CITY OF SAN RAFAEL

COMMUNITY GREENHOUSE GAS EMISSIONS INVENTORY FOR THE YEAR 2019

May 2021

Prepared by the
Marin Climate & Energy Partnership

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EXECUTIVE SUMMARY

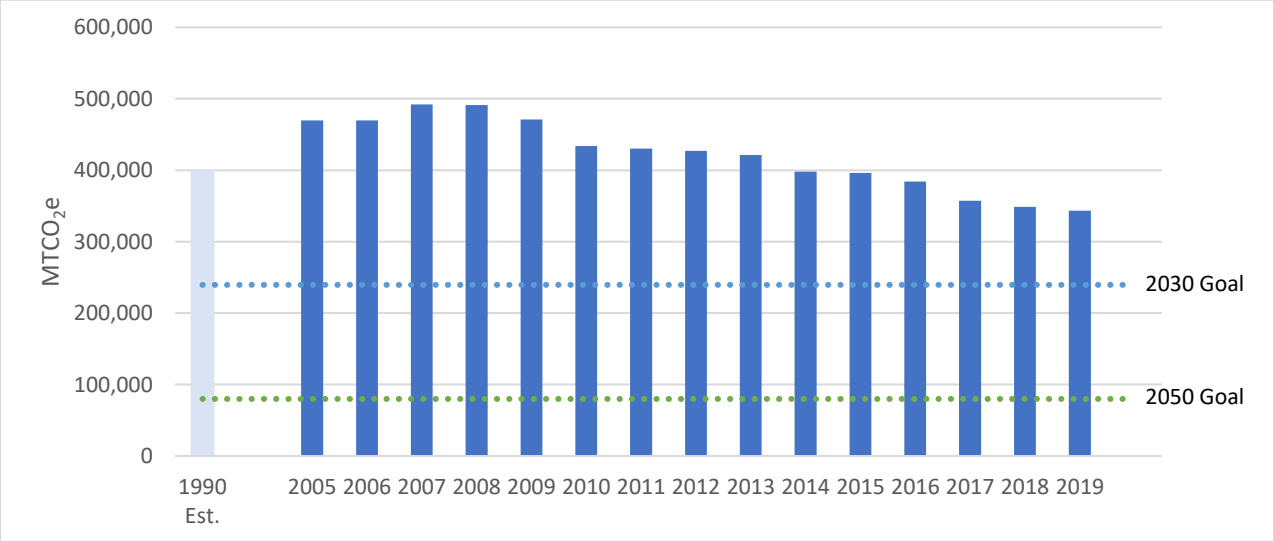
THE TAKEAWAY:

COMMUNITY EMISSIONS ARE DOWN 27% SINCE 2005

San Rafael 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 at least 40% below 1990 emissions by 2030. The City also publishes GHG emissions inventories for municipal operations approximately every five years. Municipal emissions accounted for less than 1% of community emissions when the municipal inventory was last conducted for year 2016.

This report reviews emissions generated from the community from 2005 through 2019, the most recent year data is available. The inventory shows that the San Rafael community has reduced emissions 27% since 2005. Emissions dropped from about 469,735 metric tons carbon dioxide equivalents ($MTCO_2e$) in 2005 to 343,305 $MTCO_2e$ in 2019, which is equivalent to 14% below 1990 levels. The community emissions trend and targets are shown below. San Rafael needs to reduce emissions another 103,740 $MTCO_2e$ to meet the local and State target for 2030 and another 263,450 $MTCO_2e$ to meet the State target for 2050, which is 80% below 1990 levels.

FIGURE 1: SAN RAFAEL GHG EMISSIONS AND TARGETS



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 San Rafael 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 and are used to update the Marin Sustainability Tracker.

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 San Rafael 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_2e, 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 $MTCO_2e$.

TABLE 1: GREENHOUSE GASES

Gas	Chemical Formula	Emission Source	Global Warming Potential
Carbon Dioxide	CO_2	Combustion of natural gas, gasoline, diesel, and other fuels	1
Methane	CH_4	Combustion, anaerobic decomposition of organic waste in landfills and wastewater	28
Nitrous Oxide	N_2O	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.

COMMUNITY INVENTORY

COMMUNITY INVENTORY SUMMARY

In 2005, the activities taking place by the San Rafael community resulted in approximately 469,734 metric tons of CO_2e.[1] In 2019, those activities resulted in approximately 343,304 metric tons of CO_2e, a reduction of 27% from 2005 levels, which is equivalent to 14% 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 San Rafael homes and commercial, industrial, and governmental buildings and facilities[2].
- The **Built Environment – Natural Gas** sector represents emissions generated from the use of natural gas in San Rafael 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 San Rafael, 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 San Rafael'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 the San Rafael 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 Built Environment sectors.

[1] 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.

[2] 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. Transportation emissions represent the largest share of communitywide emissions (63%), while the use of natural gas and propane in the Built Environment accounts for one-quarter of emissions.

FIGURE 2: EMISSIONS BY SECTOR, 2019

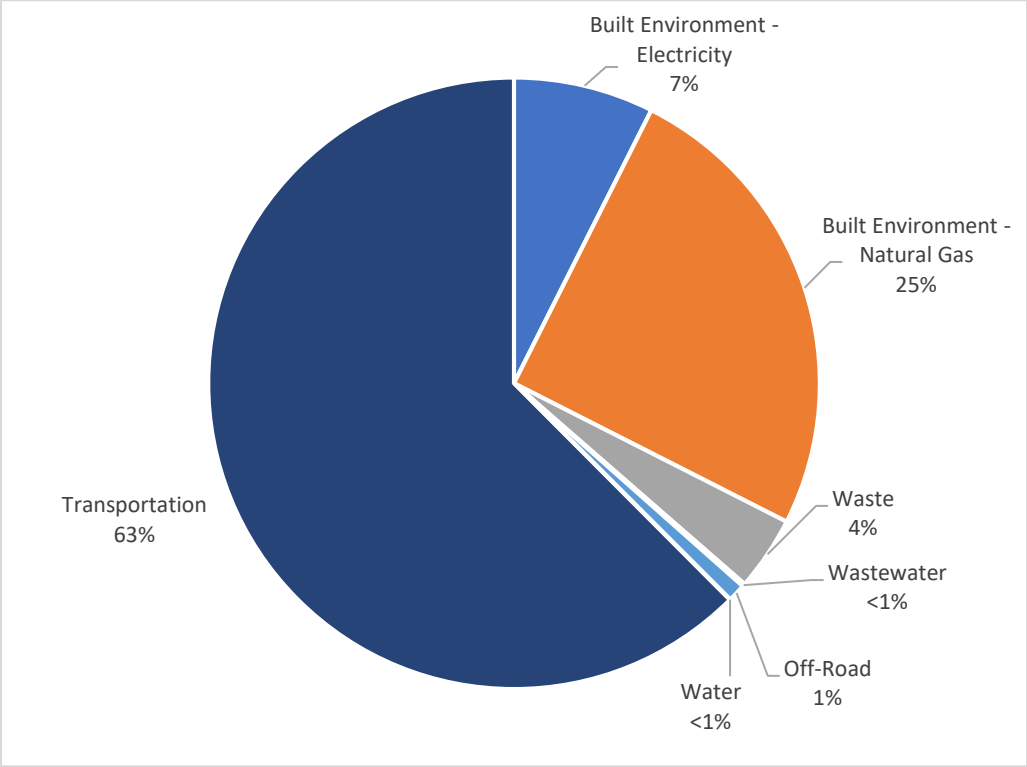


Table 2 shows how emissions in each sector have changed since 2005. The greatest reductions have occurred in the Built Environment – Electricity sector (63,302 $MTCO_2e$), followed by the Transportation sector (47,433 $MTCO_2e$) and the Built Environment – Natural Gas sector (6,210 $MTCO_2e$). The likely reasons for the largest emissions decreases are described in the remainder of this report.

TABLE 2: EMISSIONS SUMMARY BY SECTOR ($MTCO_2E$), 2005 THROUGH 2019

Year	Built Environment - Electricity	Built Environment – Natural Gas	Transportation	Waste	Water	Wastewater	Off-Road	Total	% Change from 2005	% Change from 1990[2]
1990 (est.)[1]								399,274		
2005	88,767	92,247	261,912	19,075	2,535	484	4,714	469,734	0%	
2006	83,610	95,425	264,685	18,913	2,187	485	4,550	469,855	0%	
2007	111,739	92,455	262,812	17,101	2,976	488	4,407	491,978	5%	
2008	112,024	93,985	263,594	14,205	2,721	490	4,262	491,281	5%	
2009	101,128	92,767	257,666	12,223	2,759	492	4,116	471,151	0%	
2010	76,081	93,296	246,324	12,006	1,556	496	3,976	433,735	-8%	
2011	71,120	96,073	245,884	11,719	1,106	499	3,950	430,350	-8%	
2012	72,887	90,344	246,261	12,155	1,197	503	3,897	427,245	-9%	
2013	68,978	89,797	244,294	12,331	1,386	507	3,840	421,132	-10%	
2014	62,192	76,304	241,458	12,470	1,279	518	3,774	397,995	-15%	
2015	61,473	77,920	238,583	12,922	962	492	3,690	396,042	-16%	
2016	50,152	81,715	232,160	15,205	790	553	3,600	384,175	-18%	
2017	26,618	85,650	224,706	15,917	232	544	3,501	357,168	-24%	
2018	26,148	85,625	218,948	14,125	82	502	3,384	348,814	-26%	
2019	25,464	86,037	214,479	13,470	89	501	3,264	343,304	-27%	-14%
Change from 2005	-63,302	-6,210	-47,433	-5,605	-2,446	17	-1,451	-126,430		
% Change from 2005	-71%	-7%	-18%	-29%	-96%	3%	-31%	-27%		

[1] *Per California Air Resources Board guidance, 1990 levels are estimated at 15% below 2005 levels.*

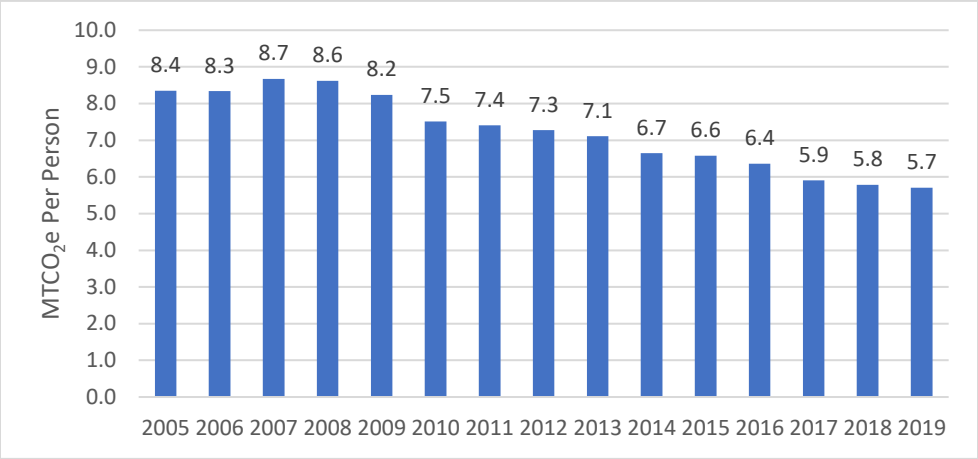
[2] *In 2019, San Rafael adopted a Climate Action Plan that established a goal to reduce emissions 40% below 1990 levels by 2030. This column will track that progress over time.*

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 8.4 metric tons CO_2e per capita in 2005. Per capita emissions decreased 32% between 2005 and 2019, falling to 5.7 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 San Rafael, which would include lifecycle emissions, emissions resulting from air travel, etc.

FIGURE 3: EMISSIONS PER CAPITA



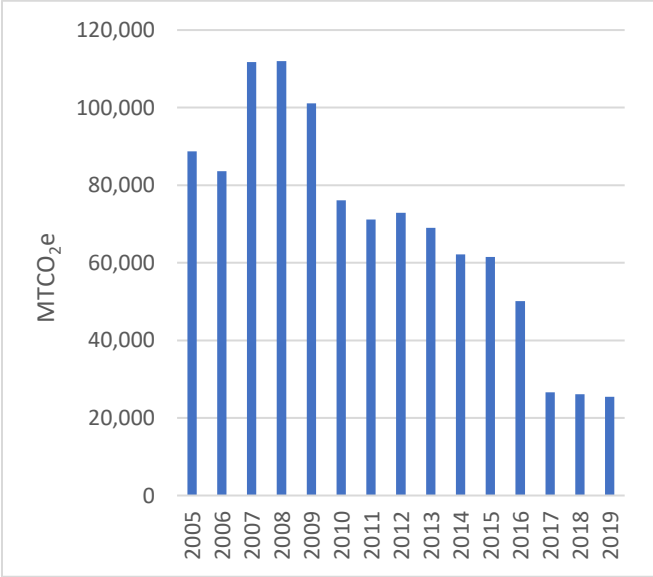
MAJOR SOURCES OF EMISSIONS

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 San Rafael decreased about 12% between 2005 and 2019. Greenhouse gas emissions from electricity consumption 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. 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.[3] 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 12.4% of MCE electricity purchased by San Rafael customers was 100% renewable Deep Green electricity, including electricty purchased by the City government.

FIGURE 4: ELECTRICITY EMISSIONS

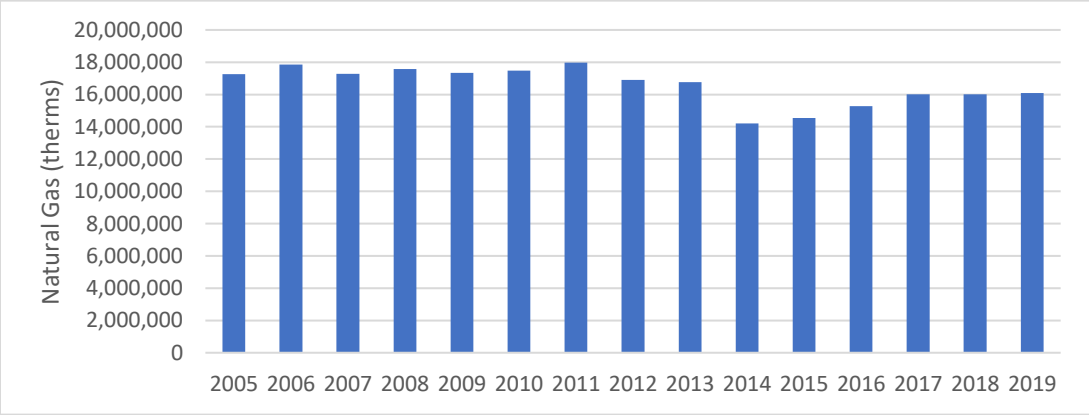


[3] PG&E, 2019 Power Mix, https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2020/1220-PowerContent-ADA.pdf

Built Environment - Natural Gas

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. This variability has led natural gas use consumption in San Rafael to fluctuate from year to year, from a high of 18 million therms in 2011 to a low of 14.2 million therms in 2014. Natural gas consumption rose slightly between 2018 and 2019 and was 7% below the 2005 level.

FIGURE 5: NATURAL GAS USE



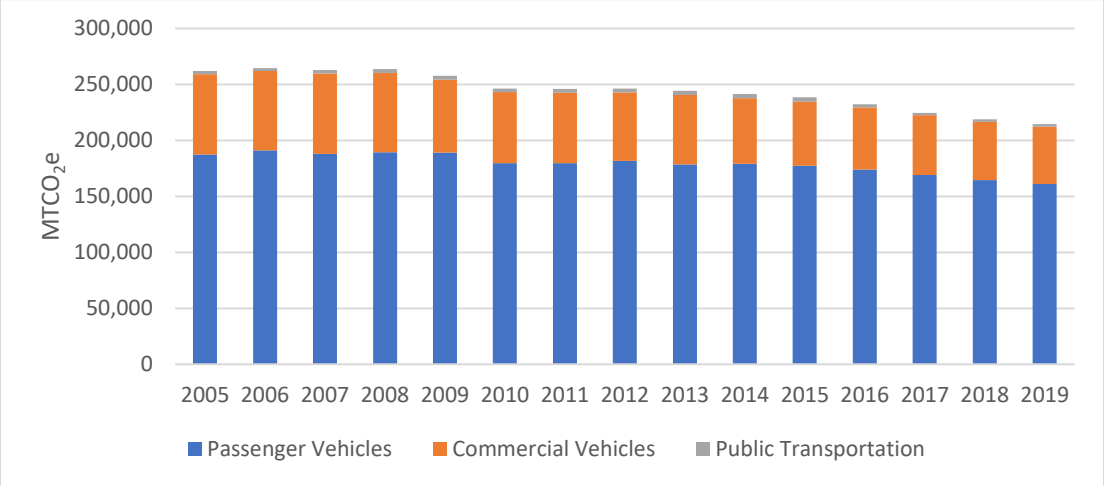
Reduction in energy use may also be attributed to energy efficiency programs and rebates, local green building ordinances, and State building codes. California's goal is to require all new residential and commercial buildings to be zero net energy by 2030.

Transportation

Transportation activities accounted for approximately 63% of San Rafael's emissions in 2019. Although vehicle miles traveled have increased approximately 3% since 2005, transportation emissions have decreased 18% due to more fuel-efficient and alternatively fueled cars. As shown in Figure 6, most transportation emissions come from passenger vehicles, accounting for 75% 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. San Rafael had nearly 2,000 ZEVs by the end of 2019.

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 chargers and providing free electricity at municipal EV charging stations.

FIGURE 6: TRANSPORTATION EMISSIONS

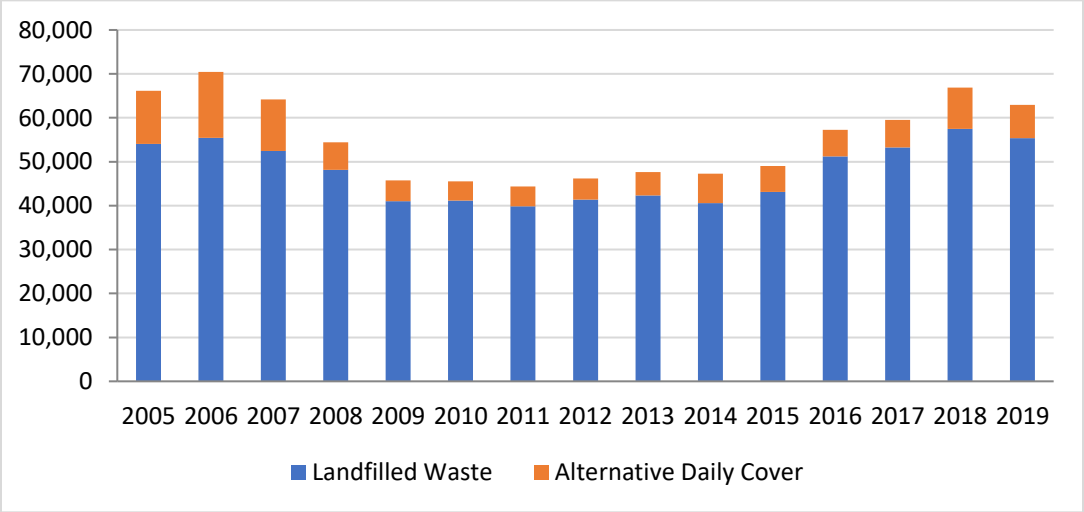


Note: Public transportation includes emissions from Marin Transit and Golden Gate Transit fixed-route buses and the SMART train.

Waste Disposal

Waste generated by the community hit a low in 2011 but has since increased as shown in Figure 7 (based on countywide disposal data). Total landfilled waste (including alternative daily cover)[4] decreased 6% between 2018 and 2019 but was 5% below the 2005 baseline. Emissions from waste disposal decreased 29% due to the lower organic content of material used for alternative daily cover.

FIGURE 7: DISPOSED WASTE

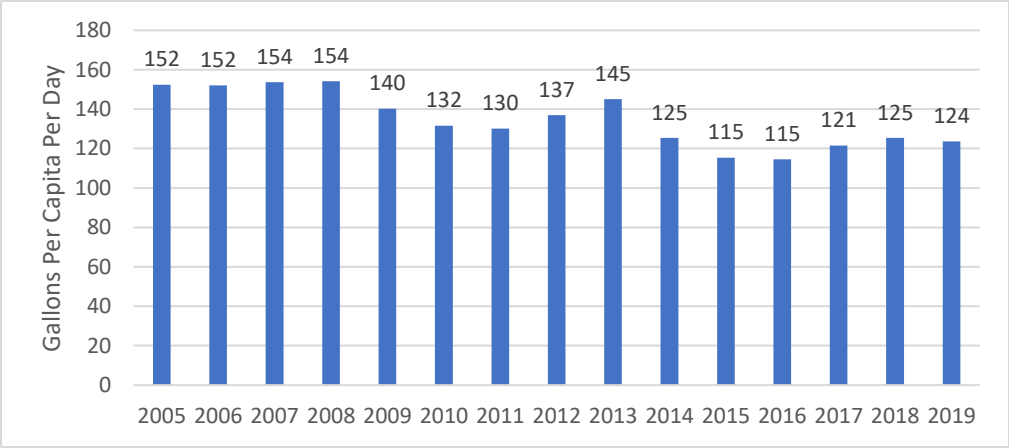


[4] Alternative daily cover is cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging.

WATER USE

Per capita water use declined 19% 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 96% 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 8: 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. The City of San Rafael actively promotes water conservation and MMWD rebates and programs to residents and businesses.

APPENDIX: COMMUNITY INVENTORY

Community GHG Emissions Summary Table

Jurisdiction: City of San Rafael
Population: 60,207 (CA Department of Finance)
Number of Households: 23,136 (CA Department of Finance)

Inventory Year: 2019
Date Prepared: April 30, 2021
Reporting Framework: Communitywide Activities

ID	Emissions Type	Source or Activity	Included, Required Activities	Included, Optional Activities	Excluded (IE, NA, NO or NE)	Notes	Emissions ($MTCO_2e$)
1.0	Built Environment						
1.1	Use of fuel in residential and commercial stationary combustion equipment	Both	●				86,037
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	25,464
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	●				161,106
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	●				51,027
2.5	On-road transit vehicles associated with community land uses	Activity		●			2,004
2.6	Transit rail vehicles operating with the community boundary	Source		●			342
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		●			3,264
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	13,470
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	●				89
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	●				501
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.) sued 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
1.0 Built Environment			
1.1 Stationary Combustion	Stationary Combustion (CO_2, CH_4 & N_2O)	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_2, CH_4 & N_2O 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_2, CH_4 & N_2O)	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_2, CH_4 & N_2O)	Estimated electricity grid loss for Western region from eGrid.	U.S. Community Protocol v. 1.1, Appendix C, Method BE.4.1.
2.0 Transportation and Other Mobile Sources			
2.2 On-Road Passenger Vehicle Operation	On-Road Mobile Combustion (CO_2)	Estimated passenger vehicle miles traveled associated with origin and destination land uses (Metropolitan Transportation Commission, http://capvmt.us-west-2.elasticbeanstalk.com/data).	CO_2 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_4 & N_2O)	Estimated vehicle miles traveled associated with origin and destination land uses (Metropolitan Transportation Commission, http://capvmt.us-west-2.elasticbeanstalk.com/data).	CH_4 and N_2O 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_2)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CO_2 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_4 & N_2O)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2040 and the 2017 Regional Transportation Plan).	CH_4 and N_2O 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_2)	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 NEXGEN. U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.A.
	On-Road Mobile Combustion (CH_4 & N_2O)	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 NEXGEN. U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.B.

2.6 Passenger Rail	Mobile Combustion (CO_2, CH_4 & N_2O)	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 provided by SMART.	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_2)	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_2 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_4 & N_2O)	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_4 and N_2O 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_4)	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_2)	Water consumption data provided by Marin Municipal Water District (MMWD). Electricity consumption data provided by MMWD. Sonoma County Water Agency (SCWA) delivery amount provided by SCWA.	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_4 & N_2O)	Water consumption data provided by Marin Municipal Water District (MMWD). Electricity consumption data provided by 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_4)	Known amount of digester gas produced per day and known percent of methane in digester gas provided by Central Marin Sanitation Agency. Known amount of digester gas produced per day (2016) and known percent of methane in digester gas (2017) provided by Las Gallinas Valley Sanitary District.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.1.a.
	Stationary Emissions from Combustion of Digester Gas (N_2O)	Known amount of digester gas produced per day and known percent of methane in digester gas provided by Central Marin Sanitation Agency. Known amount of digester gas produced	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.2.a.

		per day (2016) and known percent of methane in digester gas (2017) provided by Las Gallinas Valley Sanitary District.	
	Process Emissions from Wastewater Treatment Plant without Nitrification or Denitrification	Estimated population served by wastewater treatment plant provided by Central Marin Sanitation Agency.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.8.
	Process Emissions from Wastewater Treatment Plant with Nitrification or Denitrification	Estimated population served by wastewater treatment plant provided by Las Gallinas Valley Sanitary District (2010 data).	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.7.
	Fugitive Emissions from Effluent Discharge (N_2O)	Estimated population served by wastewater treatment plant provided by Central Marin Sanitation Agency. Assumed significant industrial or commercial input.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.12(alt).
	Fugitive Emissions from Effluent Discharge (N_2O)	Estimated population served by wastewater treatment plant provided by Las Gallinas Valley Sanitary District. Assumed no significant industrial or commercial input.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.12.