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GREENHOUSE GAS EMISSIONS INVENTORY UPDATE 2019 & 2020

TABLE OF CONTENTS

Section 1: Introduction	4
1.1 – Inventory Purpose and Description	4
1.2 – Executive Summary and Key Findings	4
Section 2: Inventory Overview	6
2.1 – Protocols and Methodologies	6
2.2 – Emissions Sectors and Sources	6
Section 3: Data and Analysis	10
3.1 – Community Emissions	10
3.2 – Municipal Emissions	14
Section 4: Next Steps	18
Appendix A: Hawthorne Historical Emissions	19
Appendix B: Activity Data and Sector Descriptions	20
Appendix C: Abbreviations and Acronyms	30
Appendix D: Glossary of Terms	30

LIST OF FIGURES

Figure 1. Annual Community Emissions for all sectors and inventory years with targets	11
Figure 2. Annual Community Emissions for 2019 and 2020 broken down by sector	11
Figure 3. Municipal Greenhouse Gas Emissions due to energy use in 2005, 2019, and 2020	15
Figure 4. Municipal Emissions of Vehicle Fleet & Equipment in 2005, 2019, and 2020	16

LIST OF TABLES

Table 1. Hawthorne Historical Community GHG Emissions in MT CO ₂ e	10
Table 2. Activity Data and GHG Emissions of Transportation 2005-2020	12
Table 3. Activity Data and GHG Emissions of Energy 2005-2020	13
Table 4. Activity Data and GHG Emissions of Solid Waste Sector 2005-2020	13
Table 5. Activity Data and GHG Emissions of Fugitive Sector 2019-2020	13
Table 6. Activity Data and GHG Emissions of Wastewater Sector 2019-2020	14
Table 7. Hawthorne Historical Municipal Emissions in MT CO ₂ e	14
Table 8. Municipal Activity Data and GHG Emissions of Energy in 2005, 2019, and 2020	15
Table 9. Municipal Activity Data and GHG Emissions of Fleet and Equipment in 2005, 2019, and 2020	16
Table 10. Municipal Activity Data and GHG Emissions of Off-Road Fleet and Equipment in 2019-2020	17

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Section 1: Introduction

1.1 – Inventory Purpose and Description

In 2006, Assembly Bill 32 was signed into state law to address rising greenhouse gas (GHG) levels in the atmosphere. The primary goal of the legislation was to encourage local jurisdictions to monitor their emissions and develop actionable reduction targets. Since then, the state of California has passed Assembly Bill 1279, which requires the state achieve carbon neutrality by 2045, as well as reduce statewide GHG emissions by 85% compared to 1990 levels. In response to state action, this report presents six years of historic GHG emissions inventories for the City of Hawthorne, spanning 15 years, offering insights into various emission sources sectors and their variations over time. Inventory years include 2005, 2007, 2010, 2012, 2019, and 2020. The 2005 inventory year serves as a baseline, guiding the emission reduction targets set in the City of Hawthorne’s Climate Action Plan (CAP). The city’s CAP serves as a guide in setting policies and related actions to reduce GHG emissions. Emissions for all inventories are reported in metric tons of carbon dioxide equivalents (MT CO₂e) to create a standard to measure and compare the impacts of different greenhouse gases. This report provides an update of emissions for the community, including municipal operations, for the years 2019 and 2020, comparing pre- and post-2020 COVID-19 pandemic operations. Due to the advent of COVID-19, the 2019 inventory year is a more accurate estimate of normal operations and should serve as the basis for future emission targets.

1.2 – Executive Summary and Key Findings

This section summarizes the City of Hawthorne’s community emissions inventories for 2019 and 2020. The methodology and a detailed analysis are provided in subsequent sections of this report. Note that the municipal emissions are a subset of the community inventory. Some municipal sector data has been provided separately so that the city has a better understanding of their municipal operations’ contributions to GHG emissions. This information can be used to develop specific strategies for municipal operations.

The baseline year for comparing inventories and assessing progress is 2005. Emissions for the 2005 baseline were 436,622 MT CO₂e.

Emission Reduction Targets per City of Hawthorne’s adopted Climate Action Plan are:
<ul style="list-style-type: none">● 2020: 15% reduction from 2005 levels● 2035: 49% reduction from 2005 levels

Key Findings:

- **Total Emissions:** In Hawthorne, the total GHG emissions amounted to 364,968 MT CO₂e in 2019 and 310,782 MT CO₂e in 2020.
- **Overall Trends and Climate Action Plan Goals:** Between 2005 and 2020, a span of 15 years, GHG emissions decreased by approximately 29%. Based on 2020 emissions levels, Hawthorne has successfully met the 2020 adopted reduction goal and is on track for meeting the 2035 goal. As stated in Section 1.1, the 2020 inventory is not the best estimate of normal operations. However, Hawthorne emissions also indicate a decrease of 16% in 2019 – still surpassing their adopted target.

- **State Goals:** Importantly, emission targets at the State level have increased since the adoption of the city's CAP with the addition of new legislation, specifically AB 1279. The new legislation sets a goal for California to reduce emissions by 85% from 1990 levels by 2045. As the city looks to build on GHG reduction successes, new State targets should be considered.
- **Emissions by Year:**
 - In 2020, during the COVID-19 pandemic, community emissions decreased an additional 14.9% compared to 2019.
 - Additional declines in 2020 were also attributed to reduced vehicle trips.
 - The decrease of emissions in both 2019 and 2020 are largely driven by an increase in renewable electricity adoption, as well as a decline in natural gas consumption. Between 2005 and 2019 renewable energy use increased by 18.1%.
 - The introduction of Cap and Trade in 2012 has diverted large industry emitters to be regulated by the California Air Resources Board (CARB). As such, more significant reductions in the commercial sector have been observed.
- **Emissions by Sector (MT CO₂e):** The community emissions sectors considered in this inventory include Transportation & Mobile Sources, Commercial/Industrial Energy, Solid Waste, Residential Energy, Wastewater, and Fugitive.
 - In 2019, Transportation & Mobile Sources made up the largest portion of emissions (57%) among all sectors, with the second greatest portion being Commercial/Industrial Energy (20%). In 2020, Transportation & Mobile Sources similarly exceeded Commercial/Industrial Energy (46% and 25%, respectively).
 - Residential energy represented 18% of total emissions in 2019 and represented 23% of total emissions in 2020.
 - Solid Waste, Fugitive, and Wastewater sectors maintained similar percentages of total emissions across 2019 and 2020 (around 4%, 0.6%, and 0.03%, respectively).

Observations and Analysis:

- Based on the 2019 inventory findings, the City of Hawthorne has successfully achieved its 2020 Climate Action Plan goal and was 142,291 MT CO₂e short of its 2035 CAP emissions target.
- Reductions across Residential and Commercial/Industrial sectors are driven in part by an increase in renewable electricity use (18.1%) and energy efficiency (-15.9 natural gas use). In addition, the implementation of Cap & Trade in 2012 diverted a large portion of commercial emissions to state oversight through the California Air Resources Board (CARB).
- Between 2005 and 2019 there was a 4.9% increase in transportation emissions. Between 2019 and 2020 there was a 31.1% decrease in transportation emissions. This significant drop is attributable to the reduced vehicle trips that occurred during the COVID-19 lockdown.

Section 2: Inventory Overview

2.1 – Protocols and Methodologies

The emissions inventory for the City of Hawthorne was completed following the U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (USCP). The process included collecting available data, conducting calculations, and preparing analysis in the ICLEI ClearPath Tool. ClearPath is an industry-standard online software for completing GHG inventories, forecasts, climate action plans, and monitoring at the community-wide or government-operations scales. GHG inventories of both community-wide and government-operations are included in this report.

It is important to note that over time, emission inventory protocols and standards develop and change as the climate science community finds more effective ways of capturing data. As such, methodologies may change to reflect more advanced and accurate reporting methods. Updating an inventory may result in changes to the way each sector is collected and how it contributes to the overall inventory. For older inventory years, the fugitive sector was not included as the data did not exist. GHG emissions are influenced by a variety of factors, including some that are beyond the city's control. These include weather patterns, shifts in demographics, economic activity, and federal and state policies. In this inventory, there is a change in how community vehicle transportation data was collected, which is different from previous inventory years. The data was collected based on travel information, resulting in a more accurate accounting of emissions. In addition, per USCP recommendations, a new Fugitive emission sector was included, accounting for the emissions associated with gas leaks in the local natural gas distribution system.

2.2 – Emissions Sectors and Sources

GHG emitters with similar characteristics are categorized into larger groups known as sectors. Different sectors contribute to GHG emissions in unique ways. By breaking down emissions into sectors such as transportation, energy, industry, agriculture, and waste, analysts can better understand the specific sources and processes responsible for emissions. Depending on the operations being examined, sectors can vary. At the community scale, sectors include Energy (Residential, Commercial, and Industrial), Transportation, Solid Waste, and others. In contrast, municipal sectors include Buildings & Facilities, Street Lights & Traffic Signals, Vehicle Fleet, and Employee Commute, among others.

It is important to note that municipal operations are included in the community-scale emissions report. Since the City has more direct control over municipal operations, examining municipal performance as a subset of the community can help evaluate the effectiveness of local governments in achieving their outlined goals. The following subsections provide information on the sectors used in the community inventory and highlights what is included in the municipal emissions. This section also includes the data sources and methodologies employed.

Community Sectors

1. **Building Energy** is divided into two sectors:
 - a. Commercial/Industrial Energy includes emissions from electricity and natural gas consumption in non-residential buildings and facilities (including energy use related to water supply) in the city.

- b. Residential Energy includes emissions from electricity and natural gas consumption in residential buildings in the city.
2. **Transportation and Mobile Sources** includes emissions from vehicle fuel use in trips wholly within the city (in-boundary) and trips that either originate or end in the city (cross-boundary). Emissions from in-boundary trips are fully accounted for in the inventory, whereas only half of the emissions from cross-boundary trips are accounted for. Trips that pass through the city are not accounted for in the inventory because the city has little or no control of these emissions. As a result, this methodology reflects only trips or parts of trips within city borders that the city can affect.

This sector also includes transit vehicle miles traveled (VMT) from the Southern California Association of Governments' Regional Travel Demand Model, which uses the latest modeling data from their 2020 Regional Transportation Plan/Sustainable Communities Strategy and 2016 as their base year. After extrapolation by population to each inventory year, these transit VMT are used to estimate emissions.

3. **Solid Waste** was estimated using the Jurisdiction Reports provided by CalRecycle. This data was broken down and categorized into solid waste streams, based on their emissions characteristics. Using emissions factors provided by CalRecycle for each of the respective waste streams, the emissions were then estimated.
4. **Wastewater** includes emissions from treating wastewater generated in the community.
5. **Fugitive** emissions account for leakage in the local natural gas distribution system. The calculation is based on the total quantity of natural gas consumed and a leakage rate obtained from the Environmental Defense Fund (EDF) User Guide for Natural Gas Leakage Rate Modeling Tool.

Community Sector Exclusions and Methodological Notes

1. **Cap-and-Trade Emissions:** It is important to note that emissions covered under Cap-and-Trade systems are not included in this inventory. Cap and Trade includes electricity generators and large industrial facilities emitting 25,000 MT CO₂e or more annually. These industries are regulated and overseen by the California Air Resources Board. The emissions produced by these facilities are accounted for and reduced or offset under the Cap-and-Trade program.
2. **Clean Power Alliance (CPA).** The City of Hawthorne enrolled in the CPA in 2019. The CPA is a community choice aggregation (CCA), which allows jurisdictions to purchase electricity from renewable and low-carbon sources on behalf of residents and businesses, while the existing utility continues to deliver power and maintain infrastructure. Participation in the CPA contributes to the overall clean energy supply for the State of California. As a result, reductions in GHG emissions are distributed across all participating jurisdictions – not solely within the City of Hawthorne. The extent to which Hawthorne's enrollment in the CPA specifically reduces its own GHG emissions cannot be individually disaggregated or quantified.
3. **Transportation and Mobile Source:** For 2019 and 2020, off-road and aviation sector emissions were excluded. Off-road emissions include emissions from operating equipment for construction, commercial, light industrial and agricultural activities; lawn and garden equipment; and recreational vehicles such as all-terrain vehicles. Aviation emissions originate

from aircraft fuels consumed at the Hawthorne Municipal Airport – Jack Northrop Field, a municipally-owned airport. Emissions from the off-road and aviation sectors are included in this report under the Transportation and Mobile Source sector for the years 2005, 2007, 2010, and 2012. Off-road and aviation sector emissions each contributed to less than 2% of Hawthorne’s community inventory for those respective years.

4. **Water:** For 2019 and 2020, water emissions were integrated into the commercial sector. This approach avoids double counting, as Southern California Edison (SCE) and SoCalGas aggregate the water pumping activity data within this sector. Additionally, this categorization is in-line with recommendations from ICLEI. It should be noted this is a change in methodology from previous inventories. For 2005, 2007, 2010, and 2012, emissions from the water sector were disaggregated from the energy sector and reported separately.
5. **Solid Waste:** For 2019 and 2020, emissions resulting from alternative daily cover (ADC) were excluded. ADC is green waste (grass, leaves, and branches) that is used to cover landfill emissions. In past inventories, ADC comprised less than 1% of Hawthorne’s community inventory.
6. **Fugitive** emissions were not previously accounted for in the past inventories due to changes in reporting methods. These emissions attribute a small percentage to the overall GHG emissions (0.61% in 2019 and 0.69% in 2020).

Municipal Sectors

Municipal Energy activity was collected from the ENERGY STAR Portfolio Manager that is populated with energy use by utility meter. The emissions were calculated in the same way as community building energy and are further broken down into three sectors:

1. **Building & Facilities** include energy use by the government, including electricity and natural gas.
2. **City-Owned Outdoor Lights** include electricity for streetlights on fixtures owned by the city, traffic control signals, and outdoor lighting.
3. **Water Pumping & Irrigation** includes electricity and natural gas for water pumping and irrigation.
4. **Municipal Vehicle Fleet & Equipment** activity was collected by City staff and includes emissions from vehicles owned or operated by the city or contracted by the city for services, such as street cleaning. It also includes equipment, such as mowers and chippers. Emissions resulting from liquefied petroleum gas (LPG) were excluded from the 2019 and 2020 inventory. In past inventories, emissions from LPG accounted for less than 1% of municipal emissions. Off-road emissions were not previously accounted for in past inventories but are included for 2019 and 2020, attributing a small percentage to the overall municipal GHG emissions (0.16% in 2019 and 0.06% in 2020).

Municipal Sector Exclusions and Methodological Notes

While all emissions are included in the community inventory, emissions from three Municipal Sectors were excluded from the municipal inventory section. To have a complete municipal inventory, these sectors should be included:

1. **Employee Commute** includes emissions from fuel use in vehicle trips by municipal employees commuting to and from work in the city.
2. **Solid Waste** includes emissions from waste generated by municipal employees or at municipally owned facilities.

3. **Aviation** includes emissions from aircraft fuels consumed at the Hawthorne Municipal Airport – Jack Northrop Field, a municipally-owned airport.

In addition, 2020 emissions are incomplete for **Water Pumping & Irrigation** and have been excluded from the report.

Section 3: Data and Analysis

3.1 – Community Emissions

The community inventory includes the GHG emissions that result from activities within city boundaries. The City of Hawthorne’s community GHG emissions amounted to 364,968 MT CO₂e in 2019 and 310,782 MT CO₂e in 2020 (Table 1). This represents a 16.41% and 28.82% reduction in GHG emissions from the City’s 2005 baseline, respectively. Hawthorne has surpassed its 2020 emissions reduction goal, and it is on track to meet its 2035 goal.

Table 1. Hawthorne Historical Community GHG Emissions in MT CO₂e

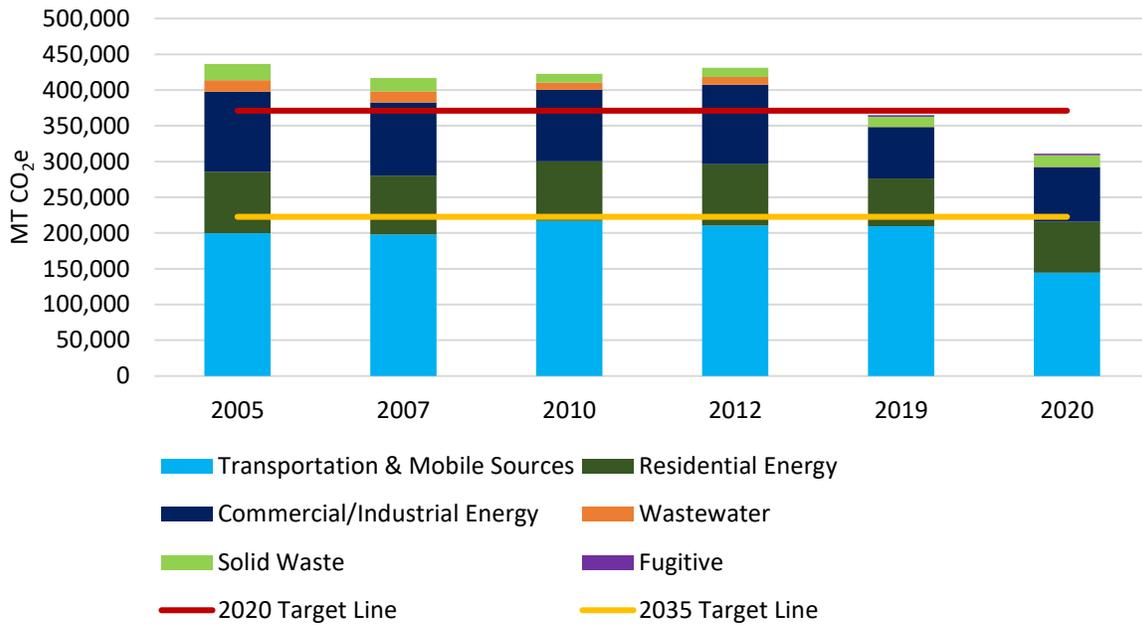
Community GHG Emissions in MT CO ₂ e						
	2005	2007	2010	2012	2019	2020
Transportation & Mobile Sources ¹	199,807	197,793	217,250	210,307	209,559	144,332
Residential Energy	85,928	82,623	83,103	86,214	66,937	71,264
Commercial/Industrial Energy	112,054	102,293	99,945	111,024	71,928	76,899
Water ²	15,511	15,039	9,892	10,652	See footnote	See footnote
Wastewater	333	256	258	258	126	129
Solid Waste	22,989	18,904	12,124	12,499	14,181	16,011
Fugitive	N/A	N/A	N/A	N/A	2,237	2,147
Total	436,622	416,908	422,572	430,954	364,968	310,782

¹Transportation & Mobile Sources includes off-road sector and aviation sector emissions for 2005, 2007, 2010, and 2012, but excludes off-road sector and aviation sector emissions for 2019 and 2020. For more explanation, see Section 2.2.

² For 2019 and 2020, water sector emissions are included in the commercial/industrial energy sector to avoid double counting. For more explanation on this change in methodology, see Section 2.2.

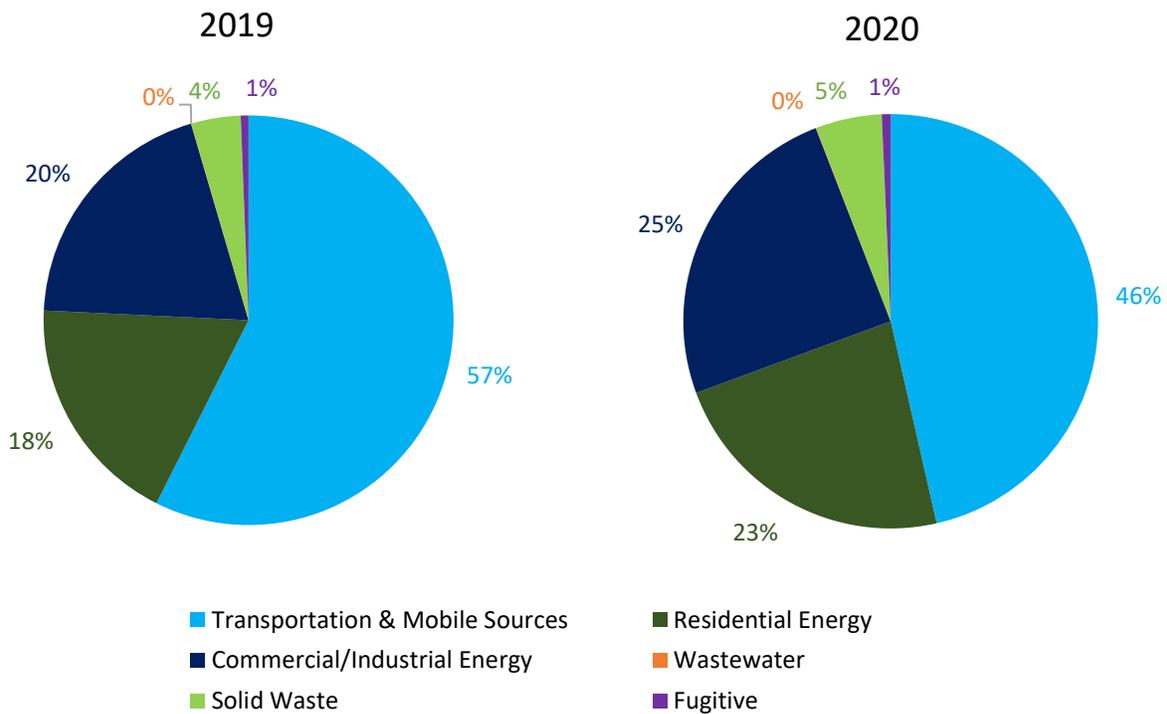
Figure 1 shows the community emissions for all inventory years, with 2020 and 2035 emissions reduction targets highlighted in red and yellow. Figure 2 illustrates community emissions for the current inventory years (2019 and 2020).

Figure 1. Annual Community Emissions for all sectors and inventory years with targets (in metric tons of carbon dioxide equivalent)



1 For this figure, the wastewater sector includes water sector emissions for the years 2005, 2007, 2010, and 2012. See Section 2.2 for explanation of how water sector emissions were included in the 2019 and 2020 inventories.

Figure 2. Annual Community Emissions for 2019 and 2020 broken down by sector (in metric tons of carbon dioxide equivalent)



As shown in Figure 2, the Transportation & Mobile Sources sector was the largest contributor to emissions in 2019 with 209,559 MT CO₂e and in 2020 with 144,332 MT CO₂e. This sector comprised 57.42% and 46.44% of all emissions in 2019 and 2020, respectively. Between 2005 and 2019, emissions in this sector increased by 4.88%, and emissions decreased by 31.13% from 2019 to 2020, due to the COVID-19 pandemic stay-at-home orders. This 2020 decrease led to an overall 27.76% decrease in GHG emissions for this sector compared to 2005 baseline levels (Table 2).

Table 2. Activity Data and GHG Emissions of Transportation 2005-2020

Sector	2005		2019		2020		% Change in Activity 2005-2019	% Change in Emissions 2005-2019	% Change in Activity 2005-2020	% Change in Emissions 2005-2020
	Activity (VMT)	Emissions (MT CO ₂ e)	Activity (VMT)	Emissions (MT CO ₂ e)	Activity (VMT)	Emissions (MT CO ₂ e)				
Transportation & Mobile Sources										
Gasoline	354,367,145	168,467	399,804,252	157,875	294,731,417	107,342	12.82%	-6.29%	-16.83%	-36.28%
Diesel	20,187,058	26,851	42,652,866	50,623	31,443,237	35,926	111.29%	88.53%	55.76%	33.80%
CNG (Transit)	N/A	N/A	10,461,136	1,061	10,491,628	1,064	N/A	N/A	N/A	N/A
Off-Road ¹	See footnote	895	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Aviation ²	384,698	3,594	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total (MT CO₂e)		199,807		209,559		144,332		4.88%		-27.76%

1 Off-road activity data is described in detail in the 2010 and 2012 inventory update report, “City of Hawthorne GHG Inventory, Forecasting, Target-Setting Report for an Energy Efficiency Climate Action Plan” (January 2015).

2 Jet A and Aviation Fuel are used at the Hawthorne Municipal Airport. These two fuel types are reported separately in the 2010 and 2012 inventory update report, “City of Hawthorne GHG Inventory, Forecasting, Target-Setting Report for an Energy Efficiency Climate Action Plan” (January 2015). Aviation activity data is measured as the amount of fuel consumed in gallons.

The second largest contributor in 2019 to emissions was the combined building energy sectors (Residential, Commercial and Industrial), contributing a total of 138,865 MT CO₂e in 2019. In 2020, these combined sectors made up 148,163 MT CO₂e, exceeding transportation emissions (Table 3). These sectors comprised 38.05% and 47.67% of all emissions in 2019 and 2020, respectively. Notably, Figure 1 demonstrates a significant decrease in emissions from 2012 to 2019, and emissions from all building energy sectors decreased by 29.86% from 2005 to 2019 and 25.16% from 2005 to 2020. Decreases in this sector are the result of implementation of numerous measures, including but not limited to policy, methodological changes, energy efficiency programs, and the increase of renewable energy usage. The drop in building energy emissions is also the result of the State Cap and Trade program which was implemented in that same year and changed the way in which large GHG emitting sources were reported as well as offset.

Table 3. Activity Data and GHG Emissions of Energy 2005-2020

Sector	2005		2019		2020		% Change in Activity 2005-2019	% Change in Emissions 2005-2019	% Change in Activity 2005-2020	% Change in Emissions 2005-2020
	Activity (kWh or Therms)	Emissions (MT CO ₂ e)	Activity (kWh or Therms)	Emissions (MT CO ₂ e)	Activity (kWh or Therms)	Emissions (MT CO ₂ e)				
Residential Energy										
Electricity	103,829,746	31,543	105,901,097	18,973	115,430,773	24,502	1.99%	-39.85%	11.17%	-22.32%
Natural Gas	10,227,543	54,385	9,018,136	47,964	8,792,168	46,762	-11.83%	-11.81%	-14.03%	-14.02%
Commercial/Industrial Energy										
Electricity	279,650,071	84,956	286,440,445	51,319	272,560,293	57,854	2.43%	-39.59%	-2.54%	-31.90%
Natural Gas	5,096,096	27,098	3,875,167	20,609	3,580,991	19,045	-23.96%	-23.95%	-29.73%	-29.72%
Total (MT CO₂e)		197,982		138,865		148,163		-29.86%		-25.16%

The third largest contributor to GHG emissions was Solid Waste, which contributed to 14,181 MT CO₂e in 2019 and 16,011 MT CO₂e in 2020 (Table 4). For these respective years, solid waste contributed a total of 3.89% (2019) and 5.15% (2020) to the city's GHG emissions. Emissions in this sector rose by 12.90% from 2019 to 2020. Compared to 2005, however, Hawthorne has reduced its solid waste-related emissions by 38.31% in 2019 and 30.35% in 2020. Emissions for ADC were not captured in the 2019 and 2020 data. Emissions for this source in 2005 were 555 MT CO₂e, representing approximately 0.13% of the total GHG emissions. Improvements in this category are likely the cause of waste reduction and recycling programs, organic waste diversion, landfill gas capture, and legislation/regulations.

Table 4. Activity Data and GHG Emissions of Solid Waste Sector 2005-2020

Sector	2005		2019		2020		% Change in Activity 2005-2019	% Change in Emissions 2005-2019	% Change in Activity 2005-2020	% Change in Emissions 2005-2020
	Activity (tons)	Emissions (MT CO ₂ e)	Activity (tons)	Emissions (MT CO ₂ e)	Activity (tons)	Emissions (MT CO ₂ e)				
Solid Waste										
Landfilled	92,415	22,434	58,993	14,181	61,594	16,011	-36.17%	-36.79%	-33.35%	-28.63%

The fourth largest contributor to GHG emissions was Fugitive, which contributed 2,237 MT CO₂e in 2019 and 2,147 MT CO₂e in 2020 (Table 5). This sector comprised 0.61% and 0.69% of the city's emissions in 2019 and 2020, respectively. Since fugitive emissions were not calculated in previous inventories, there is no comparison to the 2005 baseline that can be made.

Table 5. Activity Data and GHG Emissions of Fugitive Sector 2019-2020

Sector	2019		2020		% Change in Activity 2019-2020	% Change in Emissions 2019-2020
	Activity (Therms)	Emissions (MT CO ₂ e)	Activity (Therms)	Emissions (MT CO ₂ e)		
Fugitive						
Natural Gas Distribution	12,893,303	2,237	12,373,159	2,147	-4.03%	-4.02%

The smallest contributor to GHG emissions was Wastewater, which contributed 126 MT CO_{2e} in 2019 and 129 MT CO_{2e} in 2020 (Table 6). This sector comprised 0.03% of the city’s emissions in 2019 and 0.04% in 2020. Compared to 2005, this sector appears to have shrunk significantly, in part due to emissions already being accounted for in commercial/industrial sectors.

Table 6. Activity Data and GHG Emissions of Wastewater Sector 2019-2020

Sector	2019		2020		% Change in Emissions 2019-2020
	Activity (population or kg N/day) ¹	Emissions (MT CO _{2e})	Activity (population or kg N/day) ¹	Emissions (MT CO _{2e})	
Process N ₂ O	84,707	90	87,938	93	3.33%
Effluent Discharge Process N ₂ O	47.97	36	47.97	36	0%
Total (MT CO_{2e})		126		129	2.38%

¹ Population refers to the population served by Process N₂O. Daily N Load at Facility with Release to the Environment (kg N/day) refers to the Effluent Discharge Process N₂O.

3.2 – Municipal Emissions

A municipal GHG emission inventory is a subset of the community inventory. The municipal inventory includes emissions from activities conducted as part of government operations in the city (Table 7). While emissions from government operations are normally a fraction of the overall community emissions, the city has the most direct control over municipal emissions, and the city can demonstrate leadership in the community by implementing GHG reduction strategies. This municipal inventory is not complete as employee commute, solid waste, aviation, and 2020 water pumping and irrigation data need to be collected and analyzed. However, the report does include the sources which have historically contributed the most GHG emissions.

Table 7. Hawthorne Historical Municipal Emissions in MT CO_{2e}

Municipal GHG Emissions in MT CO _{2e}						
	2005	2007	2010	2012	2019	2020
Buildings & Facilities	1,451	1,246	1,413	1,425	969	891
Streetlights & Traffic Signals	1,161	966	1,055	1,080	76	80
Vehicle Fleet ¹	4,852	5,691	3,798	4,620	789	829
Water Pumping	75	46	60	0	36	N/A
Employee Commute	643	612	384	384	N/A	N/A
Solid Waste	2,100	2,036	1,675	881	N/A	N/A
Total	10,282	10,597	8,385	8,390	1,870	1,800

¹ Vehicle Fleet includes aviation sector emissions for 2005, 2007, 2010, and 2012

For emissions from municipal energy use, there is an overall decrease of municipal GHG emissions of 45.94% from 2005 to 2019 (Figure 3). This change is mostly due to a 59.09% decrease in the city’s building & facility electricity emissions, as well as a 94.35% decrease in emissions associated with

outdoor lighting and a 52% decrease in water pumping and irrigation electricity (Table 8). This decrease in GHG emissions from electricity is due to a cleaner energy mix supplied by Southern California Edison (SCE). Between 2019 and 2020, municipal GHG emissions continue to decrease by 11.70%, due to a decrease of 24.03% in building & facilities natural gas use, as well as a decrease of 40.64% in outdoor light use. These decreases are likely due to the city transitioning to remote work.

Figure 3. Municipal Greenhouse Gas Emissions due to energy use in 2005, 2019, and 2020 (in metric tons of carbon dioxide equivalent)

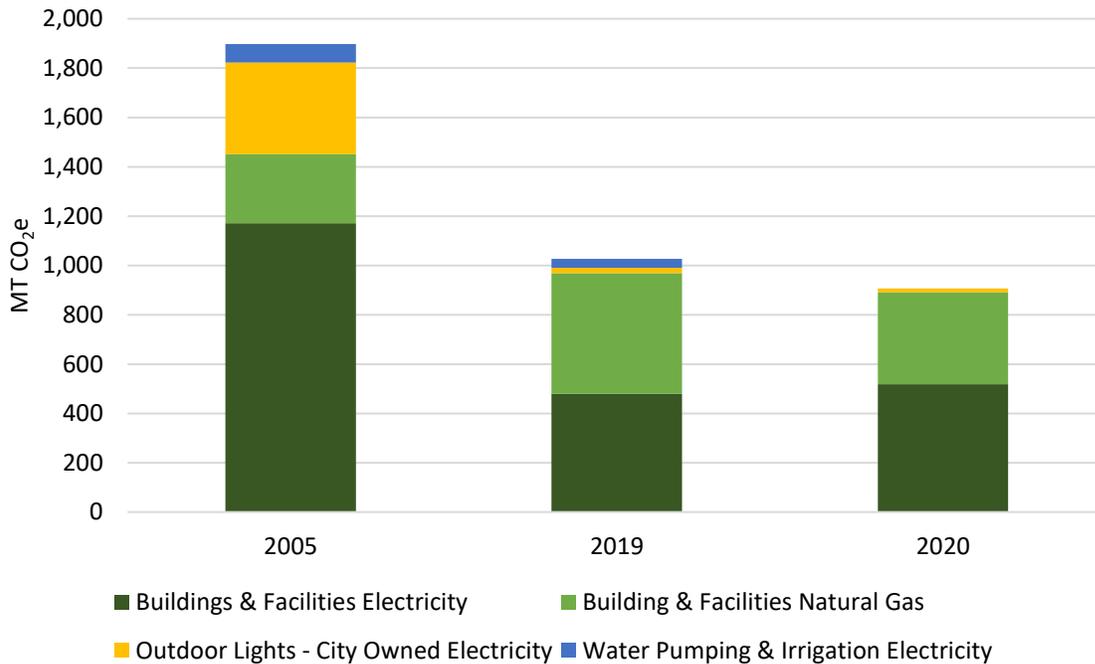


Table 8. Municipal Activity Data and GHG Emissions of Energy in 2005, 2019, and 2020

Sector	2005		2019		2020		% Change in Activity 2005-2019	% Change in Emissions 2005-2019	% Change in Activity 2005-2020	% Change in Emissions 2005-2020
	Activity (kWh, Therms)	Emissions (MT CO ₂ e)	Activity (kWh, Therms)	Emissions (MT CO ₂ e)	Activity (kWh, Therms)	Emissions (MT CO ₂ e)				
Buildings & Facilities										
Electricity	3,850,889	1,171	2,671,567	479	2,441,066	518	-30.62%	-59.09%	-36.61%	-55.76%
Natural Gas	52,696	280	92,229	490	70,065	373	75.02%	75.00%	32.96%	33.21%
Outdoor Lights – City Owned¹										
Electricity	1,225,637	372	116,842	21	69,360	15	-90.47%	-94.35%	-94.34%	-95.97%
Water Pumping & Irrigation										
Electricity	248,167	75	198,822	36	N/A	N/A	-19.88%	-52.00%	N/A	N/A
Total (MT CO₂e)		1,898		1,026		906		-45.94%		-52.27%

¹ Outdoor Lights – SCE-Owned have been removed from these tables in comparison to the last inventories. Reducing the activity or emissions of streetlights and traffic control lights are not something the municipality has direct control over.

For emissions from municipal vehicle fleet, there is a drastic decrease of 95.14% in the city’s diesel vehicle emissions from 2005 to 2019 (Figure 4). As shown by data collected from the City of Hawthorne, this change is likely due to a decrease in VMT from 361,854 miles to 1,321 miles and a 95.21% decrease of use from 2005 to 2019. Meanwhile, the City’s gasoline vehicle emissions decreased 16.27% between 2005 and 2019 due to a 14.56% decrease in activity. Between 2019 and 2020, the City’s owned gasoline vehicle emissions increased 4.89% due to a 5.03% increase in activity (Table 9). The City’s compressed natural gas (CNG) emissions significantly decreased by 99.08% between 2005 and 2019 and decreased by an additional 42.86% between 2019 and 2020. Emissions for liquefied petroleum gas (LPG) were not captured in the 2019 and 2020 data. Emissions for this source in 2005 were 97 MT CO₂e, representing approximately 0.9% of the total GHG emissions.

Figure 4. Municipal Emissions of Vehicle Fleet & Equipment in 2005, 2019, and 2020
(in metric tons of carbon dioxide equivalent)

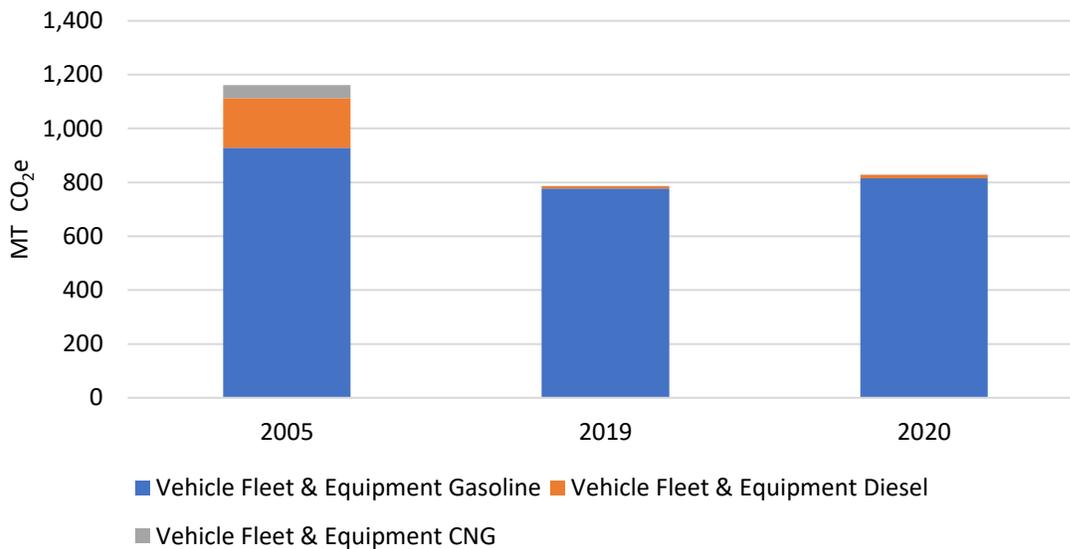


Table 9. Municipal Activity Data and GHG Emissions of Fleet and Equipment in 2005, 2019, and 2020

Sector ¹	2005		2019		2020		% Change in Activity 2005-2019	% Change in Emissions 2005-2019	% Change in Activity 2005-2020	% Change in Emissions 2005-2020
	Activity (Gallons or VMT) ²	Emissions (MT CO ₂ e)	Activity (Gallons or VMT) ¹	Emissions (MT CO ₂ e)	Activity (Gallons or VMT) ¹	Emissions (MT CO ₂ e)				
Vehicle Fleet & Equipment										
Gasoline ³	102,787	928	87,820	777	92,241	815	-14.56%	-16.27%	-10.26%	-12.18%
Diesel ³	18,093	185	867	9	1,242	13	-95.21%	-95.14%	-93.14%	-92.97%
CNG	133,620	48	1,230	0.07	701	0.04	-99.08%	-99.85%	-99.48%	-99.92%
Total (MT CO₂e)		1,161		786.07		828.04		-32.29%		-28.68%

¹ For 2005, this table excludes emissions from liquefied petroleum gas (LPG) and aviation, which were reported in the 2010 and 2012 inventory update report, “City of Hawthorne GHG Inventory, Forecasting, Target-Setting Report for an Energy Efficiency Climate Action Plan” (January 2015).

² Activity for gasoline and diesel is represented in fuel used (gallons), while activity for CNG is represented in Vehicle Miles Traveled (VMT).

³ Gasoline and diesel were broken out by city-owned and contractor fleet in the 2010 and 2012 inventory update report, “City of Hawthorne GHG Inventory, Forecasting, Target-Setting Report for an Energy Efficiency Climate Action Plan” (January 2015).

In 2019 and 2020, the City reported emissions that have not previously been accounted for, specifically off-road and miscellaneous equipment that the city uses in their daily operations. As illustrated in Table 10, there was a reduction in emissions of 66.67% from 2019 to 2020, highlighting how municipal activities decreased throughout the pandemic.

Table 10. Municipal Activity Data and GHG Emissions of Off-Road Fleet and Equipment in 2019-2020

Sector	2019		2020		% Change in Activity 2019-2020	% Change in Emissions 2019-2020
	Activity (Gallons or Standard Cubic Feet) ¹	Emissions (MT CO ₂ e)	Activity (Gallons or Standard Cubic Feet) ¹	Emissions (MT CO ₂ e)		
Vehicle Fleet & Equipment						
Off-Road Diesel	322	3	105	1	-67.39%	-66.67%

Section 4: Next Steps

The 2019 and 2020 GHG emissions inventory update provides a detailed view of the City of Hawthorne's community GHG emissions, categorized by sector, and highlights emissions changes since the city's 2005 baseline year. This update enables the city to reassess its CAP and fine-tune its emissions reduction measures to ensure Hawthorne remains on track to achieve its 2035 emissions reduction target.

Prioritization should be given to emissions reduction strategies in the transportation and energy sectors (residential, commercial, and industrial), as these sectors collectively accounted for over 94% of Hawthorne's emissions in both 2019 and 2020. Targeted actions in these sectors are essential to making significant progress toward emissions goals.

In addition, the CAP should be updated to align with California's 2045 carbon neutrality target set forth by Assembly Bill 1279 (AB 1279). This alignment requires the city to establish a 2045 emissions reduction target. To support this long-term planning, the city will need to develop both a Business-as-Usual (BAU) scenario and an Adjusted BAU scenario. The BAU scenario will project emissions based solely on anticipated population growth, while the Adjusted BAU scenario will incorporate existing policies expected to reduce future GHG emissions. These scenarios will allow Hawthorne to establish a trajectory toward carbon neutrality and adjust its CAP measures to account for evolving state and local policy landscapes.

Appendix A: Hawthorne Historical Emissions

The tables below contain the total community and municipal emissions (in MT CO₂e) across each sector for each inventory year in the past, 2019, and 2020.

Community GHG Emissions in MT CO ₂ e						
	2005	2007	2010	2012	2019	2020
Transportation & Mobile Sources ¹	199,807	197,793	217,250	210,307	209,559	144,332
Residential Energy	85,928	82,623	83,103	86,214	66,937	71,264
Commercial/Industrial Energy	112,054	102,293	99,945	111,024	71,928	76,899
Water ²	15,511	15,039	9,892	10,652	See footnote	See footnote
Wastewater	333	256	258	258	126	129
Solid Waste	22,989	18,904	12,124	12,499	14,181	16,011
Fugitive	N/A	N/A	N/A	N/A	2,237	2,147
Total	436,622	416,908	422,572	430,954	364,968	310,782

¹ Transportation & Mobile Sources includes off-road sector and aviation sector emissions for 2005, 2007, 2010, and 2012, but excludes off-road sector and aviation sector emissions for 2019 and 2020. For more explanation, see Section 2.2.

² For 2019 and 2020, water sector emissions are included in the commercial/industrial energy sector to avoid double counting. For more explanation on this change in methodology, see Section 2.2.

Municipal GHG Emissions in MT CO ₂ e						
	2005	2007	2010	2012	2019	2020
Buildings & Facilities	1,451	1,246	1,413	1,425	969	891
Streetlights & Traffic Signals	1,161	966	1,055	1,080	76	80
Vehicle Fleet ¹	4,852	5,691	3,798	4,620	789	829
Water Pumping	75	46	60	0	36	N/A
Employee Commute	643	612	384	384	N/A	N/A
Solid Waste	2,100	2,036	1,675	881	N/A	N/A
Total	10,282	10,597	8,385	8,390	1,870	1,800

¹ Vehicle Fleet includes aviation sector emissions for 2005, 2007, 2010, and 2012

Appendix B: Activity Data and Sector Descriptions

A. Community Building Energy

Description: Community Building Energy is organized into three subsectors: residential, commercial, and industrial buildings. The city obtains community-level data for annual energy use, both electricity and natural gas, and an emission factor is applied. An emission factor is a coefficient that describes the rate at which a given activity releases specific GHGs into the atmosphere. The electric utility Southern California Edison (SCE) provides the most recent emission factors for the top three GHGs (carbon dioxide, methane, and nitrous oxide) through their annual corporate sustainability reports. The emissions factor for natural gas combusted in buildings, supplied by the Southern California Gas Company (SoCalGas), does not vary because the chemical make-up of natural gas (primarily methane) is constant when combusted. In the future, the emissions factor may decrease if renewable natural gas becomes more prevalent in the gas supply system.

Residential: Domestic Service for a Single-Family Accommodation or an individually metered Single-Family Dwelling in a Multifamily Accommodation.

Commercial: Commercial services with the following demand kW range GS1 rates (Small, 0 to 20 kW), GS2 rates (Medium, 20 kW to 200 kW), and GS3 rates (Large, 200 kW to 500 kW).

Industrial: All customers whose monthly maximum demand is expected to exceed 500 kW or has exceeded 500 kW in any three months during the preceding 12 months.

Reference: Frank Kao, Southern California Edison 626-302-0380, Frank.Kao@sce.com

Calculation Equations for Emissions from Grid Electricity

Electricity (CO₂)

$$Emissions \text{ (metric tons } CO_2) = Electricity \text{ Use (MWh)} \times Emissions \text{ Factor} \left(lb \frac{CO_2}{MWh} \right) \times \frac{1 \text{ metric ton}}{2204.6 \text{ lbs}}$$

Electricity (CH₄)

$$Emissions \text{ (metric tons } CH_4) = Electricity \text{ Use (MWh)} \times Emissions \text{ Factor} \left(\frac{lb \text{ } CH_4}{GWh} \right) \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right)$$

Electricity (N₂O)

$$Emissions \text{ (metric tons } N_2O) = Electricity \text{ Use (MWh)} \times Emissions \text{ Factor} \left(\frac{lb \text{ } N_2O}{GWh} \right) \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right)$$

Reference: ICLEI ClearPath Calculator for Grid Electricity (USCP Required)

Emissions computed from Grid Electricity use according to **U.S. Community Protocol Method BE.2.1**

Calculation Equations for Emissions from Stationary Fuel Combustion	
Natural Gas (CO ₂)	$= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg CO}_2}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right)$
Natural Gas (CH ₄)	$= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg CH}_4}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right)$
Natural Gas (N ₂ O)	$= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg N}_2\text{O}}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right)$
Reference: ICLEI ClearPath Calculator for Stationary Fuel Combustion (USCP Required) Emissions computed from Stationary Combustion according to U.S. Community Protocol Method BE.1.1	

B. Transportation and Mobile Sources

Description: Community Vehicle Transportation emissions are estimated using three processes. First, vehicle miles traveled (VMT) are estimated based on data received from Google’s Environmental Insights Explorer for both inventory years 2019 and 2020. VMT is estimated using the “Origin-Destination Methodology,” which is standard practice for calculating vehicle transportation emissions. Using this method, the city assumes 100% of all in-boundary trips and half of each trip that starts and ends in Hawthorne. Pass-through trips are not associated with Hawthorne, as each community would claim their respective half of the trip. Second, the VMT data that is generated is then applied to the city’s vehicle mix, gathered from vehicle registration data obtained from Polk Automotive Solutions by S&P Global Mobility. Lastly, the data is computed to estimate total GHG emissions generated from fossil fuel combustion as a result of vehicle transportation.

Calculation Descriptions for Emissions from On-Road Transportation
<p>VMT & MPG</p> <p>This calculation method is done on ClearPath and requires VMT as well as vehicle characterizations that are saved in a Factor Set created by ICLEI. Quantities of fuel are required for alternative fuels. Outputs are calculated as follows:</p> <p>MMBtu:</p> <ul style="list-style-type: none"> • For Gasoline, Diesel, and Electric - calculated from VMT attributed by vehicle class and corresponding fuel economy from the selected factor set. • For Ethanol and Biodiesel - calculated from VMT attributed by vehicle class and corresponding fuel economy from the selected factor set. • Fuel split between Ethanol/Gasoline and Biodiesel/Diesel based on user-specified "% Biofuel" field and energy densities for each applied to the relative portion of the blend.

- All other fuels from quantity of fuel entered directly in gallons or standard cubic feet.

CO₂:

- For all fossil fuels - calculated from MMBtu output and appropriate emissions factor.
- For Ethanol and Biodiesel - Only the fossil portion of the fuel blend based on user-specified "% Biofuel" field.
- For Electricity - calculated from MMBtu output and grid emissions factor from the selected Grid Emissions Factor Set.

CH₄ & N₂O:

- For Gasoline, Diesel, and Electric - calculated from VMT attributed by vehicle class and corresponding per-mile rates from the selected factor set for each vehicle class.
- For fossil alternative fuels - calculated from VMT attributed by vehicle class and corresponding static per-mile rates from Local Government Operations Protocol (LGOP) Table G.13.
- For Ethanol and Biodiesel - Only the fossil portion of the fuel blend based on user-specified "% Biofuel" field.
- For Electricity - calculated from MMBtu output and grid emissions factor from the selected Grid Emissions Factor Set.

Biogenic CO₂:

- Ethanol and Biodiesel - calculated from biofuel portion of the MMBtu output and static emissions factors from LGOP Table G.11. Values in this output are not included in summary CO₂e.

Biofuel CH₄ and N₂O:

- Ethanol and Biodiesel - calculated from VMT attributed by % biofuel and % vehicle class and corresponding static per-mile emissions factors from LGOP Table G.13. These values do contribute to total CO₂e for the record.

On-Road Factor

This calculation method is done on ClearPath and requires VMT as well as on-road factors for each GHG. Quantities of fuel are required for energy outputs. Outputs are calculated as follows:

MMBtu:

- All fuels from quantity of fuel entered directly in gallons, standard cubic feet, or kWh.

CO₂:

- For all fossil fuels - calculated from user specified on-road CO₂ factor.
- For Ethanol and Biodiesel - Only the fossil portion of the fuel blend based on user-specified "% Biofuel" field and the user specified on-road CO₂ factor.

CH₄ & N₂O:

- For all fossil fuels- calculated from user specified on-road CH₄ or N₂O factor.
- For Ethanol and Biodiesel - Only the fossil portion of the fuel blend based on user-specified "% Biofuel" field and the user specified on-road CH₄ or N₂O factor.

Biogenic CO₂:

- Ethanol and Biodiesel - calculated from biofuel portion of VMT and user specified on-road Biogenic CO₂ Factor. Values in this output are not included in summary CO₂e.

Biofuel CH₄ and N₂O:

- Ethanol and Biodiesel - calculated from biofuel portion of VMT and user specified on-road Biogenic CH₄ and N₂O Factor. These values do contribute to total CO₂e for the record.

Fuel Use

This calculation method is done on ClearPath and requires quantities of fuels. For CH₄ and N₂O calculations, VMT as well as vehicle characterizations are required due to the nature of emissions factors for those gases. Outputs are calculated as follows:

MMBtu:

- All Fuels - Calculated from quantity of fuel entered.

CO₂:

- All Fuels - Calculated from quantity of fuel entered.

CH₄ & N₂O:

- For Gasoline, Diesel, and Electric - calculated from VMT attributed by vehicle class and corresponding per-mile rates from the selected factor set for each vehicle class.
- For Electricity - calculated from MMBtu output and grid emissions factor from the selected Grid Emissions Factor Set.
- For fossil alternative fuels - calculated from VMT attributed by vehicle class and corresponding static per-mile rates from LGOP Table G.13.
- For Ethanol and Biodiesel - Only the fossil portion of the fuel blend based on user-specified "% Biofuel" field.

Biogenic CO₂:

- Ethanol and Biodiesel - calculated from biofuel portion of the MMBtu output and static emissions factors from LGOP Table G.11. Values in this output are not included in summary CO₂e.

Biofuel CH₄ and N₂O:

- Ethanol and Biodiesel - calculated from VMT attributed by % biofuel and % vehicle class and corresponding static per-mile emissions factors from LGOP Table G.13. These values do contribute to total CO₂e for the record.

Direct Entry

All outputs directly reflect user inputs.

Reference: ICLEI ClearPath Calculator for On Road Transportation (USCP Required)

Calculation Descriptions for Emissions from Public Transit

The calculator used to compute emissions from public transit is designed to allow you to calculate emissions from public transit attributable to your community. Calculations are performed according to methods TR.4.a, TR.4.b, and TR.4.c of the Community Protocol, depending on the fuel type selected.

CH₄ and N₂O calculations for Gasoline and Diesel vehicles are designed to reference separate Factor Sets.

Reference: ICLEI ClearPath Calculator for Emissions from Public Transit (USCP Recommended). Emissions computed from Public Transit according to **U.S. Community Protocol Methods TR.4.a, TR.4.b, and TR.4.c**.

C. Solid Waste

Description: Community Solid Waste was estimated using the Jurisdiction Reports provided by CalRecycle. This data was broken down and categorized into solid waste streams, based on their emissions characteristics. Emissions were then estimated using emissions factors provided by CalRecycle for each of the respective waste streams.

Calculations for Landfill Methane Emissions

$$CH_4 = \text{tons waste} \times (1 - 0.1) \times \text{sum}(\%_m \times EF_m \times (1 - LFG_m))$$

$$1kg CH_4 = 29.8kg CO_2e$$

Where:

0.1 is the oxidation percent

%_m is the percent of material type m in the waste

EF_m is the lifetime CH₄ emissions factor for material type m

LFG is the lifetime landfill gas capture percentage for material type m

Reference: ICLEI ClearPath Calculator for Landfilled Waste (USCP Required)

D. Water & Wastewater

Description: The emissions for wastewater include the CH₄ and N₂O emissions from processing. Calculations for Emissions from the Supply of Potable Water were computed separately in 2005, 2007, 2010 and 2012 inventories but are now incorporated into the Commercial/Industrial energy sector.

Calculations for Emissions from the Supply of Potable Water	
Electricity (CO ₂)	$Emissions \text{ (metric tons } CO_2) = Electricity \text{ use (MWh)} \times Emissions \text{ Factor } \left(lb \frac{CO_2}{MWh} \right) \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right)$
Electricity (CH ₄)	$Emissions \text{ (metric tons } CH_4) = Electricity \text{ use (MWh)} \times Emissions \text{ Factor } \left(\frac{lb \text{ } CH_4}{GWh} \right) \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right)$
Electricity (N ₂ O)	$Emissions \text{ (metric tons } N_2O) = Electricity \text{ Use (MWh)} \times Emissions \text{ Factor } \left(\frac{lb \text{ } N_2O}{GWh} \right) \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right)$
<p>Reference: ICLEI ClearPath Calculator for Emissions from the Supply of Potable Water (USCP Recommended). The calculator used to compute emissions from Grid Electricity does so according to Community Protocol Method WW.14 for electricity used in the supply and distribution of potable water.</p>	

Calculation Descriptions for Process N ₂ O Emissions	
Process N ₂ O Emissions from Wastewater Treatment	<p>The calculator used to compute N₂O emissions from centralized wastewater treatment facilities and covers both cases of whether the facility does or does not employ Nitrification/Denitrification, according to methods WW.7 and WW.8 of the Community Protocol respectively.</p>
Process N ₂ O from Effluent Discharge to River, Ocean, or Deep Well Injection	<p>This calculator will compute N₂O emissions from effluent discharge to rivers and estuaries. This calculator may be used this calculator for either condition of whether the total rate of discharge is known or if using a population-based method, according to Methods WW.12 or WW.12 (alt) of the Community Protocol.</p>
<p>Reference: ICLEI ClearPath Calculator for Process N₂O Emissions from Wastewater Treatment (USCP Recommended). Emissions were computed according to Community Protocol Methods WW.7 and WW.8.</p>	

ICLEI ClearPath Calculator for Process N₂O from Effluent Discharge to River, Ocean, or Deep Well Injection (USCP Recommended). Emissions were computed according to **Community Protocol Method WW.12**.

E. Fugitive

Description: Fugitive emissions account for leakage in the local natural gas distribution system. The calculation is based on the total quantity of natural gas consumed and a leakage rate obtained from Environmental Defense Fund (EDF) User Guide for Natural Gas Leakage Rate Modeling Tool.

Calculations for Fugitive Emissions from Natural Gas Distribution

Fugitive Emissions from natural gas calculations are based on the total quantity of Natural Gas Consumed and a leakage rate. The default value of 0.3% (three-tenths of one percent) is obtained from the Environmental Defense Fund (EDF) User Guide for Natural Gas Leakage Rate and Modeling.

$$(Total\ Quantity\ of\ Natural\ Gas\ Consumed) \times (0.3\%)$$

Reference: ICLEI ClearPath Calculator for Fugitive Emissions from Natural Gas Distribution (USCP Recommended)

F. Municipal Buildings, Facilities, & Parks Energy

Description: Local governments own, operate, and occupy a large variety of buildings and facilities. The city obtains interval data for annual energy use for all municipal buildings, both electricity and natural gas, which is automatically uploaded to ENERGY STAR Portfolio Manager. From these data, an emission factor is applied. An emission factor is a coefficient that describes the rate at which a given activity releases specific GHGs into the atmosphere. The electric utility Southern California Edison (SCE) provides the most recent emission factors for the top three GHGs (carbon dioxide, methane, and nitrous oxide) through their annual corporate sustainability reports. The emissions factor for natural gas combusted in buildings, supplied by the Southern California Gas Company (SoCalGas), does not vary because the chemical make-up of natural gas (primarily methane) is constant when combusted. In the future, the emissions factor may decrease if renewable natural gas becomes more prevalent in the gas supply system.

Reference: Frank Kao, Southern California Edison 626-302-0380, Frank.Kao@sce.com

Calculations for Municipal Building Grid Electricity Use

Electricity (CO₂)

$$= Electricity\ use\ (MWh) \times Emissions\ Factor\ \left(lb\ \frac{CO_2}{MWh} \right) \times \left(\frac{1\ metric\ ton}{2204.6\ lbs} \right)$$

<p>Electricity (CH₄)</p> $ \begin{aligned} & \text{Emissions (metric tons CH}_4\text{)} \\ &= \text{Electricity use (MWh)} \times \text{Emissions Factor} \left(\frac{\text{lb CH}_4}{\text{GWh}} \right) \\ & \quad \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right) \end{aligned} $
<p>Electricity (N₂O)</p> $ \begin{aligned} & \text{Emissions (metric tons N}_2\text{O)} \\ &= \text{Electricity Use (MWh)} \times \text{Emissions Factor} \left(\frac{\text{lb N}_2\text{O}}{\text{GWh}} \right) \\ & \quad \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right) \end{aligned} $
<p>Reference: ICLEI ClearPath Calculator for Grid Electricity Use</p>

Calculation Equations for Municipal Emissions from Stationary Fuel Combustion
<p>Natural Gas (CO₂)</p> $ \begin{aligned} & \text{Emissions (metric tons CO}_2\text{)} \\ &= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg CO}_2}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right) \end{aligned} $
<p>Natural Gas (CH₄)</p> $ \begin{aligned} & \text{Emissions (metric tons CH}_4\text{)} \\ &= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg CH}_4}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right) \end{aligned} $
<p>Natural Gas (N₂O)</p> $ \begin{aligned} & \text{Emissions (metric tons N}_2\text{O)} \\ &= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg N}_2\text{O}}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right) \end{aligned} $
<p>Reference: ICLEI ClearPath Calculator for Stationary Fuel Combustion. Emissions computed from Stationary Combustion according to the Recommended Approach in the Local Government Operations Protocol, Section 6.1.1</p>

G. Street Lights & Traffic Signals

<p>Description: The city obtains interval data for annual electricity use for streetlights, which is automatically uploaded to ENERGY STAR Portfolio Manager. From these data, an emission factor is applied. An emission factor is a coefficient that describes the rate at which a given activity releases specific GHGs into the atmosphere (see F. Municipal Buildings, Facilities, & Parks Energy).</p>
<p>Reference: Frank Kao, Southern California Edison 626-302-0380, Frank.Kao@sce.com</p>

H. Vehicle Fleet

Calculation Descriptions for Fleet Vehicle Emissions	
This calculation method is done on ClearPath and requires the total quantity of fuel consumed for energy and CO ₂ calculations, as well as total vehicle miles traveled for each vehicle type. This method calculates emissions for Gasoline or Diesel powered fleet vehicles.	
Mobile Combustion (CO ₂)	$Emissions (metric tons CO_2) = Fuel Consumed (gallons) \times Emission Factor \left(\frac{kg CO_2}{gallon} \right) \div 1000 \left(\frac{kg}{metric ton} \right)$
Mobile Combustion (CH ₄)	$Emissions (metric tons CH_4) = Annual distance (mi) \times Emission Factor \left(\frac{g CH_4}{mi} \right) \div 1,000,000 \left(\frac{g}{metric ton} \right)$
Mobile Combustion (N ₂ O)	$Emissions (metric tons N_2O) = Annual distance (mi) \times Emission Factor \left(\frac{g N_2O}{mi} \right) \div 1,000,000 \left(\frac{g}{metric ton} \right)$
Reference: ICLEI ClearPath Calculator for Fleet Vehicle Emissions; Local Government Operations Protocol, Section 7.1	

Calculation Descriptions for Emissions from Off-Road Vehicles	
This calculation method is done on ClearPath to compute emissions from off-road mobile sources, such as construction, agricultural, and recreational type vehicles; based on the quantity of fuel consumed. The emission factor used for these calculations is different from that of the Vehicle Fleet Emissions above.	
Mobile Combustion (CO ₂)	$Emissions (metric tons CO_2) = Fuel Consumed (gallons) \times Emission Factor \left(\frac{kg CO_2}{gallon} \right) \div 1000 \left(\frac{kg}{metric ton} \right)$
Reference: ICLEI ClearPath Calculator for Emissions from Off Road Vehicles; Local Government Operations Protocol, Section 7.2	

I. Municipal Water & Wastewater Treatment Facilities

Calculations for Water & Wastewater Emissions from Grid Electricity Use	
This calculation is done on ClearPath to compute emissions from Grid Electricity use from Water & Wastewater Facilities. This includes water pumping.	
Electricity (CO ₂)	$Emissions (metric tons CO_2)$

$= \text{Electricity use (MWh)} \times \text{Emissions Factor} \left(\text{lb} \frac{\text{CO}_2}{\text{MWh}} \right) \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right)$
<p>Electricity (CH₄)</p> $\begin{aligned} & \text{Emissions (metric tons CH}_4\text{)} \\ &= \text{Electricity use (MWh)} \times \text{Emissions Factor} \left(\frac{\text{lb CH}_4}{\text{GWh}} \right) \\ & \quad \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right) \end{aligned}$
<p>Electricity (N₂O)</p> $\begin{aligned} & \text{Emissions (metric tons N}_2\text{O)} \\ &= \text{Electricity Use (MWh)} \times \text{Emissions Factor} \left(\frac{\text{lb N}_2\text{O}}{\text{GWh}} \right) \\ & \quad \times \left(\frac{1 \text{ metric ton}}{2204.6 \text{ lbs}} \right) \times \left(\frac{1 \text{ GWh}}{1000 \text{ MWh}} \right) \end{aligned}$
<p>Reference: ICLEI ClearPath Calculator for Emissions from Grid Electricity for Water & Wastewater Facilities.</p>

<p>Calculations for Water & Wastewater Emissions from Stationary Fuel Combustion</p>
<p>This calculation is done on ClearPath to compute emissions from Stationary Fuel Combustion from Water & Wastewater Facilities. This includes water pumping.</p>
<p>Natural Gas (CO₂)</p> $= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg CO}_2}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right)$
<p>Natural Gas (CH₄)</p> $= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg CH}_4}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right)$
<p>Natural Gas (N₂O)</p> $= \text{Fuel Used (MMBtu)} \times \text{Emission Factor} \left(\frac{\text{kg N}_2\text{O}}{\text{MMBtu}} \right) \div 1000 \left(\frac{\text{kg}}{\text{metric ton}} \right)$
<p>Reference: ICLEI ClearPath Calculator for Emissions from Stationary Fuel Combustion for Water & Wastewater Facilities; Local Government Operations Protocol, Section 6.1.1</p>

Appendix C: Abbreviations and Acronyms

AB 1279	Assembly Bill 1279 – The California Climate Crisis Act
CAP	Climate Action Plan
CARB	California Air Resources Board
CO ₂	Carbon Dioxide
CH ₄	Methane
CNG	Compressed Natural Gas
CO ₂ e	Carbon Dioxide Equivalents
GHG	Greenhouse Gas
ICLEI	International Council for Local Environmental Initiatives
kWh	Kilowatt-hours
LGOP	Local Government Operations Protocol
MMBtu	Million British Thermal Units, used to measure Natural Gas
MPG	Miles Per Gallon
MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalents
USCP	United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions
VMT	Vehicle Miles Traveled

Appendix D: Glossary of Terms

AB 1279	The California Climate Crisis Act (2022). This statute codified Executive Order B-55-18’s 2045 carbon neutrality target and established an additional GHG emissions target to reduce anthropogenic emissions 85 percent below 1990 levels by 2045.
AB 32	The Global Warming Solutions Act (2006). This statute codified Executive Order S-3-05 and authorized the California Air Resources Board to implement a comprehensive, multiyear program to reduce GHG emissions from all sources throughout the state.
Activity Data	Data on the magnitude of a human activity resulting in emissions taking place during a given period of time. Data on energy use, fuel used, miles traveled, input material flow, and product output are all examples of activity data that might be used to compute GHG emissions.
Cap and Trade	A market-based approach to reducing pollution through setting a limit (cap) on pollution as well as tradable allowances that allow entities to emit a certain amount of pollution. The cap helps ensure the achievement of the pollution reduction goal while the tradable allowances provide flexibility for individual emissions sources to set their own compliance path.
Community Inventory	GHG emissions that result from the activities by residents and businesses in the city.

Carbon Neutrality	When GHG emissions generated by sources such as transportation, power plants, and industrial processes are less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and mechanical sequestration.
Carbon Dioxide Equivalent (CO ₂ e)	The universal unit for comparing emissions of different GHGs expressed in terms of the global warming potential of one unit of carbon dioxide.
Emissions Factor	A unique value for determining an amount of a GHG emitted on a per unit activity basis (for example, metric tons of CO ₂ emitted per million Btus of coal combusted, or metric tons of CO ₂ emitted per kWh of electricity consumed).
Greenhouse Gases (GHG)	Gases that trap heat in the atmosphere by absorbing and emitting solar radiation within the atmosphere, causing a greenhouse effect that warms the atmosphere and leads to global climate change. The GHGs factored in this inventory were carbon dioxide (CO ₂), methane (CH ₄), and nitrous oxide (N ₂ O).
Metric Ton (MT, tonne)	Common international measurement for the quantity of GHG emissions, equivalent to 1,000 kilograms, or about 2,204.6 pounds or 1.1 short tons.
Municipal Inventory	GHG emissions that result from the activities performed as part of the government operations in the city and are a subset of the community inventory.
Sector	A subset of the emissions inventory classified by types of activities or emissions sources.