

TOWN OF FAIRFAX

GREENHOUSE GAS INVENTORY FOR COMMUNITY EMISSIONS FOR THE YEAR 2024

June 2026

Prepared by the
Marin Climate & Energy Partnership



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
INTRODUCTION	2
PURPOSE OF INVENTORY	2
GENERAL METHODOLOGY	2
COMMUNITY INVENTORY	4
COMMUNITY INVENTORY SUMMARY	4
PER CAPITA EMISSIONS	6
SIGNIFICANT SOURCES OF EMISSIONS	7
BUILT ENVIRONMENT – ELECTRICITY	7
BUILT ENVIRONMENT – NATURAL GAS	7
TRANSPORTATION	8
WASTE DISPOSAL	10
WATER USE	10
WASTEWATER	11
APPENDIX	A-1

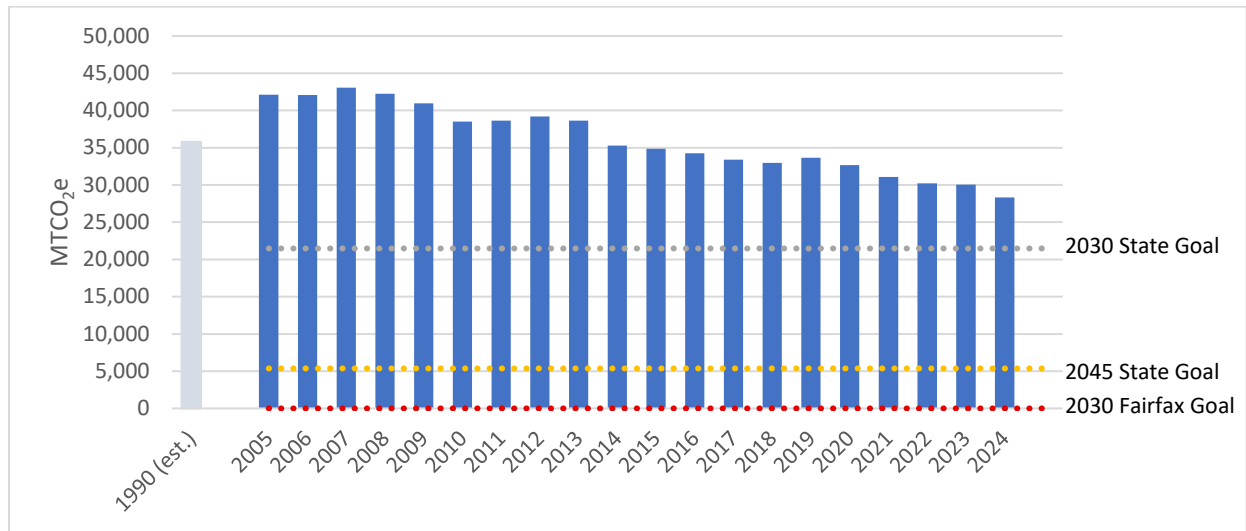
EXECUTIVE SUMMARY

The Takeaway: Fairfax needs to accelerate emissions reductions from transportation and the built environment. Though community emissions are down 33% from 2005, the community still needs to reduce emissions another 67% to meet its local goal by 2030.

Fairfax publishes annual community greenhouse gas (GHG) emissions estimates through the Marin Climate & Energy Partnership (MCEP). Annual inventories help the Town to monitor its progress more closely in meeting its local GHG reduction goals to reduce emissions to zero by 2030 and to meet the statewide goal to reduce emissions 40% below 1990 levels by 2030. In addition to the community inventories, MCEP periodically prepares inventories for government operations emissions. Municipal emissions accounted for less than 1% of community emissions when the municipal inventory was last conducted for the year 2016.

This report reviews emissions generated from the community from 2005 through 2024, the most recent year for which data are available. The inventory shows that the Fairfax community reduced emissions 33% since 2005, which is equivalent to 21% below estimated 1990 levels. Emissions dropped from about 42,102 metric tons carbon dioxide equivalents (MTCO₂e) in 2005 to 28,311 MTCO₂e in 2024. The community emissions trend and targets are shown below in Figure 1. Fairfax needs to reduce emissions by 6,839 MTCO₂e to meet the State target for 2030 and by another 22,943 MTCO₂e to meet the State's net zero emissions target for 2045, which includes a GHG mitigation target of 85% below 1990 levels.

FIGURE 1: FAIRFAX GHG EMISSIONS AND TARGETS



Recognizing the need for a collaborative approach to greenhouse gas reductions, city and county leaders launched the Marin Climate and Energy Partnership (MCEP) in 2007. The Town of Fairfax 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 Fairfax community in 2024. 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. For this inventory, on-road transportation emissions were revised due to an update in the California Air Resources Board EMFAC model, and waste emissions were updated using results from a new Marin countywide waste characterization study.

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 emissions 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 CO₂e, 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 treatment	28
Nitrous Oxide	N ₂ O	Combustion, wastewater treatment	265

Source: IPCC Fifth Assessment Report (2014)

TYPES OF EMISSIONS

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

- **Stationary or mobile combustion** resulting from the on-site combustion of fuels (natural gas, diesel, gasoline, etc.) to generate heat or electricity, or to power vehicles and equipment.
- **Purchased electricity** resulting from the generation of power from utilities outside the jurisdictional boundary.
- **Fugitive emissions** resulting from the unintentional release of greenhouse gases into the atmosphere, such as 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, consumption-based 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 Fairfax community resulted in approximately 42,102 metric tons of CO₂e.¹ In 2024, those activities resulted in approximately 28,311 metric tons of CO₂e, a reduction of 33% from 2005 levels, which is equivalent to 21% 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 Fairfax 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 Fairfax homes and commercial, industrial, and governmental buildings and facilities. Propane used as a primary heating source is also included, although it represents less than 1% of emissions in this sector.
- The **Transportation** sector includes tailpipe emissions from passenger vehicle trips originating and ending in Fairfax, as well as tailpipe emissions generated by medium and heavy-duty vehicles travelling on Marin County roads based on the Town's share of certain truck-generating industries. Emissions from buses serving Fairfax while traveling 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 Fairfax water users.
- The **Wastewater** sector represents stationary, process, and fugitive greenhouse gases that are created during the treatment of wastewater generated by the community, as well as emissions created from electricity used to convey and treat wastewater.

Table 2 shows how emissions in each sector have changed since 2005. The greatest reductions have occurred in the Built Environment - Electricity sector (-6,139 MTCO₂e), followed by the Transportation sector (-3,713 MTCO₂e) and the Built Environment – Natural Gas sector (-2,260 MTCO₂e).

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.

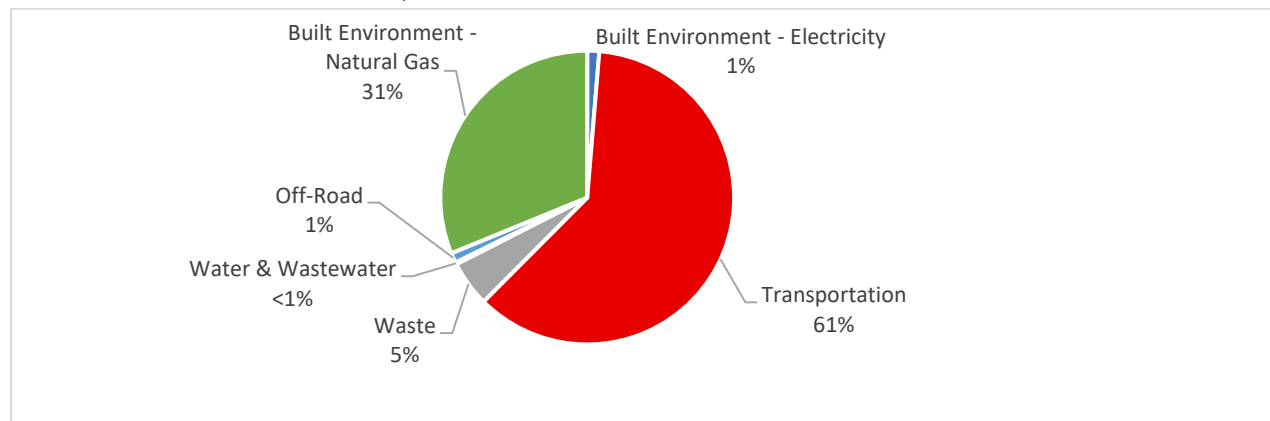
TABLE 2: EMISSIONS SUMMARY BY SECTOR (MTCO₂E), 2005 THROUGH 2024

Year	Built Environment - Electricity	Built Environment - Natural Gas	Transportation	Waste	Off-Road	Water	Wastewater	Total	% Change from 2005 ¹	% Change from 1990
1990 (est.)¹								35,787		
2005	6,513	11,089	21,025	2,450	550	305	170	42,102		
2006	6,007	11,461	21,158	2,433	582	267	164	42,073	0%	
2007	7,578	11,185	20,840	2,190	713	359	206	43,072	2%	
2008	7,593	11,153	20,554	1,825	569	331	211	42,236	0%	
2009	7,068	10,970	20,346	1,574	469	334	187	40,948	-3%	
2010	5,299	11,246	19,656	1,548	416	192	153	38,510	-9%	
2011	4,670	11,753	20,014	1,508	402	136	142	38,626	-8%	
2012	4,979	11,277	20,678	1,560	392	146	150	39,183	-7%	
2013	4,464	11,278	20,618	1,582	386	170	148	38,646	-8%	
2014	3,886	9,430	19,705	1,591	378	152	126	35,269	-16%	
2015	3,709	9,582	19,312	1,648	371	119	124	34,866	-17%	
2016	3,008	9,787	18,968	1,941	362	89	113	34,268	-19%	
2017	1,462	10,464	18,998	2,022	351	26	84	33,407	-21%	
2018	1,608	10,260	18,879	1,791	336	0	75	32,948	-22%	
2019	1,792	10,335	19,457	1,700	320	0	63	33,666	-20%	-6%
2020	1,178	10,192	19,349	1,571	310	0	63	32,664	-22%	-9%
2021	1,094	10,004	18,317	1,299	314	0	63	31,091	-26%	-13%
2022	657	9,761	18,195	1,241	316	0	62	30,233	-28%	-16%
2023	425	10,223	17,588	1,409	321	0	62	30,028	-29%	-16%
2024	374	8,829	17,313	1,423	311	0	62	28,311	-33%	-21%
Change from 2005	-6,139	-2,260	-3,713	-1,027	-240	-305	-108	-13,791		
% Change from 2005	-94%	-20%	-18%	-42%	-44%	-100%	-64%	-33%		

¹ 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 2024. Transportation emissions represent the largest share of communitywide emissions (61%), while the use of natural gas and propane in the Built Environment accounts for 31% of emissions.

FIGURE 2: EMISSIONS BY SECTOR, 2024

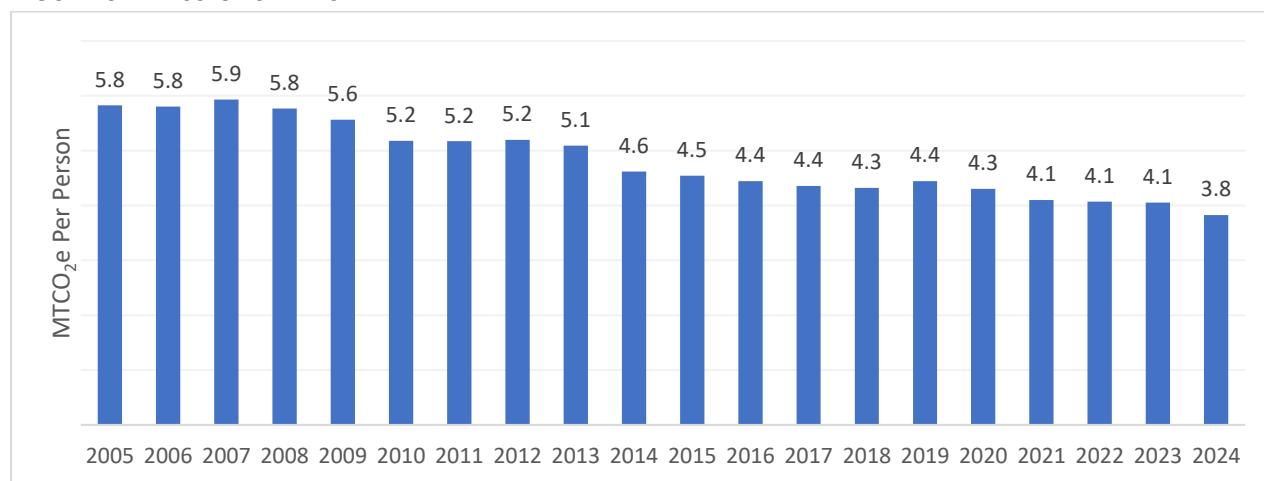


PER CAPITA EMISSIONS

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 5.8 metric tons CO₂e per capita in 2005. Per capita emissions decreased 34% between 2005 and 2024, falling to 3.8 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 Fairfax, which would include consumption-based emissions resulting from air travel, the manufacturing and distribution of products and food, etc.

FIGURE 3: EMISSIONS PER CAPITA



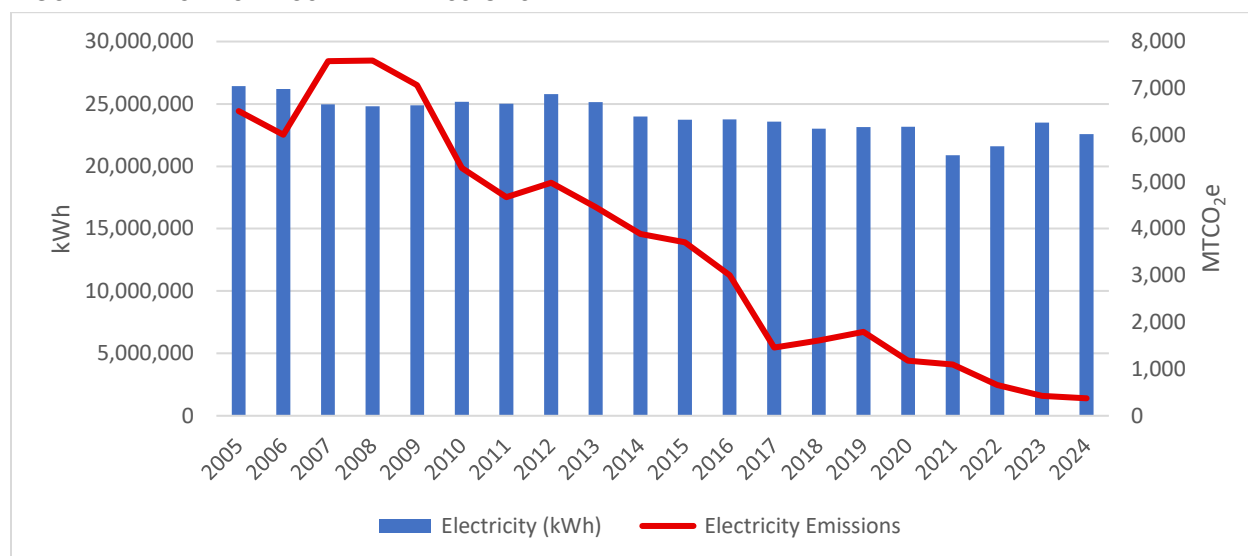
SIGNIFICANT SOURCES OF EMISSIONS

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 Fairfax decreased approximately 15% between 2005 and 2024. Greenhouse gas emissions from purchased electricity consumption decreased 94% since 2005, as shown in Figure 4. This is primarily due to the lower carbon intensity of electricity. In 2024, PG&E electricity came from a mix of renewable (23%), large hydroelectric (12%), nuclear (63%), and natural gas (2%) energy sources.² MCE Light Green electricity came primarily from renewable (69%) and large hydroelectric (31%) sources.³ In 2024, about 16% of MCE electricity purchased by Fairfax customers was 100% renewable Deep Green electricity, including electricity purchased by the Town government.

FIGURE 4: ELECTRICITY USE AND EMISSIONS



BUILT ENVIRONMENT - NATURAL GAS

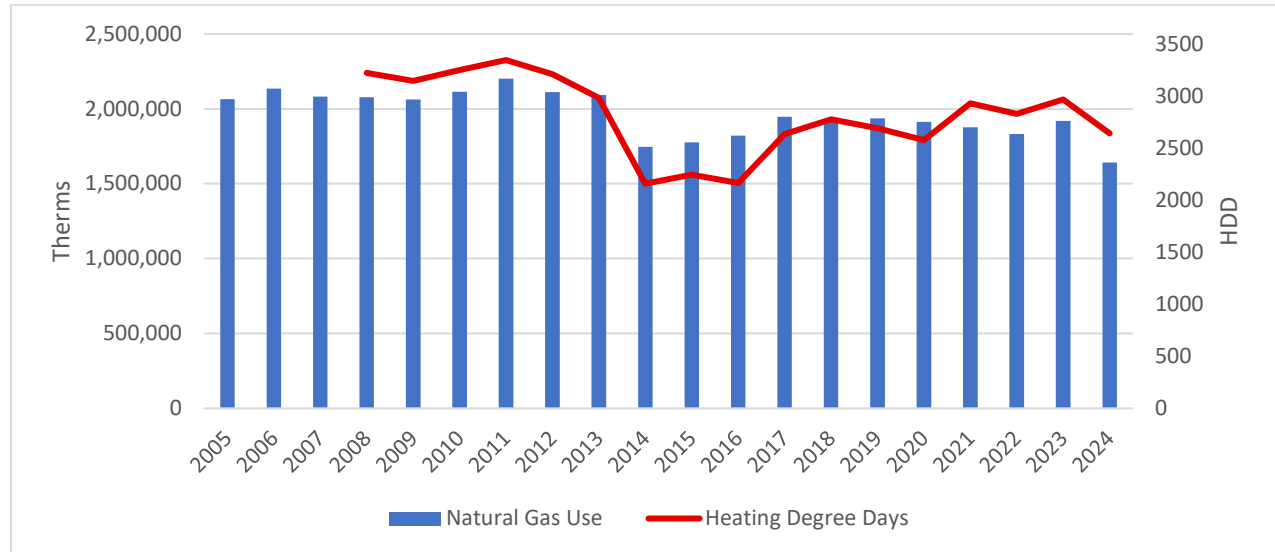
Natural gas is used in residential, commercial, and industrial buildings to provide space and water heating and power appliances. Use of natural gas is highly variable depending on the weather conditions. This variability has led natural gas use consumption in Fairfax to fluctuate from year to year, from a high of 2.2 million therms in 2011 to a low of 1.6 million therms in 2024. Reduction in energy use may also be attributed to energy efficiency programs and rebates, local green building ordinances, and State building codes.

² PG&E 2024 Power Content Label, <https://www.energy.ca.gov/filebrowser/download/7281>. Nuclear and large hydro sources are considered GHG-free.

³ MCE 2024 Power Content Label, <https://www.energy.ca.gov/filebrowser/download/7276>.

Natural gas consumption decreased 14% between 2023 and 2024 and was 20% below the 2005 level in 2024. As shown in Figure 5, this decrease can be partially attributed to a warmer winter, as measured in heating degree days.⁴

FIGURE 5: NATURAL GAS USE AND HEATING DEGREE DAYS



TRANSPORTATION

Transportation activities accounted for approximately 61% of Fairfax’s emissions in 2024. According to the transportation model and annual data the Town uses to calculate passenger and commercial vehicle miles, vehicle miles traveled (VMT) have increased approximately 5% since 2005.

Transportation emissions have decreased 18% since 2005 due to more fuel-efficient and alternatively fueled cars (Figure 6). As shown in Figure 7, most transportation emissions come from passenger vehicles, accounting for 80% of transportation emissions in 2024. Marin County continues to be a leader in zero-emission vehicles (ZEVs) – second only to Santa Clara County – with 23,346 ZEVs in Marin at the end of 2024, or about 11% of registered automobiles. ZEVs include battery electric cars, plug-in hybrid electric cars, hydrogen fuel cell cars, and zero-emission motorcycles. Fairfax had 674 ZEVs by the end of 2024, or 9.8% of registered light-duty vehicles.⁵

While it is difficult to pinpoint exactly how each land use and transportation policy affects emissions, the Town has undertaken many efforts to reduce transportation emissions. The Town encourages workforce housing through its Housing Element and has made it easier for residents to use carbon-free modes of transportation, such as bicycling and walking, through improvements to the transportation network. The Town has also promoted electric vehicle

⁴ Heating Degree Days (HDD) are a measure of how much heating is necessary given the recorded temperatures for a particular weather station for a given time period. They are computed relative to a base of 65°F. HDD values for Fairfax (Richmond weather station) were accessed through the Energy Star Portfolio Manager Degree Days Calculator, <https://portfoliomanager.energystar.gov/pm/degreeDaysCalculator>.

⁵ 646 BEVs and 162 PHEVs.

adoption by installing publicly available EV charging stations and adopting green building codes that require more EV charging stations to be installed for new construction and remodels of existing buildings than State requirements.

FIGURE 6: VEHICLE MILES TRAVELED AND TRANSPORTATION EMISSIONS

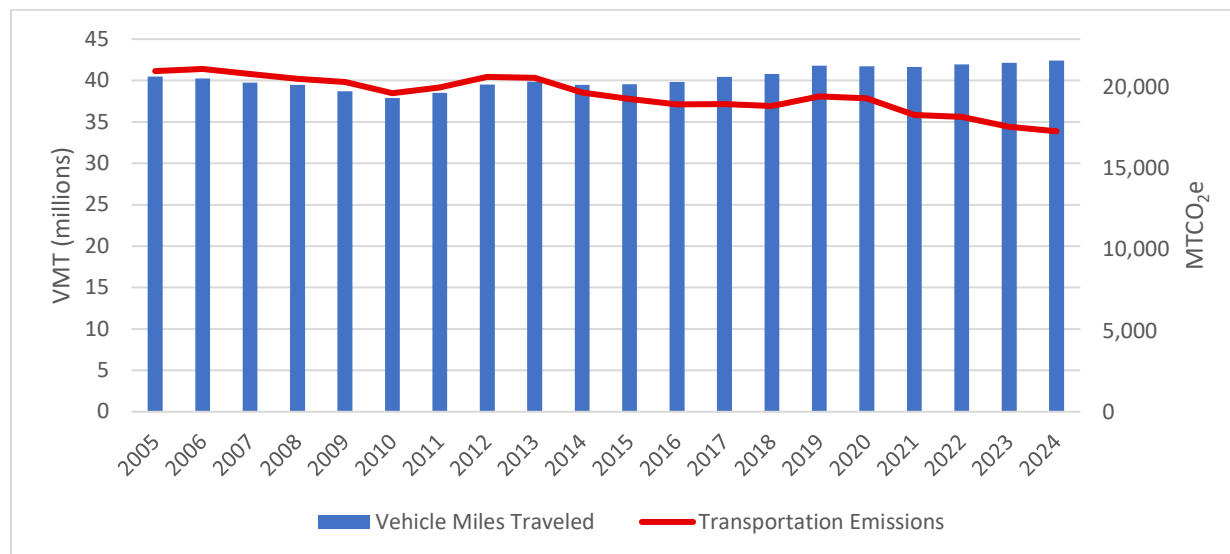
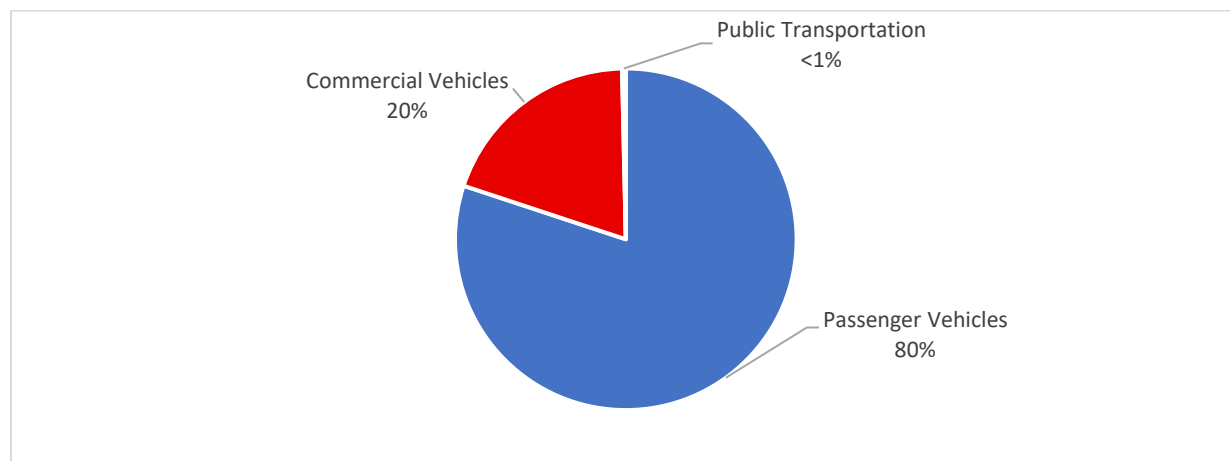


FIGURE 7: TRANSPORTATION EMISSIONS BY VEHICLE CATEGORY



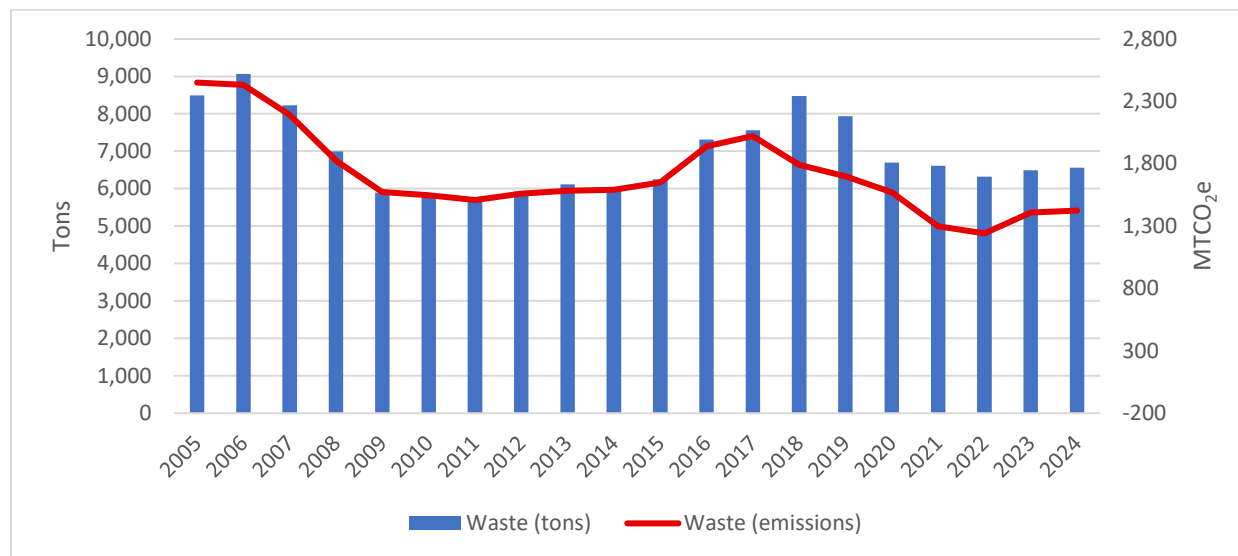
Note: Public transportation represents emissions from Marin Transit and Golden Gate Transit fixed-route buses.

WASTE DISPOSAL

Landfilled waste generated by the community increased 1% between 2023 and 2024 and was 23% below the 2005 level by 2024, as shown in Figure 8 (based on countywide disposal data). Total landfilled waste includes alternative

daily cover.⁶ Emissions from waste disposal decreased 42% due to the lower organic content of landfilled waste (based on statewide waste characterization studies) and material used for alternative daily cover. Marin Sanitary Service, Zero Waste Marin, and the Town continue to provide outreach and education to residents and businesses on proper waste sorting and the Town continues to install more public multi-stream waste receptacles.

FIGURE 8: DISPOSED WASTE AND EMISSIONS

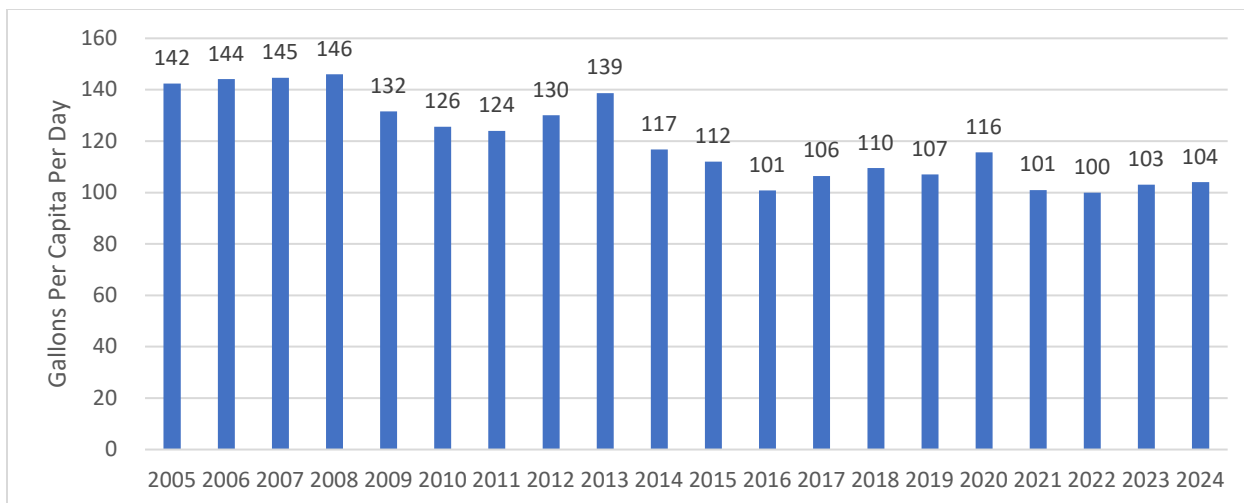


WATER USE

Per capita water use declined 25% since 2005, as shown in Figure 9 (based on Marin 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 Town limits, dropped 100% between 2005 and 2022 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.

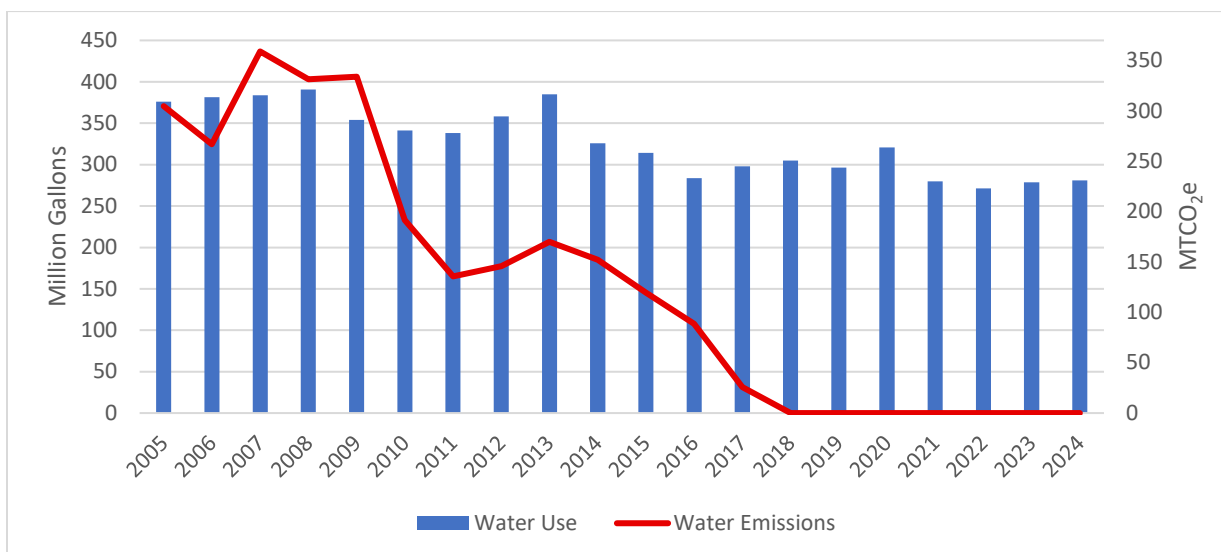
FIGURE 9: PER CAPITA WATER USE

⁶ 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.



Source: Marin Water

FIGURE 10: WATER CONSUMPTION AND EMISSIONS



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. The Town promotes Resilient Neighborhoods Climate Action Workshops that teach residents how to conserve water among other climate actions.

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 8% since 2005 as Fairfax's population has increased. Overall, wastewater emissions have declined 64% since 2005.

APPENDIX: COMMUNITY INVENTORY

Community GHG Emissions Summary Table

Jurisdiction: Town of Fairfax

Population: 7,400 (CA Department of Finance)

Number of Households: 3,328 (CA Department of Finance)

Inventory Year: 2024

Date Prepared: June 14, 2026

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 ₂ e)
1.0	Built Environment						
1.1	Use of fuel in residential and commercial stationary combustion equipment	Both	•				8,829
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	374
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	•				13,863
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	•				3,383
2.5	On-road transit vehicles associated with community land uses	Activity		•		Emissions calculated for transit vehicles operating within the community boundary	61
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 community boundary	Source			NO		
2.9	Freight rail vehicles operating within the community boundary	Source			NO		
2.10	Marine vessels operating within the community boundary	Source			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		•			311
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	•				1,423
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 the use of potable water by the community	Activity	•				0
4.3	Use of energy associated with the generation of wastewater by the community	Activity	•				0
4.4	Process emissions from the operation of wastewater treatment facilities located in the community	Source			NO		
4.5	Process emissions associated with the generation of wastewater by the community	Activity	•				62
4.6	Use of septic systems in the community	Source			NE		
5.0	Agriculture						
5.1	Domesticated animal production	Source			NE		
5.2	Manure decomposition and treatment	Source			NE		
6.0	Upstream Impacts of Communitywide Activities						
6.1	Upstream impacts of fuels used in stationary applications by the community	Activity			NE		
6.2	Upstream and transmission and distribution (T&D) impacts of purchased electricity used by the community	Activity			IE	Transmission and distribution losses are 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 ₂ O)	Known fuel use (meter readings by PG&E) and estimated fuel use (American Community Survey 5-Year Estimates, and U.S. Energy Information Administration Household Site Fuel Consumption data).	Default CO ₂ , CH ₄ & N ₂ O emission factors by fuel type (U.S. Community Protocol v. 1.1 Tables B.1 and B.3). U.S. Community Protocol v. 1.1, Appendix C, Method BE.1.1 and BE.1.2.
1.4 Electricity Use	Electricity Use (CO ₂ , CH ₄ & N ₂ O)	Known electricity use (meter readings by PG&E and MCE) and estimated direct access electricity consumption. Commercial PG&E electricity consumption failed the CPUC 15/15 rule and was not reported or included in this report.	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 ₂ O)	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 EMFAC2025 v.2.0.0 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 ₂ O)	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 ₂ O for on-road passenger vehicles quantified in the EMFAC2025 v.2.0.0 model. 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 EMFAC2025 v.2.0.0 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 ₂ O)	Estimated commercial vehicle miles traveled within the boundary (Metropolitan Transportation Commission utilizing Plan Bay Area 2050).	CH ₄ and N ₂ O for on-road commercial vehicles quantified in the EMFAC2025 v.2.0.0 model. 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 Combustion (CH ₄ & N ₂ O)	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.B.
2.12 Off-Road Vehicles and Equipment	Off-Road Mobile Combustion (CO ₂)	Estimated fuel use from OFFROAD 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 the 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 ₂ O)	Estimated fuel use from OFFROAD v.1.0.1 for Lawn and Garden and Construction equipment. All categories are allocated by share of countywide households.	CH ₄ and N ₂ O emissions calculated according to U.S. Community Protocol v. 1.1, Appendix D, Method TR.8. Emission factors provided in the Local Government Operations Protocol Table G.11 and G.14.
3.0 Solid Waste			
3.2 Solid Waste Generation and Disposal	Fugitive Emissions from Landfilled Waste (CH 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), Zero Waste Marin Waste Characterization Study (2025), 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) by Marin Water. Electricity consumption and electricity consumption provided by Marin Water. Electricity use estimated using 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 ₂ O)	Water consumption (district-wide gpcd) provided by Marin Water. Electricity use estimated using 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 ₂ O)	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	The 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.

	Nitrification or Denitrification		
	Fugitive Emissions from Effluent Discharge (N ₂ O)	The 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).