


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						
<p>Clean and Efficient Energy Use in Existing Buildings</p>	<p style="text-align: center;">  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. </p>	<ul style="list-style-type: none"> • 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. 	<p style="text-align: center;">All Buildings</p> <ol style="list-style-type: none"> 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> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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) Each 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. 	<p style="text-align: center;">All Buildings</p> <ol style="list-style-type: none"> 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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			<p>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.</p> <p>4. <u>Streamlined permitting</u></p> <p>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.</p> <p>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</p> <p>5. <u>Community Outreach and Education</u></p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> 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 <p>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</p>			


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			<p>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.</p> <p>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.</p> <p style="padding-left: 40px;">Non-residential buildings</p> <p>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.</p>			

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			<ul style="list-style-type: none"> Require a sliding schedule of rebates that offers more rebates in the short term and less in the long term with a sunseting date that expires unless renewed. The schedule will depend on the amount of funding available. 	<ul style="list-style-type: none"> 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.		<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Continue short-term work. 	All	Qualitative/ Supporting
	Increase renewable energy generation at existing land uses.	<ul style="list-style-type: none"> Standard incentives through Federal Tax Credit, which are scheduled to expire in 2032 and could change with administrations. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Current Napa Green participation 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Target 90% of wineries in the County to become Napa Green Certified, including all new wineries. 	All	Qualitative/ Supportive

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Zero Carbon Development	 <p>Develop and adopt a Zero-Carbon Buildings Reach Code for New Construction</p>	<ul style="list-style-type: none"> • Building Energy Efficiency Standards (Title 24, Part 6) • California Green Building Standards Code (CAL Green) 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> Napa County's Energy and Electrification website 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Evaluate the effectiveness of short-term outreach and adjust and continue actions, as needed. 	All	Supporting
			<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Evaluate the effectiveness of short-term outreach and adjust and continue actions, as needed. 		
			<ul style="list-style-type: none"> 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.getenzo.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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Napa Green tracks wastewater treatment methods for certified wineries. Current rates are unknown. • NapaSan has considered winery wastewater treatment expansion. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	 <p>Increase access to Zero Emissions Vehicle (ZEV) fueling infrastructure.</p>	<p>MTC Transportation Electrification Initiatives</p> <ul style="list-style-type: none"> • Regional Transportation Electrification Assistance Program (currently under development) • Local Transportation Electrification Action Planning Program 	<p>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.</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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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			<p>app-based payment. Other underserved locations may include mobile home parks, school parking lots, or other “shared private” locations like workplace parking lots.</p> <ul style="list-style-type: none"> • 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). 			
			<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.	<p>No hydrogen stations in the region as of 2024. Currently, there are less than 15 FCEVs registered in Napa County (CEC 2024b).</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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
		<ul style="list-style-type: none"> • County and City of Napa: Expedited EV Charging Permitting 	<ul style="list-style-type: none"> • Adopt an ordinance that expedites scaled permitting of fuel stations that offer renewable fuels 	<ul style="list-style-type: none"> • Evaluate the feasibility of the ordinance every 5 years and update as necessary. 		
			<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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		<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue short-term actions. Review and address any barriers to achieving the 2030 targets and adjust target if needed. 	All	Quantifiable
		<ul style="list-style-type: none"> Federal Tax Credit Clean Vehicle Rebate Program MCE New Vehicle Rebate Program 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue short-term actions 		
	Reduce fossil fuel vehicles.	<ul style="list-style-type: none"> Cities of American Canyon, Yountville, Calistoga, and St. Helena currently have zoning codes that ban new and expanded stations selling fossil fuels 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Napa Countywide Bike Plan (2019) Napa Countywide Pedestrian Plan (2016) Measure T 	<ul style="list-style-type: none"> 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 NVT Countywide Active Transportation Plan and Vision Zero Plan. 	<ul style="list-style-type: none"> 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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		<ul style="list-style-type: none"> • Napa Countywide Bike Plan (2019) • Napa Countywide Pedestrian Plan (2016) 	<ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> -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. 	<ul style="list-style-type: none"> • Evaluate progress and effectiveness of requirement and continue if successful. 		
		<ul style="list-style-type: none"> • NVTA V-Commute "Bucks for Bikes" program • CARB e-bike incentive program 	<ul style="list-style-type: none"> •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. 	<ul style="list-style-type: none"> • Evaluate the progress and effectiveness of the program and continue if successful, renewing agreements or partnerships. 		
		<ul style="list-style-type: none"> • City of Napa is currently ranked "Bronze" under the Bicycle Friendly Communities program. No other jurisdictions are ranked. 	<ul style="list-style-type: none"> • Achieve Bicycle Friendly Community rankings of bronze or better for all incorporated jurisdictions by 2030. 	<ul style="list-style-type: none"> • Achieve gold rankings for all incorporated jurisdictions by 2045. 		
Transportation Demand Management (TDM)	 <p>Increase implementation of TDM strategies.</p>	Napa Valley Countywide Transportation Plan (Advancing Mobility 2045)	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Evaluate plan implementation and reassess opportunities for improvement. 	All	Quantifiable



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		<p>City of Napa TDM ordinance, Napa Valley Forward (carpool program ended in 2022)</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Evaluate ordinance and TDM program implementation and reassess opportunities for improvement. 		
			<ul style="list-style-type: none"> • 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). 	<ul style="list-style-type: none"> • 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). 		
	<p>VMT Reductions from Businesses</p>	<p>Napa County's Trip Reduction Program NVTA's V-Commute Program</p>	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Evaluate the progress and effectiveness of the program and continue if successful, renewing agreements and partnerships. 	<p>All</p>	<p>Qualitative</p>
<p>Parking</p>	<p>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.</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<p>All</p>	<p>Quantifiable</p>

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Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
Education, Awareness, and Behavior Change	Strengthen community awareness and promote community action to reduce VMT, increase active transportation and adoption of ZEVs		<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue to expand awareness, education, and community action. 	All	Supporting
Off-Road Vehicles and Equipment						
Electrification and Clean Alternatives	Reduce landscaping-related emissions.	<ul style="list-style-type: none"> 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) 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue action until all gardening equipment has been electrified or use zero-carbon alternatives. 	All	Quantifiable
			<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Evaluate the progress of the program and number of equipment replaced and track implementation via updates through CARB's OFFROAD model. 		
	Zero-Emission Loading Docks	<ul style="list-style-type: none"> Proposition 1B: Goods Movement Emission Reduction Program 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue short term actions 	All	Quantifiable


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	 Zero carbon construction equipment - Community		<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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		<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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%.	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Continue to implement and enforce organics diversion associated with SB 1383. 	All	Quantifiable
			<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Continue short term actions 		


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			<p>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).</p>			
		<p>Napa County Draft Reusable Food Ware and Waste Reduction Ordinance</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 		
	<p>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.</p>	<p>Construction Waste Management Plan CALGreen requires recycle or reuse 65% of C&D waste</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Review the plan every 10 years to incorporate: <ul style="list-style-type: none"> - state of the art construction waste management practices - identify new construction waste management facilities in the region 	<p>All</p>	<p>Qualitative</p>
	<p>Waste Education and Awareness</p>		<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Continue short term actions 	<p>All</p>	<p>Supporting</p>


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Strategy	Measure	Existing Actions	RCAAAP Short Term Action	RCAAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
		Napa County Waste Reduction at Special Events webpage	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Continue short term actions 		
		Napa Countywide Waste Reduction and Recycling Curriculum	<ul style="list-style-type: none"> • Partner with Napa Valley Unified School District to require that schools in all jurisdictions use the Napa Countywide Waste Reduction and Recycling Curriculum 	<ul style="list-style-type: none"> • 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.		<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Continue short term actions 	Unincorporated County Only	Quantifiable
	Support waste-to-energy facilities	Clover Flat installing the wood bio-gasification plant	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Review the permitting process and loans every 5 years for feasibility. • Continue community awareness actions. 	Unincorporated County Only	Supporting
Wastewater/Water						
Wastewater Treatment	 <p>Reduce fugitive methane emissions from Wastewater Treatment Plants (WWTPs)</p>	NapaSan current converts digester gas to energy	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Continue to seek funding for water conservation rebates 	All	Qualitative/ Supporting

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		https://www.cityofnapa.org/1267/Water-Waste-Regulations	<ul style="list-style-type: none"> Implement uniform water waste regulations in the region with an aim to reduce the use of potable water for outdoor activities. 	<ul style="list-style-type: none"> Update water waste regulations every five years further reduce the use of potable water by: <ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Review audit requirements every 10 years and update as required to include more commercial properties. 		
			<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue the funding program to achieve 100 percent transition of eligible equipment to electric or solar. 	Unincorporated County Only	Quantifiable

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Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
	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	<ul style="list-style-type: none"> • 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). 	<ul style="list-style-type: none"> • Update the information as new incentives become available. 		
			<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Continue the replacement program to achieve 100 percent irrigation pumps transitioned to electric or renewable fuels 		
	Zero Carbon Off-Road Equipment Education		<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> - benefits of using electric equipment - benefits of maintaining equipment - available resources (incentives) - location and information about registered repair and maintenance shops 	<ul style="list-style-type: none"> • Continue short term actions 		
Increase Carbon Storage	 Enhancing carbon farming practices in the region	Napa County Carbon Stock Report (2023)	<ul style="list-style-type: none"> • Establish partnership with University of California Agriculture and Natural Resources (UC ANR) to: <ul style="list-style-type: none"> - 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) 	<ul style="list-style-type: none"> • 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


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Strategy	Measure	Existing Actions	RCAAP Short Term Action	RCAAP Long Term Actions	Applicable Jurisdiction	Quantifiable / Qualitative/ Supporting
		<p>Napa RCD is currently working on a Carbon Farming Plan (CFP)</p>	<ul style="list-style-type: none"> • Support local partners as they develop a "Carbon Farming Program" to <ul style="list-style-type: none"> - develop grants for participating in carbon farming practices prioritizing: <ul style="list-style-type: none"> ◦ 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 	<ul style="list-style-type: none"> • 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. 		
		<p>Napa Green Vineyard Certification.</p>	<ul style="list-style-type: none"> • Promote Napa Green Vineyard Certification by: <ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> • Continue short term actions 		
		<p>Napa RCD is currently working on a Carbon Farming Plan (CFP)</p>	<ul style="list-style-type: none"> • Collaborate with Napa RCD to develop CFP for all agricultural land categories by: <ul style="list-style-type: none"> - provide financial and technical assistance to agricultural landowners in developing CFPs 	<ul style="list-style-type: none"> • Continue short term actions 		
	<p>Carbon farming reporting</p>		<ul style="list-style-type: none"> • Update the annual crop reporting format to allow easy reporting of carbon farming practices by including options to report the following practices: <ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> • 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). 	<p>Unincorporated County Only</p>	<p>Supporting</p>

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	Reforestation of burned areas with oak trees	The Re-Oaking North Bay project.	<ul style="list-style-type: none"> Support the Re-Oaking North Bay project by: <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Continue short term actions 	Unincorporated County Only	Quantifiable
		Acorns to Oaks – Kit for Teachers	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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		<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue short term actions 	Unincorporated County Only	Quantifiable
			<ul style="list-style-type: none"> Adopt ordinances that discourage or prohibit anaerobic manure management (e.g., feedlots) in favor of pasture-managed or composted manure. 	<ul style="list-style-type: none"> 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.