Co-benefits**
  - Enhanced soil quality and agricultural productivity
  - More efficient use of water and energy resources
  - Educational opportunities and partnerships with growers

Quantitative vs. Qualitative Measures

- **Decision factors for qualitative vs. quantitative vs. supporting GHG reduction measures**
  - **Quantitative**
    - Measure has metrics and data available to quantify GHG reductions and quantitative tracking.
  - **Qualitative**
    - Measure has a direct or indirect impact on reducing GHGs, but its exact quantitative impact is unknown because lack of data or methods for quantification.
  - **Supporting**
    - Measure supports the implementation of other measures and/or quantification could result in duplication quantified reductions from other measures.

"Top Ten" GHG Measures

1. Retrofit existing buildings to net zero carbon
   - 25% of existing building stock by 2030
   - 100% of existing building stock by 2045
2. Require all new construction to be net zero carbon
3. Increase zero-emission vehicle fueling infrastructure (e.g., EV charging, renewable diesel, clean hydrogen)
4. Improve active transportation (walking & biking) options
5. Increase and expand transportation demand management (TDM) strategies

"Top Ten" GHG Measures (cont'd)

6. Require zero-emissions construction equipment
7. Increase solid waste diversion to 80 percent by 2035, key focus on reducing organics from the waste stream
8. Reduce fugitive methane at wastewater treatment plants
9. Reduce fossil fuel consumption in agricultural/field equipment
10. Enhance carbon farming practices

Outreach & Engagement Update

Focus Groups

- Goal: hear from members of community that will likely feel the greatest effects of climate change and have not historically been included in policy and planning decisions
- 70+ community organizations invited, 15 participated
- 5 groups discussed climate impacts on youth, families, public health, community-based organizations, and multi-lingual service providers.
- Participants encouraged:
  - **More Cross-cutting Partnerships**
  - **Immediate, Small-Scale Actions**
  - **Continuous Education and Resource Accessibility**

Community Meeting #1

- Wednesday, July 24, 6-8 PM @ Yountville Community Center

- Input:
  - Prioritize measures by what will have most impact on reducing heat
  - Include “costs of not acting”
  - Low-income and Spanish-speaking community members will be hit the hardest
  - Vulnerabilities are many, including dependency on tourism, low current use of public transit, limited EV charging, mental health
  - Strengths include Vine Trail, Napa River restoration, curbside composting, MCE Deep Green, and more

Agency Staff Coordination

- Monthly meetings with jurisdictional and interagency group
- Agencies' review of RCAAP intermediary documents

Ag + Business Focus Group Outcomes

- A focus group discussion with Agricultural and Winery stakeholder groups is scheduled for early August.
- A focus group discussion with various Chambers of Commerce will be scheduled for early-to-mid August.

Next Steps

Preliminary GHG Measures

- Available for public comment through August 30
- Refine preliminary GHG emissions reduction measures based on community, interagency, and CAC feedback
- Initiate GHG emissions quantification and more detailed cost and funding analyses

Climate Adaptation Measures

- Develop preliminary draft climate adaptation measures, share for community, interagency, and CAC review and feedback.
- Available for public comment: August 9 – August 30

Scan the QR code to sign up for the 7/30 virtual community meeting.

Questions & Answers

Questions for discussion

- How do these strategies and measures align with your vision for the RCAAP?
- Are there any strategies, measures, or actions that should be changed, added, or removed?
- What specific questions or concerns do you have about how these preliminary draft strategies and measures would be implemented?
  - *Note that cost estimates, potential funding sources, and other implementation details are still forthcoming and will be included in the Draft RCAAP.*

"Top Ten" GHG Measures

1. Retrofit existing buildings to net zero carbon
   - 25% of existing building stock by 2030
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2. Require all new construction to be net zero carbon
3. Increase zero-emission vehicle fueling infrastructure (e.g., EV charging, renewable diesel, clean hydrogen)
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Golden Gate
Sotheby's
INTERNATIONAL REALTY
WELLS FARGO
OENOTRI

THANK YOU