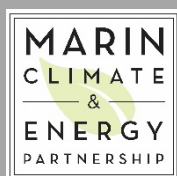


# CITY OF BELVEDERE

## COMMUNITY GREENHOUSE GAS EMISSIONS INVENTORY FOR THE YEAR 2019

January 2022

Prepared by the  
Marin Climate & Energy Partnership



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# EXECUTIVE SUMMARY

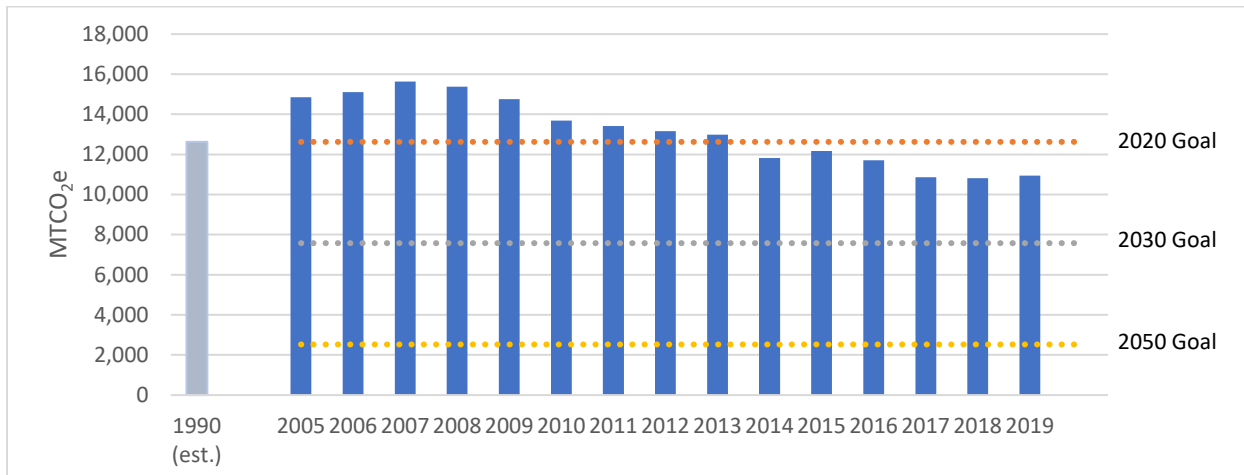
**THE TAKEAWAY:**

**COMMUNITY EMISSIONS ARE  
DOWN 26% SINCE 2005**

Belvedere publishes annual community greenhouse gas (GHG) emissions estimates through the Marin Climate & Energy Partnership (MCEP). Annual inventories help the City to more closely monitor its progress in meeting its goal to reduce community emissions. The City also publishes GHG emissions inventories for municipal operations approximately every five years. Municipal emissions accounted for approximately 1% of community emissions when the municipal inventory was last conducted for year 2015.

This report reviews emissions generated from the community from 2005 through 2019, the most recent year data is available. The inventory shows that the Belvedere community has reduced emissions 26% since 2005. Emissions dropped from about 14,855 metric tons carbon dioxide equivalents (MTCO<sub>2e</sub>) in 2005 to 10,935 MTCO<sub>2e</sub> in 2019. The community emissions trend and targets are shown below. Belvedere has met its goal to reduce emissions 15% below 2005 levels by 2020. The community needs to reduce emissions another 3,360 MTCO<sub>2e</sub> to meet the statewide target for 2030, which is 40% below 1990 levels, and another 8,10 MTCO<sub>2e</sub> to meet the statewide target for 2050, which is 80% below 1990 levels.

FIGURE 1: BELVEDERE GHG EMISSIONS AND TARGETS



Recognizing the need for a collaborative approach to greenhouse gas reductions, city, town, and county leaders launched the Marin Climate and Energy Partnership (MCEP) in 2007. The City of Belvedere is a member of MCEP and works with representatives from the County of Marin and the other Marin cities and towns to address and streamline the implementation of a variety of greenhouse gas reduction measures. Funding for this inventory was provided by the Marin County Energy Watch Partnership, which administers public goods charges collected by PG&E. Community inventories are available on the MCEP website at [marinclimate.org](http://marinclimate.org) and are used to update the [Marin Sustainability Tracker](#).

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# INTRODUCTION

## PURPOSE OF INVENTORY

The objective of this greenhouse gas emissions inventory is to identify the sources and quantify the amounts of greenhouse gas emissions generated by the activities of the Belvedere community in 2019. This inventory provides a comparison to 2005 and estimated 1990 emissions and identifies the sectors where significant reductions in greenhouse gas emissions have occurred. In some instances, previous year emissions were updated with new data and/or recalculated to ensure the same methodology was employed for all inventory years.

## GENERAL METHODOLOGY

This inventory uses the national standard for the accounting and reporting of community-wide greenhouse gas emissions, the [U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, version 1.2 \(July 2019\)](#). Quantification methodologies, emission factors, and activity and source data are detailed in the appendix.

Community emissions are categorized according to seven sectors:

- Built Environment - Electricity
- Built Environment – Natural Gas
- Transportation
- Off-Road Vehicles and Equipment
- Waste
- Water
- Wastewater

## CALCULATING EMISSIONS

Emissions are quantified by multiplying the measurable activity data – e.g., kilowatt hours of electricity, therms of natural gas, gallons of diesel or gasoline, etc. – by emissions factors specific to the greenhouse gas-generating source. Most emissions factors are the same from year to year. Emission factors for electricity, however, change from year to year due to the specific sources that are used to produce electricity. For example, electricity that is produced from coal generates more greenhouse gases than electricity that is generated from natural gas and therefore has a higher emissions factor. Electricity that is produced solely from renewable energy sources such as solar and wind has an emissions factor of zero.

This inventory calculates individual greenhouse gases – i.e., carbon dioxide, methane and nitrous oxide – and converts each greenhouse gas emission to a standard metric, known as “carbon dioxide equivalents” or CO<sub>2</sub>e, to provide an apple-to-apples comparison among the various emissions. Table 1 shows the greenhouse gases identified in this inventory and their global warming potential (GWP), a measure of the amount of warming each gas causes when compared to a similar amount of carbon dioxide over 100 years. Methane, for example, is 28 times as potent as carbon dioxide over 100 years; therefore, one metric ton of methane is equivalent to 28 metric tons of carbon dioxide. Greenhouse gas emissions are reported in this inventory as metric tons of carbon dioxide equivalents, or MTCO<sub>2</sub>e.

TABLE 1: GREENHOUSE GASES

Gas	Chemical Formula	Emission Source	Global Warming Potential
Carbon Dioxide	CO <sub>2</sub>	Combustion of natural gas, gasoline, diesel, and other fuels	1
Methane	CH <sub>4</sub>	Combustion, anaerobic decomposition of organic waste in landfills and wastewater	28
Nitrous Oxide	N <sub>2</sub> O	Combustion, wastewater treatment	265

Source: IPCC Fifth Assessment Report (2014), 100-year values

### TYPES OF EMISSIONS

Emissions from each of the greenhouse gases can come in a number of forms:

- **Stationary or mobile combustion** resulting from the on-site combustion of fuels (natural gas, diesel, gasoline, etc.) to generate heat or electricity, or to power vehicles and equipment.
- **Purchased electricity** resulting from the generation of power from utilities outside the jurisdictional boundary.
- **Fugitive emissions** resulting from the unintentional release of greenhouse gases into the atmosphere, such as methane from waste decomposition.
- **Process emissions** from physical or chemical processing of a material, such as wastewater treatment.

### UNDERSTANDING TOTALS

The totals listed in the tables and discussed in the report are a summation of emissions using available estimation methods. Each inventoried sector may have additional emissions sources associated with them that were unaccounted for due to a lack of data or robust quantification methods. For example, greenhouse gas emissions associated with air travel and the production of goods outside the community's boundary are not included in the inventory. Additionally, the community inventory does not include refrigerants released into the atmosphere from the use of air conditioning in cars and buildings.

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# COMMUNITY INVENTORY

## COMMUNITY INVENTORY SUMMARY

In 2005, the activities taking place by the Belvedere community resulted in approximately 14,855 metric tons of CO<sub>2</sub>e.<sup>1</sup> In 2019, those activities resulted in approximately 10,935 metric tons of CO<sub>2</sub>e, a reduction of 26% from 2005 levels, which is equivalent to 13% below 1990 levels.

The community inventory tracks emissions in seven sectors:

- The **Built Environment – Electricity** sector represents emissions generated from the use of electricity in Belvedere homes and commercial and governmental buildings and facilities<sup>2</sup>.
- The **Built Environment – Natural Gas** sector represents emissions generated from the use of natural gas in Belvedere homes and commercial, industrial, and governmental buildings and facilities. Propane used as a primary heating source is also included, although it represents less than 1% of emissions in this sector.
- The **Transportation** sector includes tailpipe emissions from passenger vehicle trips originating and ending in Belvedere, as well as a share of tailpipe emissions generated by medium and heavy-duty vehicles travelling on Marin County roads. The sector also includes emissions from Marin Transit buses as these vehicles travel within Belvedere’s boundaries. Electricity used to power electric vehicles is embedded in electricity consumption reported in the Built Environment - Electricity sector.
- The **Waste** sector represents fugitive methane emissions that are generated over time as organic material decomposes in the landfill. Although most methane is captured or flared off at the landfill, approximately 25% escapes into the atmosphere.
- The **Off-Road** sector represents emissions from the combustion of gasoline and diesel fuel from the operation of off-road vehicles and equipment used for construction and landscape maintenance.
- The **Water** sector represents emissions from energy used to pump, treat, and convey potable water from the water source to Belvedere water users.
- The **Wastewater** sector represents stationary, process and fugitive greenhouse gases that are created during the treatment of wastewater generated by the community as well as emissions created from electricity used to convey and treat wastewater.

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<sup>1</sup> Baseline and historical emissions are recalculated in the annual inventory to integrate new data and improved calculation methodologies and to ensure consistent comparison across each year. For this reason, emission levels may differ from levels reported in previous inventories.

<sup>2</sup> Previous inventories categorized emissions from electricity, natural gas, and propane in the built environment according to the Residential and Non-Residential sectors. Beginning with this inventory, we are categorizing emissions in the built environment as Electricity and Natural Gas in order to align and better track with the Climate Action Plan’s goals to electrify the built environment.

Figure 2 shows the relative contribution of emissions from these sectors in 2019. The use of natural gas and propane in the Built Environment represent the largest share of communitywide emissions (46%), while the Transportation sector accounts for 41% of emissions.

FIGURE 2: EMISSIONS BY SECTOR, 2019

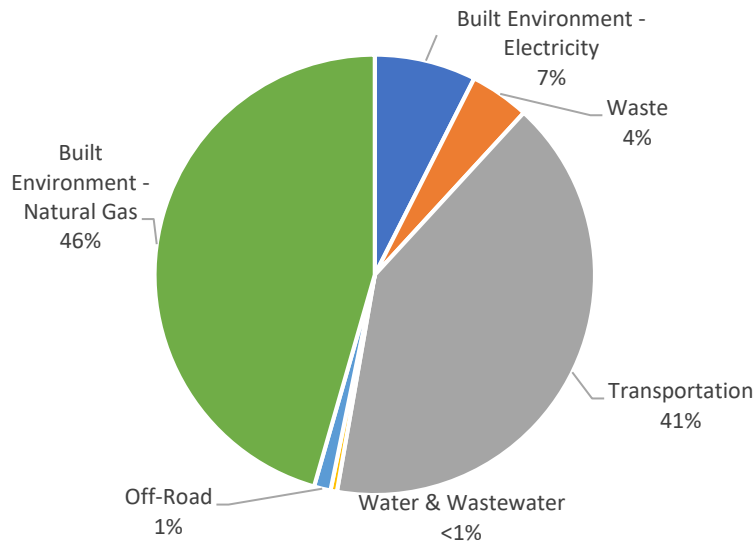


Table 2 shows how emissions in each sector have changed since 2005. The greatest reductions have occurred in the Built Environment – Electricity sector (1,696 MTCO<sub>2</sub>e), followed by the Transportation sector (1,226 MTCO<sub>2</sub>e) and the Built Environment – Natural Gas sector (572 MTCO<sub>2</sub>e). The likely reasons for the largest emissions decreases are described in the remainder of this report.

TABLE 2: EMISSIONS SUMMARY BY SECTOR (MTCO<sub>2</sub>E), 2005 THROUGH 2019

Year	Built Environment - Electricity	Built Environment - Natural Gas	Transportation	Waste	Off-Road	Water	Wastewater	Total	% Change from 2005
1990 (est.) <sup>1</sup>								12,627	
2005	2,512	5,559	5,707	699	212	87	79	14,855	
2006	2,388	5,787	5,877	689	220	76	77	15,114	2%
2007	3,204	5,440	5,922	617	259	101	89	15,631	5%
2008	3,235	5,450	5,792	512	212	93	90	15,383	4%
2009	3,033	5,425	5,509	440	178	93	83	14,762	-1%
2010	2,133	5,518	5,315	430	159	53	73	13,681	-8%
2011	1,975	5,573	5,186	420	154	38	70	13,416	-10%
2012	2,083	5,204	5,178	435	151	40	75	13,167	-11%
2013	2,012	5,161	5,095	441	148	47	77	12,981	-13%
2014	1,830	4,412	4,877	440	147	42	72	11,821	-20%
2015	1,776	4,614	5,068	461	145	33	71	12,168	-18%
2016	1,449	4,839	4,657	536	143	24	63	11,711	-21%
2017	649	4,824	4,630	559	140	7	59	10,868	-27%
2018	701	4,883	4,543	494	136	3	59	10,817	-27%
2019	817	4,987	4,480	469	131	3	48	10,935	-26%
Change from 2005	-1,696	-572	-1,226	-230	-80	-84	-31	-3,920	
% Change from 2005	-68%	-10%	-21%	-33%	-38%	-97%	-39%	-26%	

<sup>1</sup> Per California Air Resources Board guidance, 1990 levels are estimated at 15% below 2005 levels.

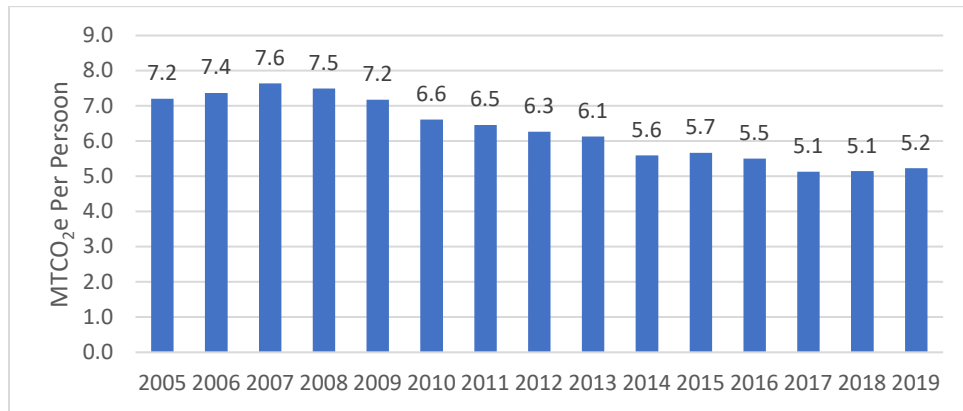
### PER CAPITA EMISSIONS

Per capita emissions can be a useful metric for measuring progress in reducing greenhouse gases and for comparing one community's emissions with neighboring cities and against regional and national averages. That said, due to differences in emission inventory methods, it can be difficult to produce directly comparable per capita emissions numbers. Per capita emission rates may be compared among Marin jurisdictions, although some jurisdictions may have higher rates due to the presence of commercial and industrial uses.

Dividing the total communitywide GHG emissions by residents yields a result of 7.2 metric tons CO<sub>2</sub>e per capita in 2005. Per capita emissions decreased 30% between 2005 and 2019, falling to 5.2 metric tons per person. Figure 3 shows the trend in per capita emissions over time. It is important to understand that this number is not the same as the carbon footprint of the average individual living in Belvedere, which would include lifecycle emissions, emissions resulting from air travel, etc.



FIGURE 3: EMISSIONS PER CAPITA



## MAJOR SOURCES OF EMISSIONS

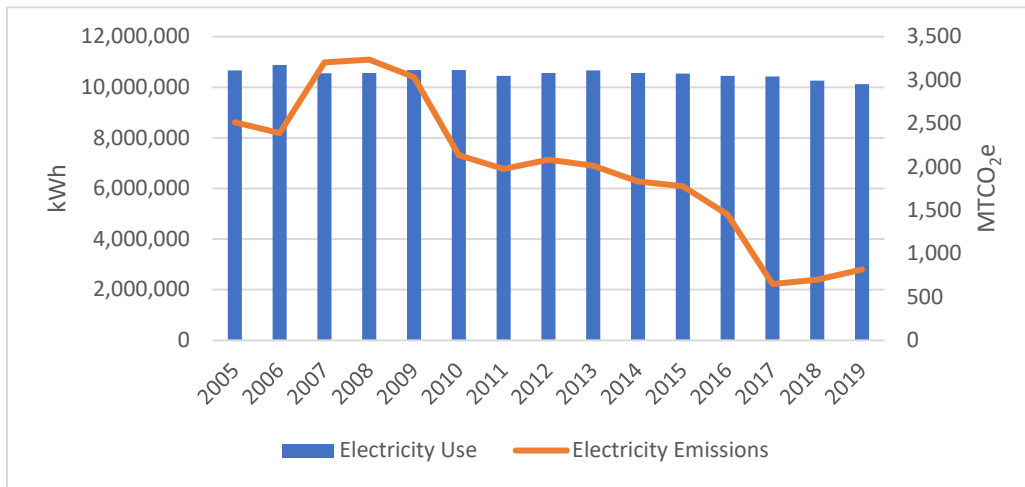
The following sections provide a year-by-year analysis of the changes in source GHG emissions in the Built Environment, Transportation, Waste and Water sectors. Whenever possible, each section discusses the change in emissions from previous years and the likely influence of state and local programs or policies and external factors on reducing emissions.

### BUILT ENVIRONMENT - ELECTRICITY

Electricity use in homes and businesses in Belvedere decreased about 5% between 2005 and 2019. Greenhouse gas emissions from electricity consumption decreased 68% since 2005, as shown in Figure 3. This is primarily due to the lower carbon intensity of electricity. PG&E has been steadily increasing the amount of renewable energy in its electricity mix. In 2019, PG&E electricity came from a mix of renewable (29%), large hydroelectric (27%), and nuclear (44%) energy sources and was virtually GHG-free.<sup>3</sup> The carbon intensity of MCE Light Green electricity was more carbon intensive in 2019 than the previous two years but was still below the 10-year average. In 2019, about 3.6% of MCE electricity purchased by Belvedere customers was 100% renewable Deep Green electricity, including electricity purchased by the City government.

<sup>3</sup> PG&E, 2019 Power Mix, [https://www.pge.com/pge\\_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2020/1220-PowerContent-ADA.pdf](https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2020/1220-PowerContent-ADA.pdf)

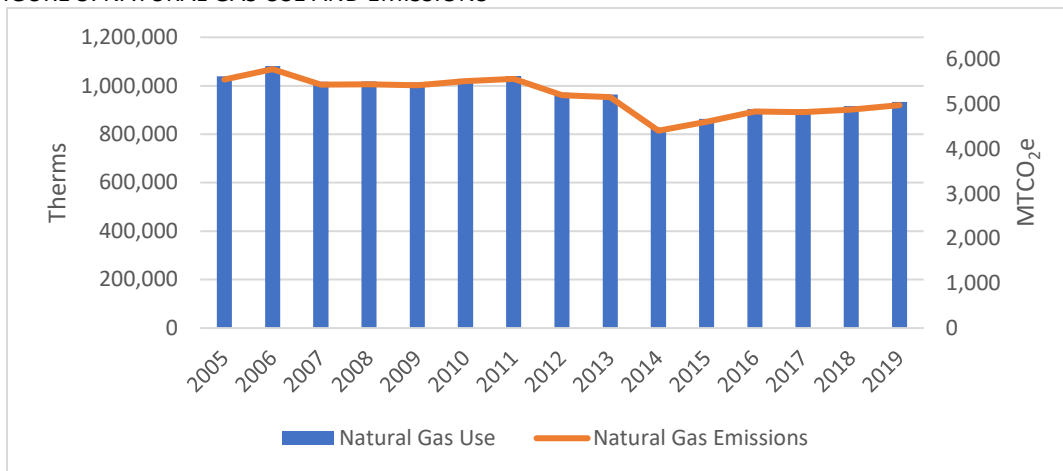
FIGURE 4: ELECTRICITY USE AND EMISSIONS



**BUILT ENVIRONMENT - NATURAL GAS**

Natural gas is used in residential and commercial buildings to provide space and water heating and power appliances. Use of natural gas is highly variable depending on the weather conditions. This variability has led natural gas use consumption in Belvedere to fluctuate from year to year, from a high of 1.04 million therms in 2011 to a low of 0.83 million therms in 2014. Estimated natural gas consumption rose 2% between 2018 and 2019 and was 10% below the 2005 level.

FIGURE 5: NATURAL GAS USE AND EMISSIONS



Reduction in energy use may be attributed to energy efficiency programs and rebates, local green building ordinances, and State building codes. California’s goal is to require all new residential and commercial buildings to be zero net energy by 2030.

## TRANSPORTATION

Transportation activities accounted for approximately 41% of Belvedere’s emissions in 2019. Vehicle miles traveled (VMT) have decreased approximately 5% since 2005, and transportation emissions have decreased even more – by 21% – due to more fuel-efficient and alternatively fueled cars (Figure 6). As shown in Figure 7, most transportation emissions come from passenger vehicles, accounting for 91% of transportation emissions in 2019. Marin County continues to be a leader in zero emission vehicles (ZEVs) – second only to Santa Clara County – with 8,600 ZEVs in Marin at the end of 2019, or about 4% of registered automobiles. ZEVs include battery electric cars, plug-in hybrid electric cars, hydrogen fuel cell cars, and zero-emission motorcycles. Belvedere had over 140 ZEVs by the end of 2019, approximately one for every six households.

While it is difficult to pinpoint exactly how each land use and transportation policy affects emissions, the City has undertaken efforts to reduce transportation emissions. The City encourages workforce housing and has made it easier for residents to use carbon-free modes of transportation, such as bicycling and walking, through improvements to the transportation network. The City has also encouraged electric vehicle adoption by installing chargers at City Hall.

FIGURE 6: TRANSPORTATION VMT AND EMISSIONS

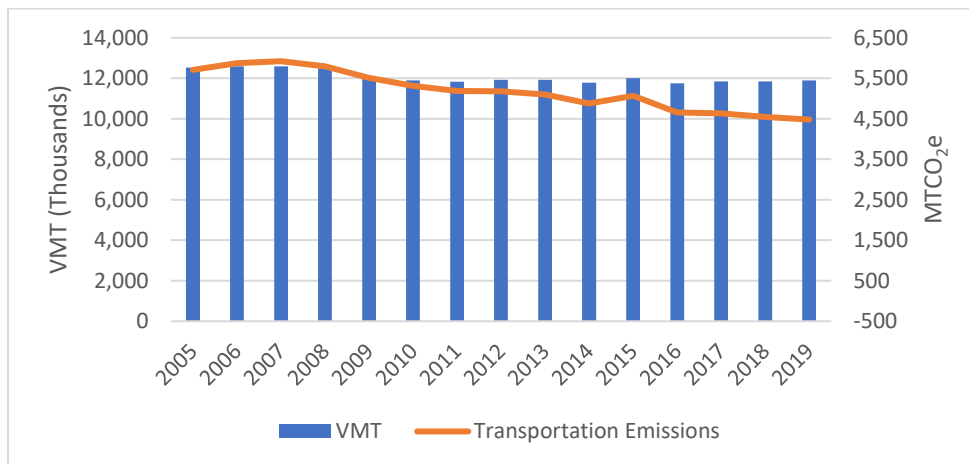
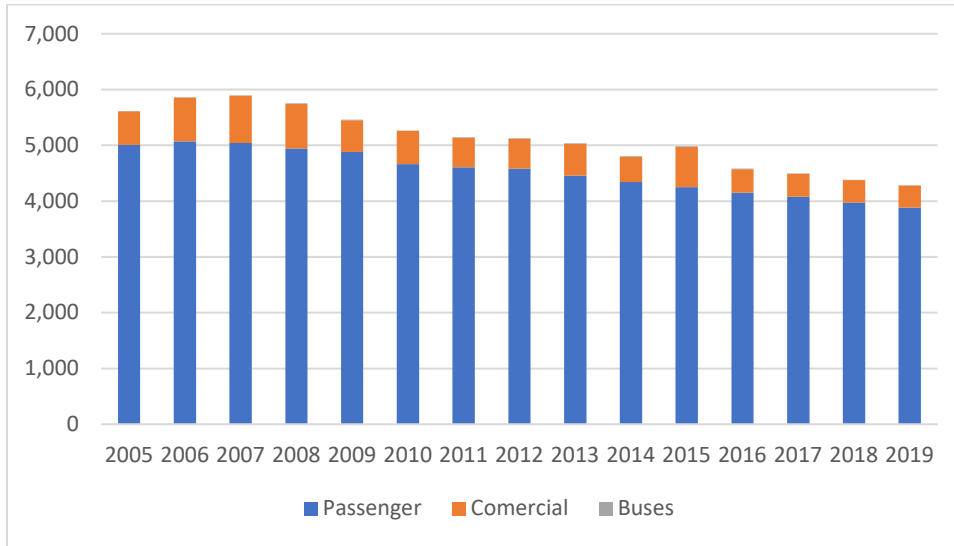


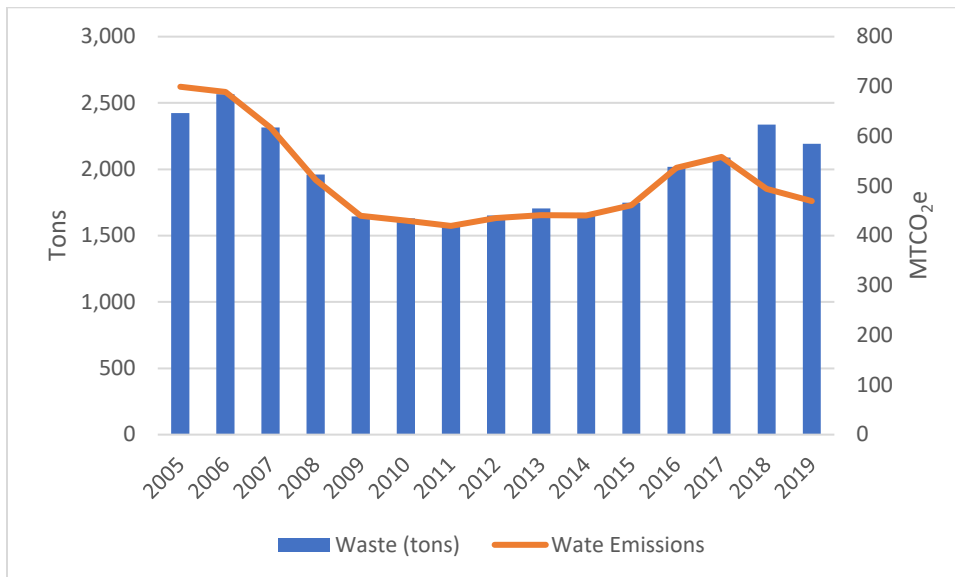
FIGURE 7: TRANSPORTATION EMISSIONS BY VEHICLE TYPE



WASTE DISPOSAL

Waste generated by the community hit a low in 2011 but has since increased as shown in Figure 8 (based on countywide disposal data). Total landfilled waste (including alternative daily cover)<sup>4</sup> decreased 6% between 2018 and 2019 and was 10% below the 2005 baseline. Emissions from waste disposal decreased 33% due to the lower organic content of material used for alternative daily cover.

FIGURE 8: DISPOSED WASTE AND EMISSIONS



<sup>4</sup> Alternative daily cover is cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging.

## WATER USE

District-wide, per capita water use declined 25% since 2005. Emissions, which are based on an estimate of energy used to pump, treat, and convey water from the water source to the City limits, dropped 97% between 2005 and 2019. The reduction is primarily due to the lower carbon intensity of electricity. The Marin Municipal Water District (MMWD) began purchasing MCE Deep Green electricity in mid-2017. The Sonoma County Water Agency (SCWA), which supplies approximately 24% of MMWD’s water in 2019, uses renewable and carbon-free sources for its electricity needs; a small amount of emissions comes from stationary and mobile combustion of fuels used in SCWA’s operations.

FIGURE 9: WATER CONSUMPTION AND EMISSIONS

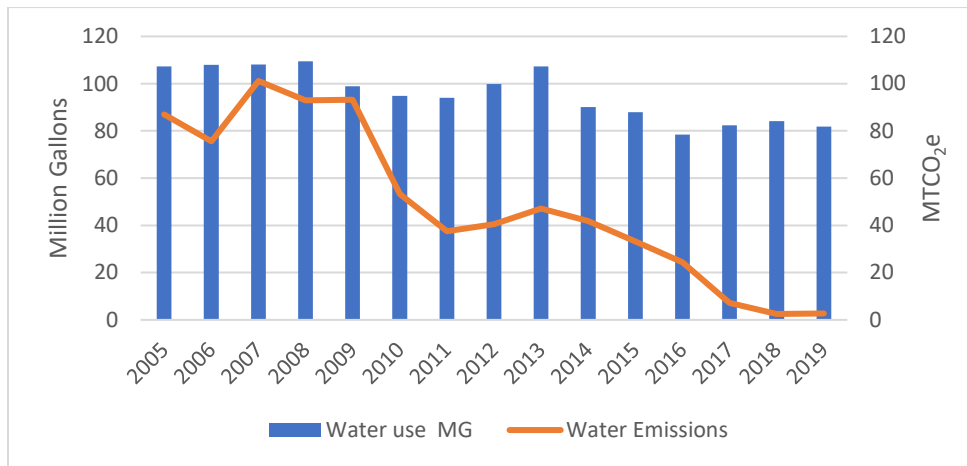
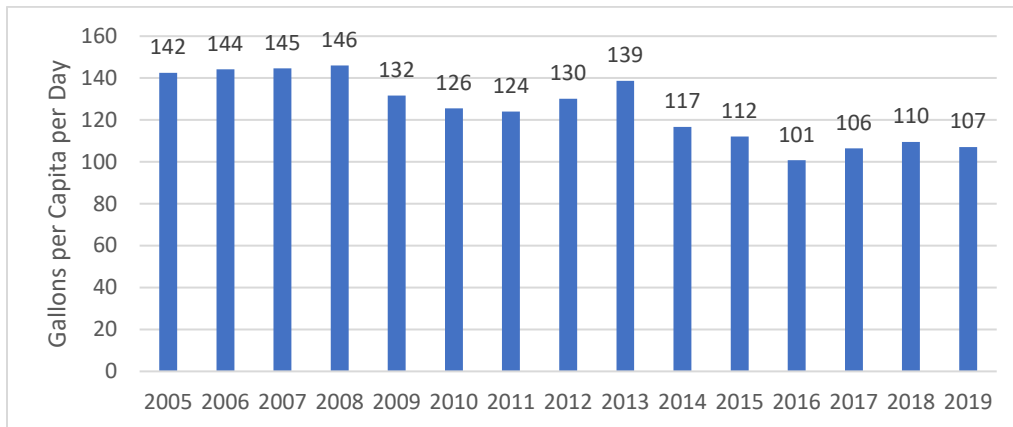


FIGURE 10: PER CAPITA WATER USE



Source: Marin Municipal Water District

MMWD provides rebates and programs to reduce water use. Rebates are available to replace fixtures with high-efficiency clothes washers and to purchase cisterns and rain barrels. MMWD provides free home and landscape water-use evaluations as well as free high-efficiency showerheads and faucet aerators.

# APPENDIX: COMMUNITY INVENTORY

## Community GHG Emissions Summary Table

Jurisdiction: City of Belvedere

Population: 2,092 (CA Department of Finance, May 2021)

Number of Households: 919 (CA Department of Finance, May 2021)

Inventory Year: 2019

Date Prepared: January 18, 2022

Reporting Framework: Communitywide Activities

ID	Emissions Type	Source or Activity	Included, Required Activities	Included, Optional Activities	Excluded (IE, NA, NO or NE)	Notes	Emissions (MTCO <sub>2</sub> e)
1.0	<b>Built Environment</b>						
1.1	Use of fuel in residential and commercial stationary combustion equipment	Both	•				4,987
1.2	Industrial stationary sources	Source			NE		
1.3	Power generation in the community	Source			NO		
1.4	Use of electricity in the community	Activity	•			Includes transmission and distribution losses	817
1.5	District heating/cooling facilities in the community	Source			NE		
1.6	Use of district heating/cooling facilities in the community	Activity			NE		
1.7	Industrial process emissions in the community	Source			NO		
1.8	Refrigerant leakage in the community	Source			NE		
2.0	<b>Transportation and Other Mobile Sources</b>						
2.1	On-road passenger vehicles operating within the community boundary	Source			IE	Obtained data for preferred activity-based method instead	
2.2	On-road passenger vehicles associated with community land uses	Activity	•				4,062
2.3	On-road freight and service vehicles operating within the community boundary	Source			IE	Obtained data for preferred activity-based method instead	
2.4	On-road freight and service vehicles associated with community land uses	Activity	•				413
2.5	On-road transit vehicles associated with community land uses	Activity		•			6
2.6	Transit rail vehicles operating with the community boundary	Source			NO		
2.7	Use of transit rail travel by the community	Activity			NE		

2.8	Inter-city passenger rail vehicles operating within the community boundary	Source			NO		
2.9	Freight rail vehicles operating within the community boundary	Source			NO		
2.10	Marine vessels operating within the community boundary	Source			NE		
2.11	Use of ferries by the community	Activity			NE		
2.12	Off-road surface vehicles and other mobile equipment operating within the community boundary	Source		•			131
2.13	Use of air travel by the community	Activity			NE		
3.0	Solid Waste						
3.1	Operation of solid waste disposal facilities in the community	Source			NE		
3.2	Generation and disposal of solid waste by the community	Activity	•			Includes alternative daily cover	469
4.0	Water and Wastewater						
4.1	Operation of water delivery facilities in the community	Source			IE	Energy use is included in 1.1 and 1.4	
4.2	Use of energy associated with use of potable water by the community	Activity	•				3
4.3	Use of energy associated with generation of wastewater by the community	Activity	•				0
4.4	Process emissions from operation of wastewater treatment facilities located in the community	Source			NO		
4.5	Process emissions associated with generation of wastewater by the community	Activity	•				48
4.6	Use of septic systems in the community	Source			NE		
5.0	Agriculture						
5.1	Domesticated animal production	Source			NE		
5.2	Manure decomposition and treatment	Source			NE		
6.0	Upstream Impacts of Communitywide Activities						
6.1	Upstream impacts of fuels used in stationary applications by the community	Activity			NE		
6.2	Upstream and transmission and distribution (T&D) impacts of purchased electricity used by the community	Activity			IE	Transmission and distribution losses included in 1.4	
6.3	Upstream impacts of fuels used by water and wastewater facilities for water used and wastewater generated within the community boundary	Activity			IE		
6.4	Upstream impacts of select materials (concrete, food, paper, carpets, etc.) used by the whole community.	Activity			NE		

Legend

IE – Included Elsewhere: Emissions for this activity are estimated and presented in another category of the inventory. The category where these emissions are included should be noted in the explanation.

NE – Not Estimated: Emissions occur but have not been estimate or reported (e.g., data unavailable, effort required not justifiable).

NA – Not Applicable: The activity occurs but does not cause emissions; explanation should be provided.

NO – Not Occurring: The source or activity does not occur or exist within the community.



## Community Emissions Data Sources and Calculation Methodologies

Sector/ID	Emissions Source	Source and/or Activity Data	Emission Factor and Methodology
<b>1.0 Built Environment</b>			
1.1 Stationary Combustion	Stationary Combustion (CO <sub>2</sub> , CH <sub>4</sub> & N <sub>2</sub> O)	Known fuel use (meter readings by PG&E) and estimated fuel use (American Community Survey 5-Year Estimates, and U.S. Energy Information Administration Household Site Fuel Consumption data).	Default CO <sub>2</sub> , CH <sub>4</sub> & N <sub>2</sub> O emission factors by fuel type (U.S. Community Protocol v. 1.1 Tables B.1 and B.3). U.S. Community Protocol v. 1.1, Appendix C, Method BE.1.1 and BE.1.2.
1.4 Electricity Use	Electricity Use (CO <sub>2</sub> , CH <sub>4</sub> & N <sub>2</sub> O)	Known electricity use (meter readings by PG&E and MCE) and estimated direct access electricity consumption.	Verified utility-specific emission factors (PG&E and MCE) and eGrid subregion default emission factors. U.S. Community Protocol v. 1.1, Appendix C, Method BE.2.1.
	Electric Power Transmission and Distribution Losses (CO <sub>2</sub> , CH <sub>4</sub> & N <sub>2</sub> O)	Estimated electricity grid loss for Western region from eGrid.	U.S. Community Protocol v. 1.1, Appendix C, Method BE.4.1.
<b>2.0 Transportation and Other Mobile Sources</b>			
2.2 On-Road Passenger Vehicle Operation	On-Road Mobile Combustion (CO <sub>2</sub> )	Estimated passenger vehicle miles traveled associated with origin and destination land uses (Metropolitan Transportation Commission, <a href="http://capvmt.us-west-2.elasticbeanstalk.com/data">http://capvmt.us-west-2.elasticbeanstalk.com/data</a> ).	CO <sub>2</sub> for on-road passenger vehicles quantified in the EMFAC2021 v.1.0.1 model. Passenger vehicle emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.1.A.
	On-Road Mobile Combustion (CH <sub>4</sub> & N <sub>2</sub> O)	Estimated vehicle miles traveled associated with origin and destination land uses (Metropolitan Transportation Commission, <a href="http://capvmt.us-west-2.elasticbeanstalk.com/data">http://capvmt.us-west-2.elasticbeanstalk.com/data</a> ).	CH <sub>4</sub> and N <sub>2</sub> O for on-road passenger vehicles quantified in the EMFAC2017 model and adjusted for IPCC AR5 100-year values. Passenger vehicle emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.1.A.
2.4 On-Road Freight and Service Truck Freight Operation	On-Road Mobile Combustion (CO <sub>2</sub> )	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing the 2017 Regional Transportation Plan).	CO <sub>2</sub> for on-road commercial vehicles quantified in the EMFAC2021 v.1.0.1 model. Emissions allocated utilizing LEHD data according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.2.A.
	On-Road Mobile Combustion (CH <sub>4</sub> & N <sub>2</sub> O)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CH <sub>4</sub> and N <sub>2</sub> O for on-road commercial vehicles quantified in the EMFAC2017 model and adjusted for IPCC AR5 100-year values. Emissions allocated utilizing LEHD data according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.2.A.
2.5 On-Road Transit Operation	On-Road Mobile Combustion (CO <sub>2</sub> )	Estimated vehicle miles traveled within the boundary (Marin Transit and Golden Gate Transit) and estimated diesel fuel efficiency for transit fleet (Golden Gate Transit). Fuel type provided by Marin Transit and Golden Gate Transit.	Renewable diesel emission factor provided by <a href="#">NEXGEN</a> . U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.A.
	On-Road Mobile Combustion (CH <sub>4</sub> & N <sub>2</sub> O)	Estimated vehicle miles traveled within the boundary (Marin Transit and Golden Gate Transit) and estimated diesel fuel	Renewable diesel emission factor provided by <a href="#">NEXGEN</a> . U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.B.

		efficiency for transit fleet (Golden Gate Transit). Fuel type provided by Marin Transit and Golden Gate Transit.	
2.12 Off-Road Vehicles and Equipment	Off-Road Mobile Combustion (CO <sub>2</sub> )	Estimated fuel use from OFFROAD 2021 v.1.0.1 for Lawn and Garden and Construction categories. All categories are allocated by share of countywide households.	CO <sub>2</sub> emissions calculated according U.S. Community Protocol v. 1.1, Appendix D, Method TR.8. Emission factors provided in Table TR.1.6.
	Off-Road Mobile Combustion (CH <sub>4</sub> & N <sub>2</sub> O)	Estimated fuel use from OFFROAD 2021 v.1.0.1 for Lawn and Garden and from OFFROAD2017 for Construction equipment. All categories are allocated by share of countywide households.	CH <sub>4</sub> and N <sub>2</sub> O emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.8. Emission factors provided in the Local Government Operations Protocol Table G.11 and G.14.
<b>3.0 Solid Waste</b>			
3.2 Solid Waste Generation and Disposal	Fugitive Emissions from Landfilled Waste (CH <sub>4</sub> )	Estimated landfilled tons based on reporting to CalRecycle by Marin County Solid and Hazardous Waste JPA and allocated to jurisdiction based on share of countywide population. Waste characterization based on the Statewide Waste Characterization Study (2008, 2014 and 2018) and Alternative Daily Cover by Jurisdiction of Origin and Material Type as reported to CalRecycle.	Emission factors calculated utilizing U.S. Community Protocol for Accounting and Report of Greenhouse Gas Emissions, Version 1.1, July 2013, Appendix E, Method SW.4.
<b>4.0 Water and Wastewater</b>			
4.2 Water Supply & Conveyance, Treatment and Distribution	Electricity Use (CO <sub>2</sub> )	Water consumption (district-wide gpcd) and electricity usage provided by Marin Municipal Water District (MMWD). Sonoma County Water Agency (SCWA) water delivery amount provided by <a href="#">SCWA</a> .	Verified utility-specific emission factors (PG&E, MCE and SCWA). Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.14.
	Electricity Use (CH <sub>4</sub> & N <sub>2</sub> O)	Water consumption (district-wide gpcd) and electricity usage provided by Marin Municipal Water District (MMWD).	eGrid subregion default emission factors. Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.14.
4.5 Treatment of Wastewater	Stationary Emissions from Combustion of Digester Gas (CH <sub>4</sub> )	Estimated service population and percent of methane in digester gas provided by Sanitary District No. 5.	Sanitary District No.5 emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.1.(alt).
	Stationary Emissions from Combustion of Digester Gas (N <sub>2</sub> O)	Estimated service population and percent of methane in digester gas provided by Sanitary District No. 5.	Sanitary District No.5 emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.2.(alt).
	Process Emissions from Wastewater Treatment Plant with Nitrification or Denitrification	Estimated population served by wastewater treatment plant provided by Sanitary District No. 5.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.7.

	Fugitive Emissions from Effluent Discharge (N <sub>2</sub> O)	Estimated population served by wastewater treatment plant provided by Sanitary District No.5. Assumed significant industrial or commercial input.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.12(alt).
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