TOWN OF ROSS

GREENHOUSE GAS INVENTORY FOR COMMUNITY EMISSIONS FOR THE YEAR 2023

June 2025

Prepared by the
Marin Climate & Energy Partnership

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EXECUTIVE SUMMARY

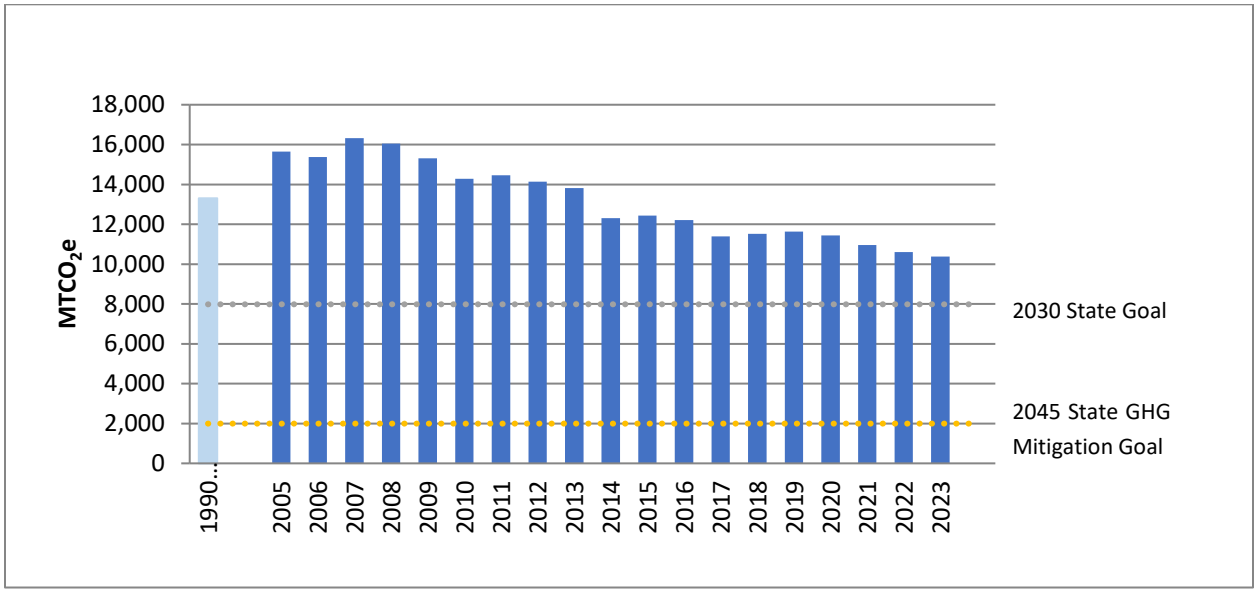
THE TAKEAWAY:

COMMUNITY EMISSIONS DOWN 34% SINCE 2005, EQUIVALENT TO 22% BELOW 1990 LEVELS

Ross publishes annual community greenhouse gas (GHG) emissions estimates through the Marin Climate & Energy Partnership (MCEP). Annual inventories help the Town to more closely monitor its progress in meeting its local goal to reduce community emissions and to meet the statewide goal to reduce emissions 40% below 1990 levels by 2030.

This report reviews emissions generated from the community from 2005 through 2023, the most recent year for which data are available. The inventory shows that the Ross community has reduced emissions 34% since 2005, which is equivalent to 22% below 1990 levels. Emissions dropped from about 15,652 metric tons carbon dioxide equivalents ($MTCO_2e$) in 2005 to 10,383 $MTCO_2e$ in 2023. The community emissions trend and targets are shown below. Ross needs to reduce emissions by another 2,400 $MTCO_2e$ to meet the State target for 2030 and by another 8,390 $MTCO_2e$ to meet the State zero net emissions mitigation goal for 2045, which includes a GHG mitigation target of 85% below 1990 levels.

FIGURE 1: GREENHOUSE GAS 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 Town of Ross 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 Ross community in 2023. 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 national standards for the accounting and reporting of greenhouse gas emissions. The U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, version 1.2 (July 2019) was used for the quantification and reporting of community emissions. 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, and gallons of diesel or gasoline – by emission factors specific to the energy source. Most emission 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 emission factor. Electricity that is produced solely from renewable energy sources, such as solar and wind, has an emission factor of zero.

This inventory calculates individual greenhouse gases – e.g., 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 apples-to-apples comparison among the various emissions. Table 1 shows the greenhouse gases identified in this inventory and their global warming potential (GWP), a measure of the amount of warming each gas causes when compared to a similar amount of carbon dioxide. Methane, for example, is 28 times as potent as carbon dioxide 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)

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 leaked refrigerants and 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 it 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 Ross community resulted in approximately 15,652 metric tons of CO_2e. [1] In 2023, those activities resulted in approximately 10,383 metric tons of CO_2e, a reduction of 34% from 2005 levels, which is equivalent to 22% 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 Ross homes and commercial, industrial, and governmental buildings and facilities.
- The **Built Environment – Natural Gas** sector represents emissions generated from the use of natural gas in Ross 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/or ending in Ross, as well as tailpipe emissions generated by medium and heavy-duty vehicles traveling on Marin County roads based on the Town's share of certain truck-generating industries. Emissions from buses serving Ross while travelling on roads within the jurisdiction are also included. 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 Ross water users.
- The **Wastewater** sector represents fugitive greenhouse gases that are created during the treatment of wastewater generated by the community and emissions created from energy used to process wastewater.

Table 2 shows how emissions in each sector have changed since 2005. The greatest reductions have occurred in the Built Environment - Electricity sector (-3,132 $MTCO_2e$), followed by the Transportation sector (-1,505 $MTCO_2e$). The likely reasons for the largest emissions decreases are described in the remainder of this report.

[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.

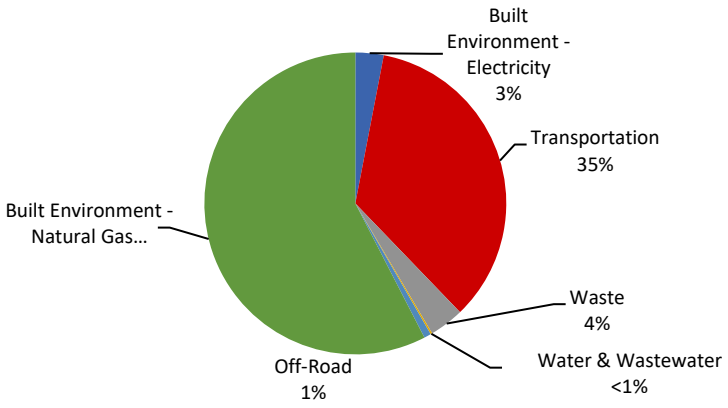
TABLE 2: EMISSIONS SUMMARY BY SECTOR ($MTCO_2E$), 2005 THROUGH 2023

Year	Built Environment - Electricity	Built Environment – Natural Gas	Transportation	Waste	Off-Road	Water	Wastewater	Total	% Change from 2005	% Change from 1990
1990 (est.)[1]								13,304		
2005	3,206	6,166	5,202	789	136	98	55	15,652		
2006	3,031	6,202	5,079	784	144	86	53	15,380	-2%	
2007	4,148	6,109	4,991	709	179	116	67	16,318	4%	
2008	4,215	6,111	4,823	591	142	107	68	16,057	3%	
2009	3,867	5,960	4,682	510	116	108	60	15,303	-2%	
2010	2,925	6,286	4,360	502	103	62	50	14,288	-9%	
2011	2,646	6,754	4,382	491	100	44	46	14,462	-8%	
2012	2,788	6,154	4,485	510	98	48	49	14,133	-10%	
2013	2,554	6,103	4,440	521	97	56	49	13,819	-12%	
2014	2,244	4,967	4,388	527	95	50	42	12,313	-21%	
2015	2,164	5,173	4,384	547	93	40	41	12,442	-21%	
2016	1,736	5,428	4,239	646	91	30	38	12,207	-22%	
2017	818	5,581	4,196	675	88	9	28	11,395	-27%	
2018	921	5,759	4,125	600	84	0	25	11,515	-26%	
2019	963	5,945	4,055	572	80	0	21	11,636	-26%	-13%
2020	668	6,245	3,941	483	77	0	19	11,433	-27%	-14%
2021	487	6,048	3,924	400	78	0	19	10,957	-30%	-18%
2022	321	5,980	3,820	383	78	0	19	10,602	-32%	-20%
2023	75	6,119	3,697	393	79	0	19	10,383	-34%	-22%
Change from 2005	-3,132	-47	-1,505	-396	-56	-98	-36	-5,269		
% Change from 2005	-98%	-1%	-29%	-50%	-42%	-100%	-65%	-34%		

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

Figure 2 shows the relative contribution of emissions from these sectors in 2023. The use of natural gas and propane in the Built Environment sector represents the largest share of communitywide emissions (57%), while the Transportation sector accounts for over one-third of emissions.

FIGURE 2: EMISSIONS BY SECTOR, 2023

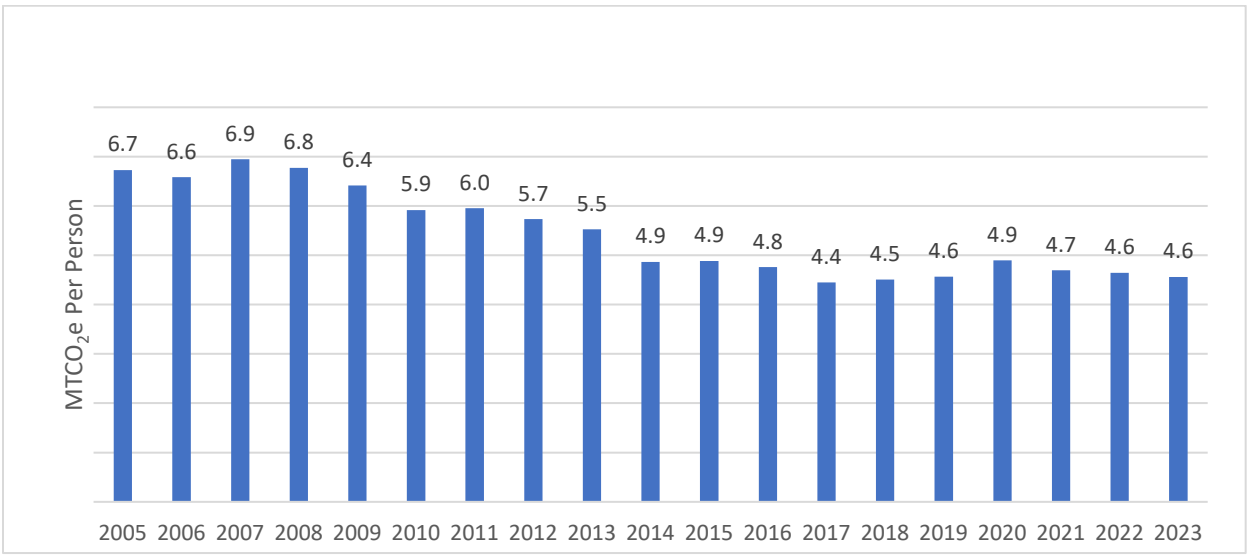


PER CAPITA EMISSIONS

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 6.7 metric tons CO_2e per capita in 2005. Per capita emissions decreased 32% between 2005 and 2023, falling to 4.6 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 Ross, which would include lifecycle emissions, emissions resulting from air travel, the manufacturing and distribution of products and food, etc.

FIGURE 3: EMISSIONS PER CAPITA



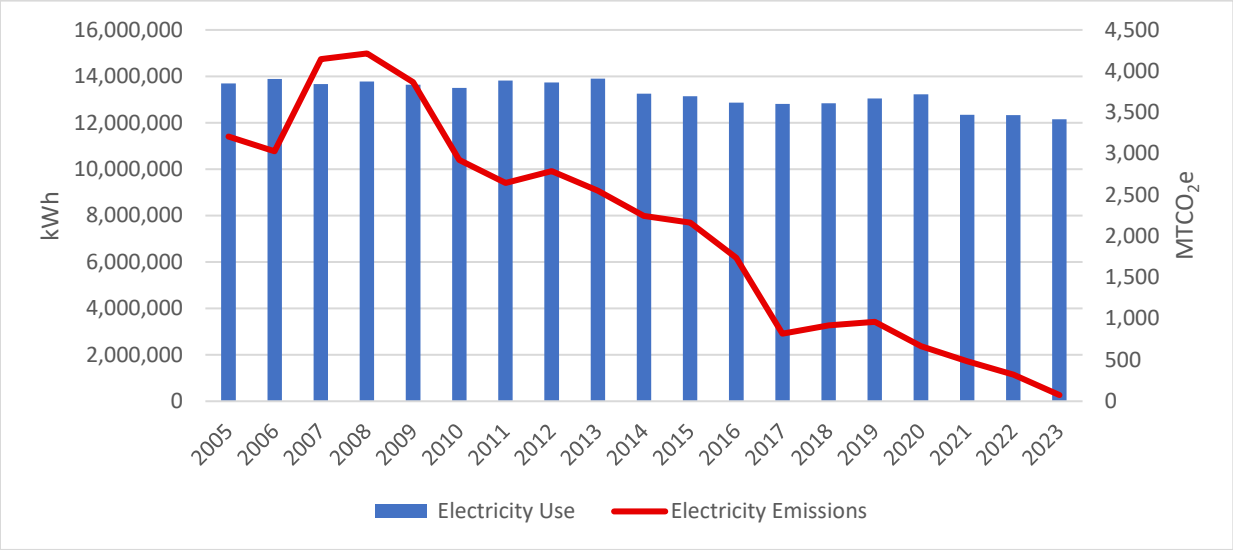
Significant Sources of Emissions

The following sections provide a year-by-year analysis of the changes in GHG emissions from the use of electricity, natural gas, transportation, water, wastewater, and the disposal of waste. 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

Purchased electricity use in homes and businesses in Ross decreased 11% between 2005 and 2023. This is due to improved energy efficiency and conservation and solar PV installation. Greenhouse gas emissions from this electricity use decreased 93% since 2005, as shown in Figure 4. 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 2023, PG&E electricity came from a mix of renewable (33%), large hydroelectric (14%), and nuclear (53%) energy sources.[2] MCE Light Green electricity came primarily from renewable (60%) and hydroelectric (40%) sources.[3] In 2023, about 11.9% of MCE electricity purchased by Ross customers was 100% renewable Deep Green electricity, including electricty purchased by the Town government.

FIGURE 4: ELECTRICITY USE AND EMISSIONS



Built Environment - Natural Gas

Natural gas is used in residential and commercial buildings to provide space and water heating and power appliances. Use of natural gas is highly variable depending on weather conditions. This variability has led natural gas use consumption in Ross to fluctuate from year to year, from a high of 1.14 million therms in 2005 to a low of

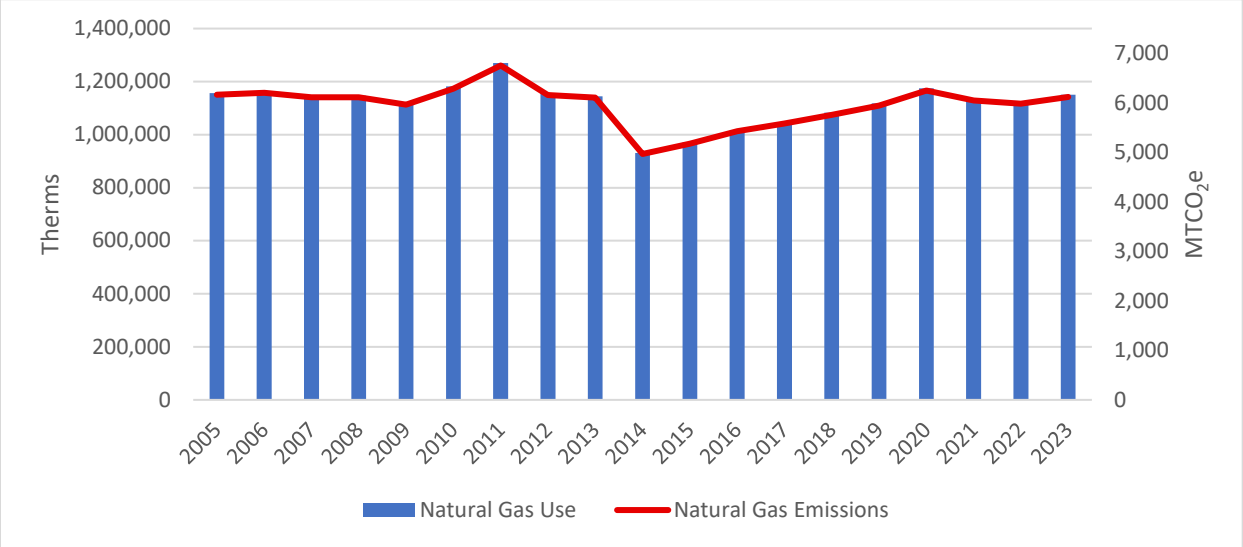
[2] PG&E 2023 Power Content Label, https://www.energy.ca.gov/filebrowser/download/7281. Nuclear and large hydro sources are considered GHG-free.

[3] MCE 2023 Power Content Label, https://www.energy.ca.gov/filebrowser/download/7276.

0.92 million therms in 2014. Reduction in energy use may also be attributed to energy efficiency programs and rebates, local green building ordinances, and State building codes.

Natural gas consumption increased 2% between 2022 and 2023 and was 1% below the 2005 level in 2023. Unlike electricity emissions, which vary according to the power content mix, natural gas emissions track the amount of natural gas consumed (Figure 5).

FIGURE 5: NATURAL GAS USE AND EMISSIONS



TRANSPORTATION

Transportation activities accounted for approximately 35% of Ross' emissions in 2023. According to the transportation model and annual data the Town uses to calculate passenger and commercial vehicle miles, vehicle miles traveled (VMT) have decreased approximately 7% since 2005.

Transportation emissions have decreased 29% since 2005 due to the reduction in VMT as well as more fuel-efficient and alternatively fueled cars (Figure 6). As shown in Figure 7, most transportation emissions come from passenger vehicles, accounting for 96% of transportation emissions in 2023. Marin County continues to be a leader in zero-emission vehicles (ZEVs) – second only to Santa Clara County – with 19,221 ZEVs in Marin at the end of 2023, or about 9.3% of registered automobiles. ZEVs include battery electric cars, plug-in hybrid electric cars, hydrogen fuel cell cars, and zero-emission motorcycles. Ross had 328 ZEVs by the end of 2023 or 17.5% of registered light-duty vehicles.

While it is difficult to pinpoint exactly how each land use and transportation policy affects emissions, the Town has undertaken efforts to reduce transportation emissions. The Town has made improvements to the bicycle and pedestrian network to make it easier for residents to use carbon-free modes of transportation.

FIGURE 6: VEHICLE MILES TRAVELED AND TRANSPORTATION EMISSIONS

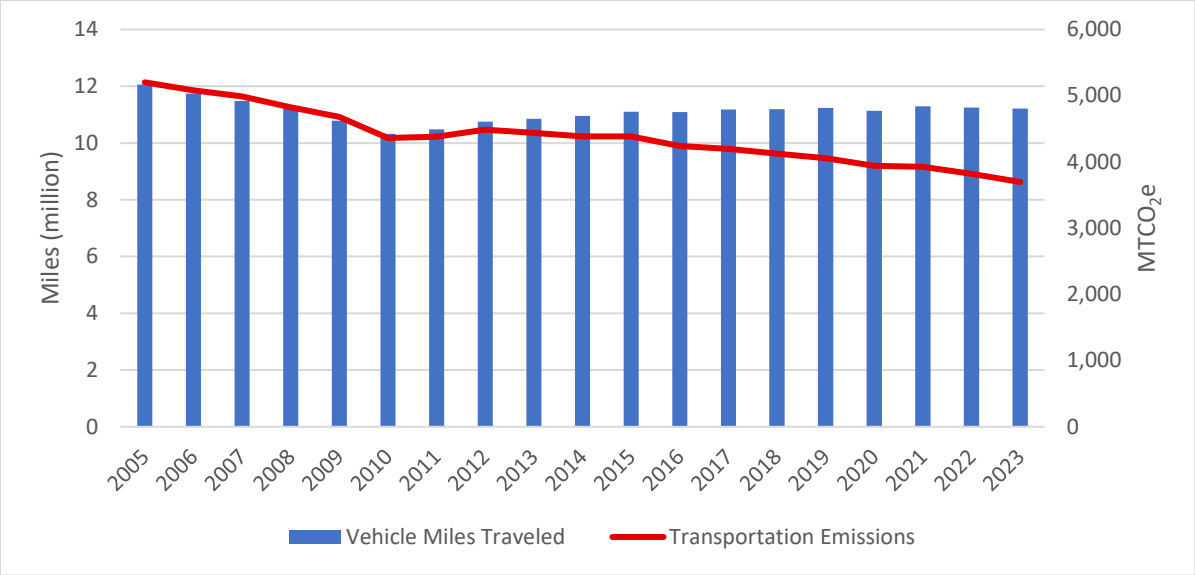
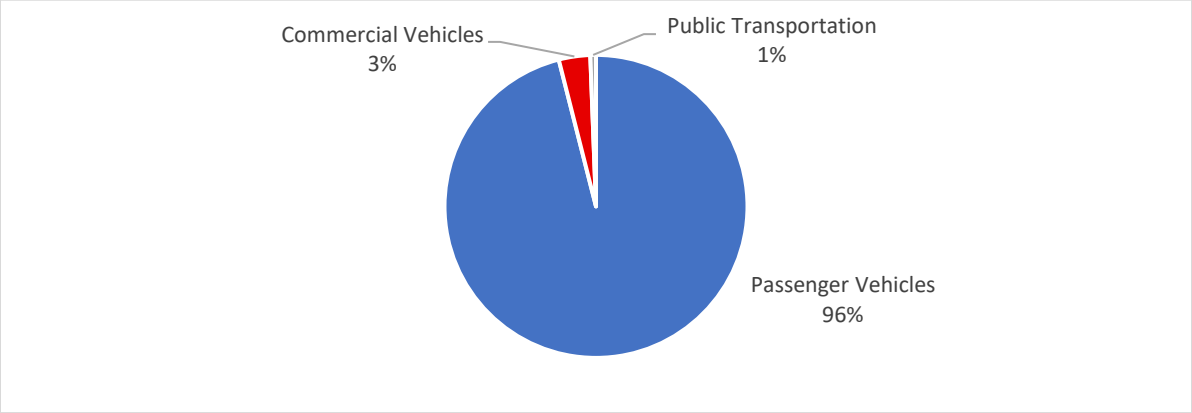


FIGURE 7: TRANSPORTATION EMISSIONS BY VEHICLE CATEGORY, 2023



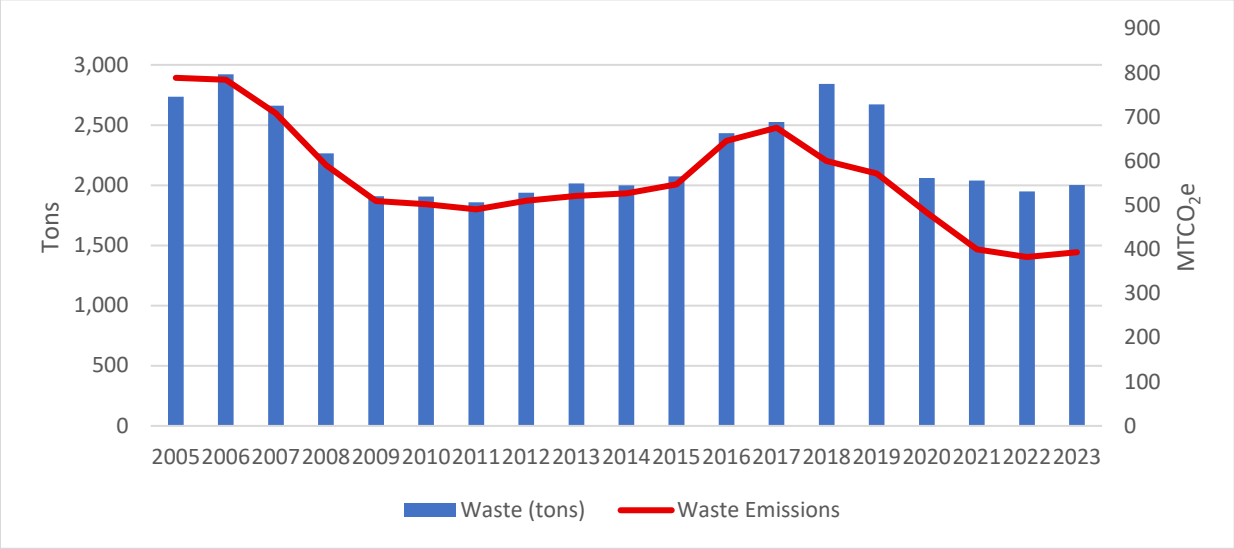
Note: Public transportation represents emissions from Marin Transit and Golden Gate Transit fixed-route buses.

WASTE DISPOSAL

Waste generated by the Ross community increased 3% between 2022 and 2023, as shown in Figure 8 (based on countywide disposal data). Total landfilled waste (including alternative daily cover)[4] was 27% below the 2005 baseline in 2023. Emissions from waste disposal decreased 50% due to the lower organic content of disposed waste and material used for alternative daily cover.

[4] Alternative daily cover is 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.

FIGURE 8: DISPOSED WASTE AND EMISSIONS



WATER USE

Per capita water use has declined 28% since 2005, as shown in Figure 9 (based on water district-wide data). Emissions, which are based on an estimate of energy used to pump, treat, and convey water from the water source to the Ross water users, dropped 100% between 2005 and 2023 due to the water agencies' use of carbon-free electricity. Marin Water purchases MCE Deep Green for its electricity needs, and the Sonoma County Water Agency, which supplies approximately 20% of Marin Water's water, uses renewable and carbon-free sources for its electricity. Marin Water 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. Marin Water provides free home and landscape water-use evaluations as well as free high-efficiency showerheads and faucet aerators.

FIGURE 9: PER CAPITA WATER USE

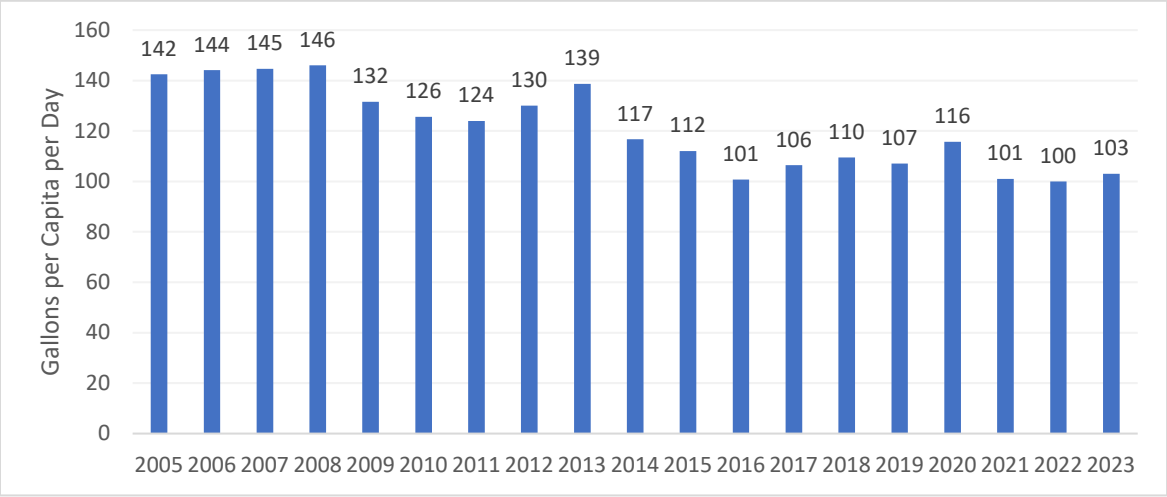
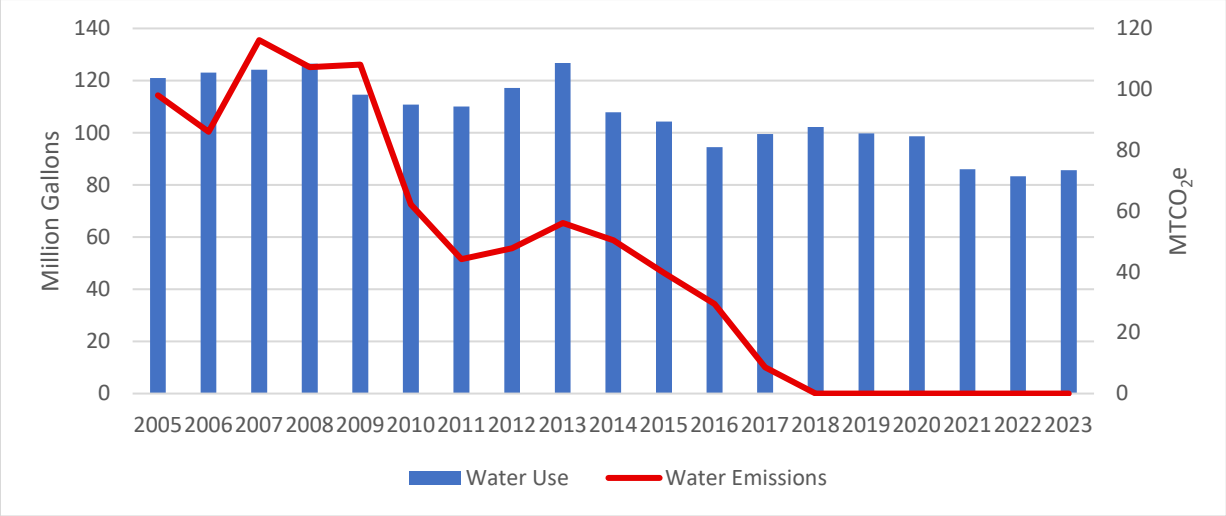


FIGURE 10: WATER CONSUMPTION AND EMISSIONS



Source: Marin Municipal Water District

WASTEWATER

The Central Marin Sanitation Agency (CMSA), located in San Rafael, has two anaerobic digesters that process primary sludge, thickened waste-activated sludge, and organic waste to produce biogas. The biogas is used to generate heat and renewable electricity via the cogeneration system. CMSA normally produces 100% of the facility's power needs, and, at times, exports renewable energy to the grid, which is procured by MCE. As a result, emissions from the use of energy in the wastewater treatment process have essentially been eliminated.

Greenhouse gas emissions are also created from the wastewater treatment process itself. These emissions have increased 3% since 2005. Overall, wastewater emissions have declined 65% since 2005.

APPENDIX

Community GHG Emissions Summary Table

Jurisdiction: Town of Ross
Population: 2,278 (CA Department of Finance)
Number of Households: 808 (CA Department of Finance)

Inventory Year: 2023
Date Prepared: June 25, 2025
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	●				6.119
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	75
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 the preferred activity-based method instead	
2.2	On-road passenger vehicles associated with community land uses	Activity	●				3,551
2.3	On-road freight and service vehicles operating within the community boundary	Source			IE	Obtained data for the preferred activity-based method instead	
2.4	On-road freight and service vehicles associated with community land uses	Activity	●				124
2.5	On-road transit vehicles associated with community land uses	Activity		●			22
2.6	Transit rail vehicles operating within the community boundary	Source			NO		
2.7	Use of transit rail travel by the community	Activity			NE		
2.8	Inter-city passenger rail vehicles operating within the	Source			NO		

	community boundary						
2.9	Freight rail vehicles operating within the community boundary	Source			NO		
2.10	Marine vessels operating within the community boundary	Source			NO		
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		●			79
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			NO		
3.2	Generation and disposal of solid waste by the community	Activity	●			Includes alternative daily cover	393
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	●				0
4.3	Use of energy associated with generation of wastewater by the community	Activity	●				0
4.4	Process emissions from operation of wastewater treatment facilities located in the community	Source			NO		
4.5	Process emissions associated with generation of wastewater by the community	Activity	●				19
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 are 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	Included in 4.2 and 4.3.	
6.4	Upstream impacts of select materials (concrete, food, paper, carpets, etc.) used by the whole community.	Activity			NE		

Legend

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

NE – Not Estimated: Emissions occur but have not been estimated 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). Due to data privacy regulations, zip code data was used for non-residential natural gas consumption as a proxy.	Default CO_2, CH_4 & N_2O emission factors by fuel type (U.S. Community Protocol v. 1.1 Tables B.1 and B.3). U.S. Community Protocol v. 1.1, Appendix C, Method BE.1.1 and BE.1.2.
1.4 Electricity Use	Electricity Use (CO_2, CH_4 & N_2O)	Known electricity use (meter readings by PG&E and MCE) and estimated direct access electricity consumption. Due to data privacy regulations, zip code data was used for non-residential electricity consumption as a proxy.	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 the 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, CAPVMT Data Portal 2.0 (mtcanalytics.org)).	CO_2 for on-road passenger vehicles quantified in the EMFAC2021 v.1.0.2 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, CAPVMT Data Portal 2.0 (mtcanalytics.org)).	CH_4 and N_2O for on-road passenger vehicles quantified in the EMFAC2021 v.1.0.2 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 2050).	CO_2 for on-road commercial vehicles quantified in the EMFAC2021 v.1.0.2 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 2050).	CH_4 and N_2O for on-road commercial vehicles quantified in the EMFAC2021 v.1.0.2 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 the 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	Estimated vehicle miles traveled within the boundary (Marin Transit	Renewable diesel emission factor provided by NEXGEN.

	Combustion (CH_4 & N_2O)	and Golden Gate Transit) and estimated diesel fuel efficiency for the transit fleet (Golden Gate Transit). Fuel type provided by Marin Transit and Golden Gate Transit.	U.S. Community Protocol v. 1.1, Appendix D, Method TR.4.B.
2.12 Off-Road Vehicles and Equipment	Off-Road Mobile Combustion (CO_2)	Estimated fuel use from OFFROAD 2021 v.1.0.1 for Lawn and Garden and Construction equipment. All categories are allocated by share of countywide households.	CO_2 emissions calculated according to 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 2021 v.1.0.1 for Lawn and Garden and 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 the share of the countywide population. Waste characterization based on the Statewide Waste Characterization Study (2008, 2014, 2018, and 2021) 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 (district-wide gpcd) provided by Marin Water. Sonoma County Water Agency (SCWA) water delivery amount provided by SCWA. Electricity use estimated using the CEC report, "Refining Estimates of Water-Related Energy Use in California," 2006.	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 (district-wide gpcd) provided by Marin Water. Electricity use estimated using the CEC report, "Refining Estimates of Water-Related Energy Use in California," 2006.	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 the Central Marin Sanitation Agency.	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 the Central Marin Sanitation Agency.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.2.a.
	Process Emissions from Wastewater Treatment Plant without Nitrification or Denitrification	Estimated population served by the wastewater treatment plant provided by the Central Marin Sanitation Agency.	Emissions calculated according to U.S. Community Protocol v. 1.1, Appendix F, Method WW.8.
	Fugitive Emissions from Effluent Discharge (N_2O)	Estimated population served by the wastewater treatment plant provided by the 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).