Napa Countywide emissions are projected to increase 22% by 2020 if no climate protection action is taken

In order to reach the countywide target GHG emissions reductions, Napa County must reduce total emissions by 30 percent of 2020 forecasted emission levels.

Projected to receive the majority of the county's population growth in the next 10 years, American Canyon must compensate for this growth by reducing GHG emissions by 49 percent of 2020 forecasted emission level.

2020 AB32 Target Reductions (15% reduction from 2005 baseline)

	2005 Baseline	2020 Forecast	AB32 2020 Target	CO2e Reduced from 2020 Forecast	% CO2e Reduced from 2020 Forecast
Yountville	28,305	31,924	24,059	7,865	25%
Calistoga	28,427	31,480	24,163	7,317	23%
St. Helena	46,052	49,541	39,144	10,397	21%
American Canyon	91,449	152,393	77,732	74,662	49%
City of Napa	455,062	544,572	386,803	157,769	29%
Unincorporated Napa County	550,986	656,989	468,338	188,651	29%
Total Napa County	1,200,281	1,466,900	1,020,239	446,661	30%

Jurisdiction-specific Emissions

Yountville

Placeholder – Yountville GHG emissions and sector

Calistoga

Placeholder – Calistoga GHG emissions and sector

St. Helena

Placeholder – St. Helena GHG emissions and sector

American Canyon

Placeholder – American Canyon GHG emissions and sector

City of Napa

Placeholder – City of Napa GHG emissions and sector

Unincorporated Napa County

Placeholder – Unincorporated Napa County GHG emissions and sector

Opportunities and Challenges

Napa County and its jurisdictions are faced with several opportunities, issues and challenges when tackling the countywide carbon footprint. These include:

- GHG emission forecasts assume no actions are taken.
- Napa County's transportation and land use patterns function as an integrated countywide system--no actions in a single jurisdiction can adequately address the target reduction.
- Napa County is also dynamically linked to regional, statewide, national and global challenges and solutions.
- The Napa wine industry has already shown strong leadership in transitioning to renewable energy sources.
- Effective transportation solutions will require both cooperative action among all Napa jurisdictions and strategic planning in cooperation with our neighboring counties.

FRAMEWORK FOR LOCAL CLIMATE PROTECTION

Napa County's success in reducing carbon emissions rests on a foundation of sound land use and transportation planning, as well as alternative energy sources. Establishing a mandatory limit on carbon emissions ensures the reduction of carbon emissions and supports sound planning and infrastructure development. Though adequate attention and action related to combating climate change has been lacking at the federal level, the State of California has taken significant steps. California has been leading the charge on combating climate change through legislation and initiatives.

This section highlights the status of climate protection action in the global, national, state and regional context.

Global

The world's collective response to documenting climate change is commendable. The Intergovernmental Panel on Climate Change is a powerful, authoritative body of the world's top climate scientists. Their work earned them the Nobel Prize in 2007.

ICLEI through its Cities for Climate Change™ provides strong world leadership for local governments, as mentioned previously.

The Kyoto Protocol, agreed to in 1997, and entered into force in 2005, represents the strongest global collective climate protection action to date. As of November 2007, 175 parties had ratified the protocol; however, the U.S. is not one of the ratifying parties. Meanwhile, increasing amounts of GHG emissions enter the atmosphere and Earth continues to warm. Clearly, the Kyoto Protocol is not a solution commensurate with the scale of the problem.

National

U.S. administration and Congressional action regarding the climate crisis has also been inadequate. To date only voluntary efforts are required by the federal government, and there is no national emissions reduction target.

Recent positive steps include the enactment of a national energy bill in December 2007. This law raises automotive fuel economy standards for the first time in more than three decades by requiring automobile manufacturers to produce cars with an average of 35 miles per gallon by the year 2020. The law also boosts federal support for alternative fuel research and energy conservation.

Other positive federal signs include progress made by bills in 2007, although none were passed.

- America's Climate Security Act, authored by Senators Lieberman (ID-CT) and Warner (R-VA), called would set a target to reduce total U.S. greenhouse-gas emissions 19% below 2005 levels (4% below 1990 levels) by 2020 and 63% below 2005 levels by 2050.
- Safe Climate Act of 2007 (H.R. 1590) introduced in March of 2007 by Representative Waxman (D-Ca) also sets targets (2% reduction each year from 2010 to 2050) and would require actions such as setting caps on emissions of sources and sectors with the largest emissions, issuing and authorizing trading of emission allowances, and penalizing excess emissions.