

# CITY OF NOVATO

## COMMUNITY GREENHOUSE GAS EMISSIONS INVENTORY FOR 2017

October 2019

Prepared by the  
Marin Climate & Energy Partnership



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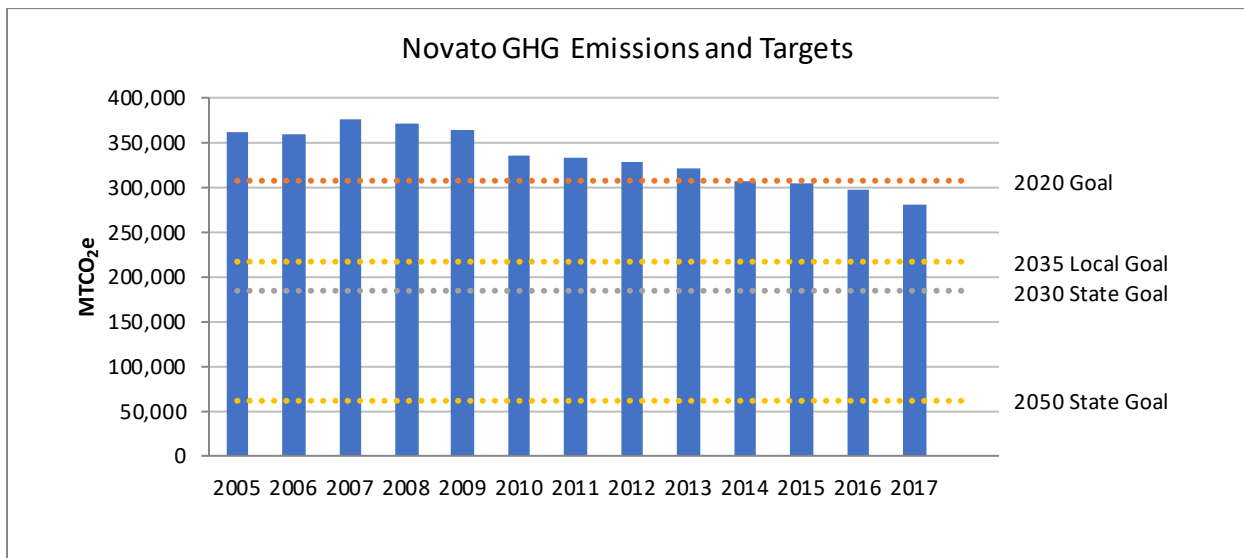
# EXECUTIVE SUMMARY

## THE TAKEAWAY:

COMMUNITY EMISSIONS ARE DOWN  
22% SINCE 2005

Novato 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 local goal to reduce community emissions 15% below baseline (2005) emissions by 2020 and to meet the statewide goal to reduce emissions 40% below baseline emissions by 2030.

This report reviews emissions generated from the community from 2005 through 2017, the most recent year data is available. The inventory shows that the Novato community has reduced emissions 22% since 2005, meeting the State target for 2020. Emissions dropped from about 361,540 metric tons carbon dioxide equivalents (MTCO<sub>2</sub>e) in 2005 to 281,200 MTCO<sub>2</sub>e in 2017. The community emissions trend and targets are shown below. Novato needs to reduce emissions another 98,815 MTCO<sub>2</sub>e to meet the local and State target for 2030 and another 219,740 MTCO<sub>2</sub>e to meet the State target for 2050, which is 80% below 1990 levels.



Recognizing the need for a collaborative approach to greenhouse gas reductions, City and county leaders launched the Marin Climate and Energy Partnership (MCEP) in 2007. The City of Novato 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 Novato community in 2017. This inventory provides a comparison to baseline 2005 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:

- Residential Energy
- Non-Residential Energy
- 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. Methane, for example, is 28 times as potent as carbon dioxide; 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)

### 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 Novato community resulted in approximately 361,539 metric tons of CO<sub>2</sub>e. In 2017, those activities resulted in approximately 281,200 metric tons of CO<sub>2</sub>e, a reduction of 22% from 2005 levels. This means that the City has met the State and local goal to reduce emissions 15% below the 2005 baseline by 2020.

The community inventory tracks emissions in seven sectors:

- The **Residential** sector represents emissions generated from the use of electricity, natural gas, and propane in Novato homes.
- The **Commercial** sector represents emissions generated from the use of electricity and natural gas in commercial, industrial and governmental buildings and facilities.
- The **Transportation** sector includes tailpipe emissions from passenger vehicle trips originating and ending in Novato, 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 and Golden Gate Transit buses and the SMART train as these vehicles travel within Novato's boundaries. Electricity used to power electric vehicles is embedded in electricity consumption reported in the Residential and Commercial sectors.
- 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 the Novato water users.
- The **Wastewater** sector represents stationary, process and fugitive greenhouse gases that are created during the treatment of wastewater generated by the community. Emissions created from energy used to convey and treat wastewater are included in the Non-Residential Energy sector.

Figure 1 shows the relative contribution of emissions from these sectors in 2017. Table 2 shows how emissions in each sector have changed since 2005. The greatest reductions have occurred in the Transportation sector (27,821 MTCO<sub>2</sub>e) and Residential sector (27,817 MTCO<sub>2</sub>e), followed by the Commercial sector (17,794 MTCO<sub>2</sub>e). The likely reasons for the largest emissions decreases are described in the remainder of this report.

FIGURE 1: EMISSIONS BY SECTOR, 2017

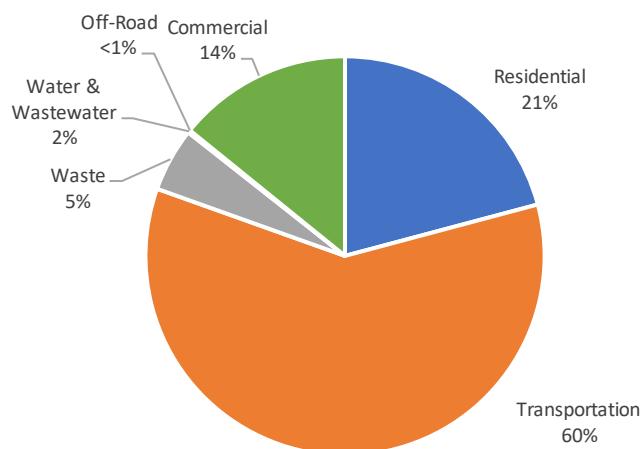


TABLE 2: EMISSIONS SUMMARY BY SECTOR (MTCO<sub>2</sub>E), 2005 THROUGH 2017

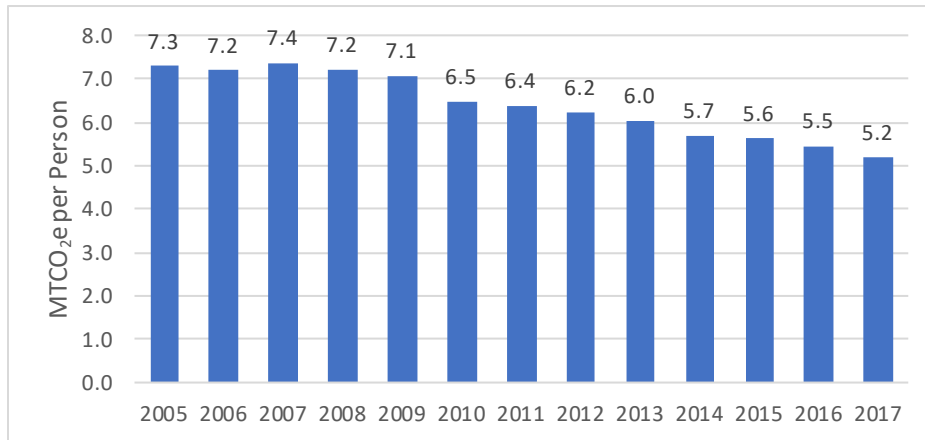
Year	Residential	Commercial	Transportation	Waste	Off-Road	Water	Wastewater	Total	% Change from 2005
2005	85,598	57,054	192,975	16,835	4,071	3,873	1,133	361,539	0%
2006	86,439	55,672	191,156	16,795	4,235	4,003	1,142	359,442	-1%
2007	95,703	68,381	187,985	15,389	5,171	2,335	1,165	376,130	4%
2008	96,411	68,943	184,372	12,813	4,287	2,838	1,173	370,836	3%
2009	94,563	68,546	182,418	11,035	3,766	3,008	1,178	364,514	1%
2010	85,673	58,944	174,349	10,797	3,513	1,230	1,184	335,692	-7%
2011	85,761	57,068	174,386	10,540	3,490	876	1,193	333,314	-8%
2012	80,944	57,590	173,403	10,936	3,444	790	1,205	328,312	-9%
2013	79,273	56,620	169,022	11,108	3,400	874	1,216	321,512	-11%
2014	64,787	53,937	171,482	11,253	3,344	935	1,232	306,970	-15%
2015	65,677	51,498	171,013	11,667	3,270	647	1,239	305,012	-16%
2016	63,311	47,412	167,316	13,687	3,183	584	1,240	296,734	-18%
2017	57,781	39,260	165,154	14,301	3,091	375	1,238	281,200	-22%
Change from 2005	-27,817	-17,794	-27,821	-2,534	-980	-3,499	105	-80,339	
% Change from 2005	-32%	-31%	-14%	-15%	-24%	-90%	9%	-22%	

## 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 community-wide GHG emissions by residents yields a result of 7.3 metric tons CO<sub>2</sub>e per capita in 2005. Per capita emissions decreased 29% between 2005 and 2017, falling to 5.2 metric tons per person. Figure 2 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 Novato, which would include lifecycle emissions, emissions resulting from air travel, etc.

FIGURE 2: EMISSIONS PER CAPITA



## MAJOR SOURCES OF EMISSIONS

The following sections provide a year-by-year analysis of the changes in GHG emissions from the City's largest sources: electricity, natural gas, transportation, waste, and water use. 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.

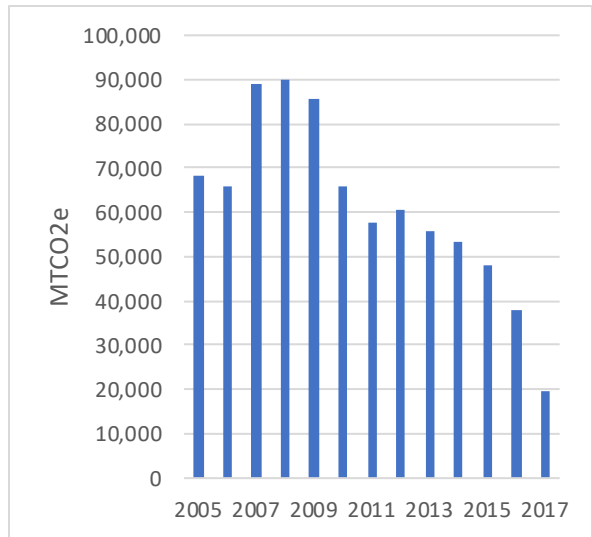
### ELECTRICITY USE

Electricity use in homes and businesses in Novato decreased about 6% between 2005 and 2017. The Residential sector, which uses 45% of all electricity in Novato, reduced electricity consumption 7% since 2005. Electricity use decreased 6% in the Commercial sector over the same period. Electricity reductions have most likely occurred due to improved energy efficiency, conservation, and solar installation. Distributed solar generation from local roofs, carports and ground-mounted systems provided about 5% of the electricity used in Marin County in 2017.



Electricity-related greenhouse gas emissions in the Residential and Commercial sectors decreased 71% 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, which was 57% less carbon intensive in 2017 than it was in 2005. MCE, which began providing electricity to Novato customers in 2012, has historically provided electricity that is less carbon intensive than PG&E electricity. In 2017, MCE Light Green electricity was 45% less carbon intensive than PG&E. MCE carries about 71% of the electricity load in Novato. In 2017, about 4.3% of MCE electricity purchased by Novato customers was 100% renewable Deep Green electricity. The City of Novato began purchasing Deep Green electricity for its operations in mid-2017.

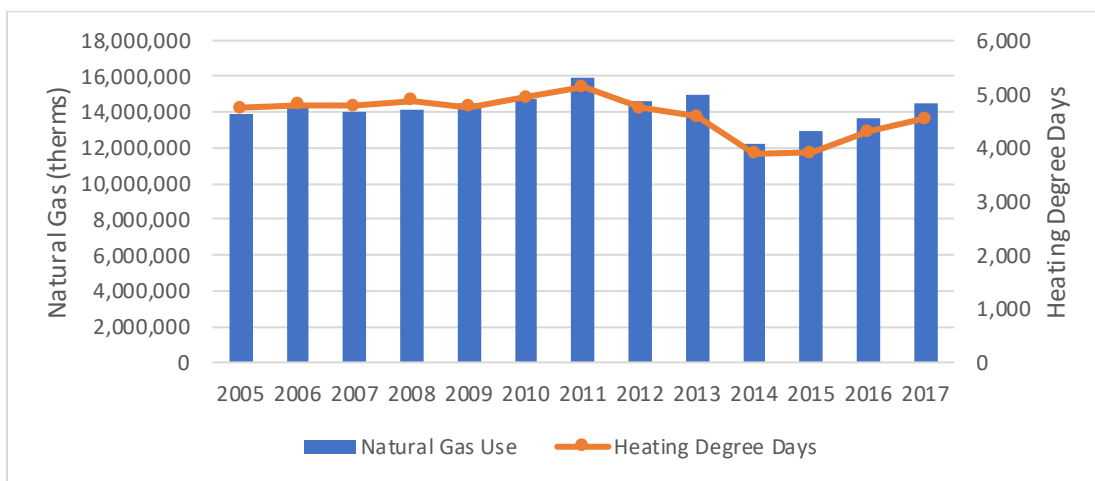
FIGURE 3: ELECTRICITY EMISSIONS



### NATURAL GAS USE

Natural gas is used in residential, commercial and industrial buildings to provide space and water heating and power appliances. Use of natural gas is highly variable depending on the weather conditions in a given year. This variability has led natural gas use consumption in Novato to fluctuate from year to year, from a high of 16 million therms in 2011 to a low of 12.2 million therms in 2014. Emissions from natural gas consumption increased 4% between 2016 and 2017, most likely due to colder winter temperatures. The chart below compares natural gas usage in Novato to regional heating degree days, a measure of how much energy is required to warm the interior of a building relative to the outside temperature. Warmer days result in fewer heating degree days. As shown below, natural gas consumption is highly correlated to heating degree days. Overall, natural gas use has increased 4% since 2005.

FIGURE 4: NATURAL GAS USE



Source (heating degree days): U.S. Department of Commerce, National Climatic Data Center

## TRANSPORTATION

Transportation activities accounted for approximately 60% of Novato’s emissions in 2017. While vehicle miles traveled have decreased approximately 1% since 2005, transportation emissions have decreased 14% due to more fuel-efficient and alternatively fueled cars. Marin County continues to be a leader in zero emission vehicles (ZEVs) – second only to Santa Clara County – with 5,354 ZEVs in Marin by the end of 2017, or about 2.7% of registered automobiles. ZEVs include battery electric cars, plug-in hybrid electric cars, hydrogen fuel cell cars, and zero-emission motorcycles.

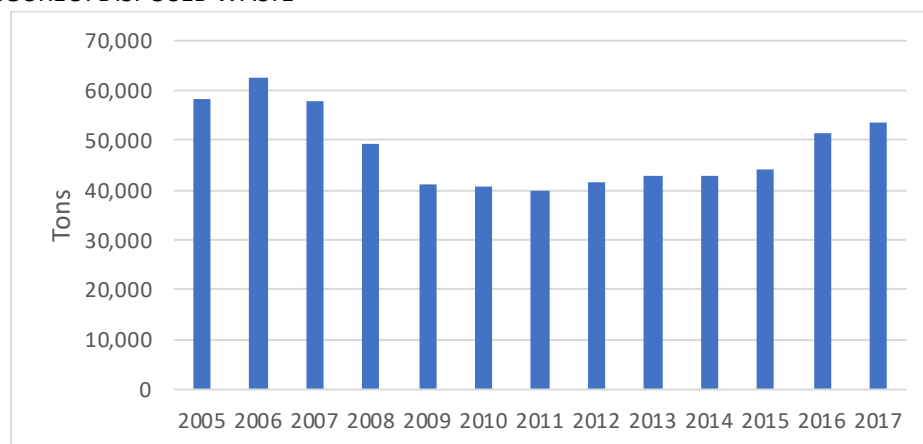
While it is difficult to pinpoint exactly how each land use and transportation policy affects emissions, the City has undertaken many efforts to reduce transportation emissions. The City encourages workforce housing and has made improvements to the transportation network to make it easier for residents to bicycle, walk, and take public transportation. The City has also promoted electric vehicle adoption by installing EV chargers.

## WASTE DISPOSAL

Waste generated by the community hit a low in 2011 but has since increased as shown in the chart below (based on countywide disposal data). Landfilled waste increased 4% between 2016 and 2017 but is still 8% below the 2005 baseline.

The decrease in emissions from waste disposal is most likely a result of community and County goals to move toward Zero Waste. Ongoing waste diversion programs include a residential food waste composting program and mandatory food waste recycling subscription for larger commercial producers. The more recent increases are most likely due to the growth in the economy and increase in online sales and packaging.

FIGURE 5: DISPOSED WASTE

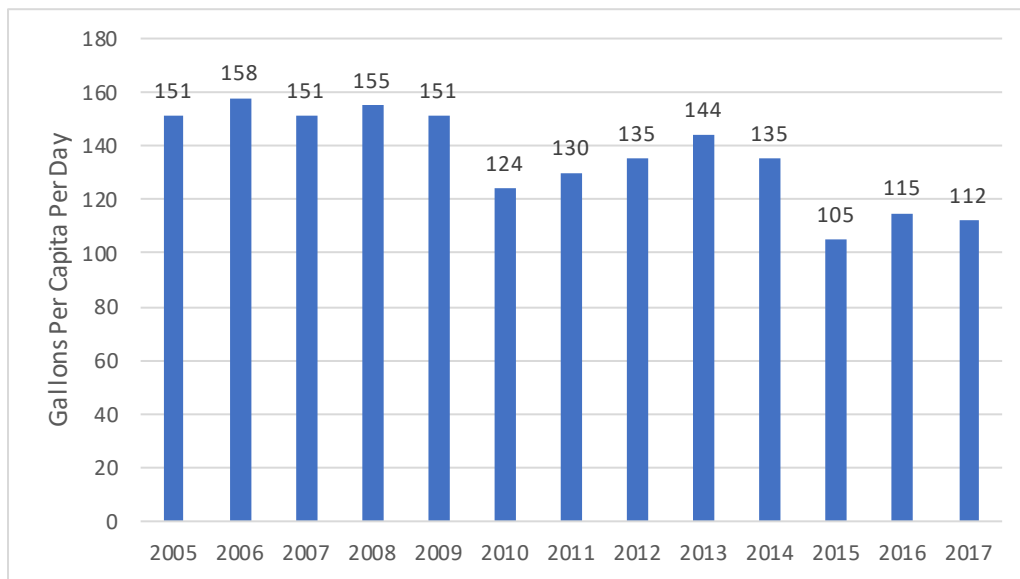


Source: CalRecycle

## WATER USE

Per capita water use declined 26% 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 90% between 2005 and 2017. The reduction is primarily due to the lower carbon intensity of electricity. The Sonoma County Water Agency, which supplied approximately 64% of NMWD’s water in 2017, uses renewable and carbon-free sources for its electricity needs.

FIGURE 6: PER CAPITA WATER USE



Source: North Marin Water District

NMWD provides rebates and programs to reduce water use. Rebates are available to replace fixtures with high-efficiency toilets and clothes washers, and to purchase pool covers, hot water recirculating systems, water-efficient landscapes, graywater systems, and rain barrels. NMWD provides free home and landscape water-use evaluations.

# APPENDIX: COMMUNITY INVENTORY

## Community GHG Emissions Summary Table

Jurisdiction: City of Novato

Population: 54,276 in 2017 (CA Department of Finance)

Number of Households: 20,407 (CA Department of Finance)

Inventory Year: 2017

Date Prepared: October 14, 2019

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>2e</sub> )
1.0	Built Environment						
1.1	Use of fuel in residential and commercial stationary combustion equipment	Both	•				77,496
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	19,546
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	Transportation and Other Mobile Sources						
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	•				128,364
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	•				33,021
2.5	On-road transit vehicles associated with community land uses	Activity		•		Unable to obtain source data, therefore obtained activity-based data instead	3,471
2.6	Transit rail vehicles operating with the community boundary	Source		•			298

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		•			3,091
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	•				14,301
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	•				375
4.3	Use of energy associated with generation of wastewater by the community	Activity	•			Energy use is included in 1.1 and 1.4	
4.4	Process emissions from operation of wastewater treatment facilities located in the community	Source			NE	Wastewater treatment facilities are located in the community but only process emissions associated with generation of wastewater by the community are reported in 4.5	
4.5	Process emissions associated with generation of wastewater by the community	Activity	•				1,238
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, Appendix C, 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 EMFAC2017 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 Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CO <sub>2</sub> for on-road commercial vehicles quantified in the EMFAC2017 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 commercial vehicle miles traveled within the boundary (Marin Transit and Golden Gate Transit) and estimated diesel fuel efficiency for transit fleet (Golden Gate Transit).	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 commercial vehicle miles traveled within the boundary (Marin Transit and Golden Gate Transit) and estimated diesel fuel efficiency for transit fleet (Golden Gate Transit).	U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.B.

2.6 Passenger Rail	Mobile Combustion (CO <sub>2</sub> , CH <sub>4</sub> & N <sub>2</sub> O)	Estimated train-miles by multiplying the number of train cars per day (in both directions, according to the SMART published schedule) by the railway track mileage located within the community boundary (Marin Map). Average Diesel Multiple Unit fuel efficiency estimated as 1.65 MPG (SMART Downtown San Rafael to Larkspur Extension Environmental Impact Report).	U.S. Community Protocol v. 1.1, Appendix D, Method TR.5. Emission factors from Equation TR.5.2.
2.12 Off-Road Vehicles and Equipment	Off-Road Mobile Combustion (CO <sub>2</sub> )	Estimated fuel use from OFFROAD 2007 for Lawn and Garden and from OFFROAD2017 for Construction equipment. 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 2007 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.
3.0 Solid Waste			
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 and 2014) 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.
4.0 Water and Wastewater			
4.2 Water Supply & Conveyance, Treatment and Distribution	Electricity Use (CO <sub>2</sub> )	Water consumption data provided by North Marin Water District (NMWD). Sonoma County water supply data from NMWD Annual Reports. Estimated electricity use for NMWD water from CEC report, "Refining Estimates of Water-Related Energy Use in California."	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 data provided by North Marin Water District (NMWD). Sonoma County water supply data from NMWD Annual Reports. Estimated electricity use for NMWD water from CEC report, "Refining Estimates of Water-Related Energy Use in California."	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> )	Known amount of digester gas produced per day and estimated percent of methane in digester gas (65%) provided by Novato Sanitary District.	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)	Known amount of digester gas produced per day and estimated percent of methane in digester gas (65%) provided by Novato Sanitary District.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.2.a.
	Process Emissions from Wastewater Treatment Plant with Nitrification or Denitrification	Estimated population served by wastewater treatment plant provided by Novato Sanitary District.	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 Novato Sanitary District. Assumed significant industrial or commercial input.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.12(alt).