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

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

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

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

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

Jurisdiction-specific Emissions

Yountville
Placeholder – Yountville GHG emissions and sector

CalistogaPlaceholder – 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

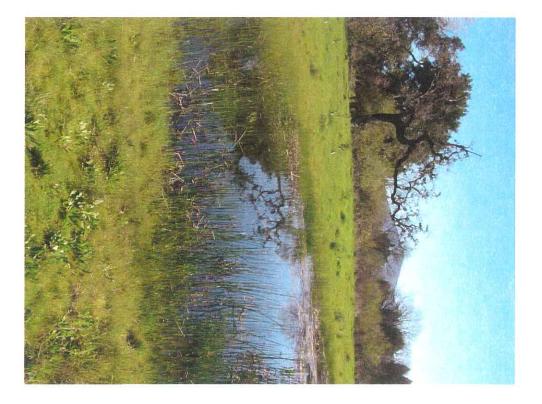
PRELIMINARY DRAFT napa countywide climate action plan

Unincorporated Napa County
Placeholder – Unincorporated Napa County GHG emissions and sector

Opportunities and Challenges

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

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



FRAMEWORK FOR LOCAL CLIMATE PROTECTION

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

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

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

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



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

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.

