

California Air Resources Board

Quantification Methodology

**Strategic Growth Council
Transformative Climate Communities Program**

Round 5

California Climate Investments



**Final
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List of Acronyms and Abbreviations

Acronym	Term
AB	Assembly Bill
AC	alternating current
AHSC	Affordable Housing and Sustainable Communities
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CNG	compressed natural gas
CNRA	California Natural Resources Agency
CSD	Department of Community Services and Development
DC	direct current
Diesel PM ₁₀	diesel particulate matter with a diameter less than 10 micrometers
DME	dimethyl ether
DWR	Department of Water Resources
ft ²	square feet
ft ³	cubic feet
GGRF	Greenhouse Gas Reduction Fund
GHG	greenhouse gas
kW	Kilowatt
kWh	kilowatt hours
lbs	Pounds
LCT	Low Carbon Transportation
LCTOP	Low Carbon Transit Operations Program
LIWP	Low-Income Weatherization Program
LNG	liquid natural gas
MTCO _{2e}	metric tons of carbon dioxide equivalent
NO _x	nitrous oxide
PM _{2.5}	particulate matter with a diameter less than 2.5 micrometers
PV	photovoltaic
RNG	renewable natural gas
ROG	reactive organic gas
SGC	Strategic Growth Council
TCC	Transformative Climate Communities
VMT	vehicle miles traveled

Preface

The TCC Program, administered by SGC, was established by AB 2722 (Burke, Chapter 371, Statutes of 2016) to “fund the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities as described in Section 39711 of the Health and Safety Code.” (Pub. Resources Code § 75240.)

Based on the TCC Round 5 Draft Program Guidelines,¹ the TCC Program requires applicants to identify a project area that will be the focus of the TCC Proposal and deploy integrated climate strategies that combine GHG reduction activities to achieve multiple community benefits and drive innovation. TCC Proposals consist of five inter-related components: Program Objectives, Vision Statement, Strategies, Projects, and Transformative Elements. The Program Objectives reflect the TCC Program provisions outlined in AB 2722. Applicants must develop a Vision Statement that describes how the TCC Proposal will achieve all three Program Objectives. Applicants must select Strategies and develop Projects that address the TCC Program Objectives. In addition to selecting Strategies and developing Projects, Applicants must include Transformative Elements as part of a TCC Proposal. Transformative Elements are critical to furthering the TCC Program Objectives and supporting the implementation of Strategies and Projects.

NOTE: The TCC Program is currently funded under the General Fund’s Climate Budget. TCC began as part of California Climate Investments, a statewide program funded with cap-and-trade auction proceeds through the Greenhouse Gas Reduction Fund (GGRF). CARB maintains the quantification methodologies used to measure and report GHG emission reductions and co-benefits of CCI programs and continues to provide the quantification methodology for TCC.

TCC Strategies

SGC developed a list of eleven GHG emission reduction, public health, environmental, and economic benefit strategies for applicants to integrate into TCC proposals in order to achieve the TCC Program Objectives and applicant-defined vision:

1. Equitable Housing and Neighborhood Development
2. Land Acquisition for Affordable Housing
3. Transit Access and Mobility

¹ Strategic Growth Council. Transformative Climate Communities Program Round 5 Draft Program Guidelines. November 2022. https://sgc.ca.gov/programs/tcc/docs/20221121-TCC_Round_5_Draft_Guidelines.pdf.

4. Solar Installation, Energy Efficiency, and Appliance Electrification
5. Water Efficiency and Resiliency
6. Recycling, Composting, and Waste Reduction
7. Urban Greening and Green Infrastructure
8. Health and Well-Being
9. Indoor Air Quality
10. Community Microgrids
11. Brownfield Redevelopment

TCC Projects

TCC Strategies include multiple, coordinated projects that reduce GHG emissions and achieve other community benefits. For the TCC Program, projects fall into two categories:

1. Quantifiable Projects: These are projects for which there are CARB quantification methodologies to estimate GHG emission reductions. Per the TCC Program Guidelines, each TCC Plan must include at least three quantifiable projects that also meet all readiness requirements at the time of application submittal. Projects that are both quantifiable and ready must account for at least 50% of the total TCC funds requested.
2. Non-quantifiable Projects: These are projects that either do not have associated CARB quantification methodologies or do not directly contribute to the reduction of GHGs. Such projects can account for a maximum of 50% of the total TCC funds requested.

TCC Quantification Methodology

CARB staff developed this TCC Quantification Methodology and accompanying TCC Benefits Calculator Tool to provide direction to applicants and SGC-contracted technical assistance providers for estimating GHG emission reductions from quantifiable projects. The primary purpose of this document is to guide applicants and technical-assistance providers on the requirements for reporting quantifiable project elements at the time of application. A list of quantifiable projects is provided in Table 1 of this Quantification Methodology.

Due to the multitude of project types integrated under the TCC Program, this TCC Quantification Methodology quantifies GHG emission reductions and co-benefits using CARB calculators from various California Climate Investments programs. Table 1 lists the TCC projects that can be quantified. The availability of a tool to quantify the benefits of a project element should not be construed as eligibility for funding.

Please refer to the TCC Funding Guidelines for ultimate determination of eligible uses of TCC funds. All CARB quantification methodologies and calculators are available on the CARB California Climate Investments Quantification, Benefits, and Reporting Materials webpage at: www.arb.ca.gov/cci-resources.

Quantification methodologies estimate the GHG emission reductions and selected co-benefits based on applicant-supplied data. Applicants will need to determine and submit the necessary data inputs and supporting documentation. Tables 2 through 15 identify the required data inputs for each project. Technical assistance providers will then use the TCC Benefits Calculator Tool and other applicable quantification methodologies and tools to estimate the total emission reductions and co-benefits from quantifiable projects using the required data inputs listed in Tables 18 through 28.

Section A. Introduction

California Climate Investments is a statewide initiative that puts billions of cap-and-trade dollars to work facilitating GHG emission reductions; strengthening the economy; improving public health and the environment; and providing benefits to residents of disadvantaged communities, low-income communities, and low-income households, collectively referred to as “priority populations.” Where applicable and to the extent feasible, California Climate Investments must maximize economic, environmental, and public health co-benefits to the State.

Greenhouse Gas Emissions Quantification

CARB is responsible for providing guidance on estimating the GHG emission reductions and co-benefits from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF). This guidance includes quantification methodologies, co-benefit assessment methodologies, and benefits calculator tools. CARB develops these methodologies and tools based on the project types eligible for funding by each administering agency, as reflected in the program expenditure records available at: www.arb.ca.gov/cci-expenditurerecords. Although TCC is not currently funded through GGRF, the program continues to use CARB methodologies to estimate the emissions-related benefits of quantifiable projects.

For the SGC TCC Program, CARB developed this TCC Quantification Methodology to aggregate estimated GHG emission reductions and selected co-benefits of each proposed quantifiable project. This methodology incorporates CARB quantification methodologies developed for existing California Climate Investments programs posted through March 9, 2023 at: www.arb.ca.gov/cci-resources. These existing quantification methodologies are used to estimate carbon sequestration, GHG emission reductions, avoided GHG emissions, and GHG emissions associated with the implementation of TCC projects.

During application, applicants will submit all data necessary to quantify emissions reductions and co-benefits to their SGC-contracted technical assistance provider for quantification. Applicants are required to quantify emission reductions and co-benefits associated with: 1) the three projects with the highest GHG emission reduction potential and 2) all quantifiable projects. Technical assistance providers will quantify the GHG estimates, co-benefits, and combined total GHG emission reductions per dollar requested after the proposal submission.

Co-Benefits Quantification

Applicants will work with their technical assistance provider to estimate and report the combined total GHG emission reductions and selected co-benefits estimated using the applicable CARB quantification methodologies as well as the combined total GHG emission reductions per dollar of GGRF funds requested.

Using largely the same inputs required to estimate GHG emission reductions, the TCC Benefits Calculator Tool estimates the following co-benefits and key variables from TCC projects:

- Total, local, and remote ROG emission reductions (lbs);
- Total, local, and remote NO_x emission reductions (lbs);
- Total, local, and remote PM_{2.5} emission reductions (lbs);
- Total, local, and remote diesel PM₁₀ emission reductions (lbs);
- Net density (dwelling units/acre);
- Passenger VMT reductions (miles);
- Fossil fuel use reductions (gallons);
- Fossil fuel based energy use reductions (kWh and/or therms);
- Renewable energy generated (kWh);
- Renewable fuel generated (gallons and/or scf);
- Water savings (gallons);
- Material diverted from landfill (short tons);
- Food waste prevented (short tons);
- Edible food rescued and donated (short tons);
- Compost production (dry tons);
- Trees planted (trees);
- Soil benefit (acres);
- Travel cost savings (\$); and
- Energy and fuel cost savings (\$).

Additional co-benefits for which CARB assessment methodologies were not incorporated into the Benefits Calculator Tool may also be applicable to the project. Applicants should consult the TCC Program Guidelines,¹ solicitation materials, and agreements to ensure they are meeting TCC requirements. All CARB co-benefit assessment methodologies are available at: www.arb.ca.gov/cci-co-benefits.

All TCC awardees are required to report the potential employment benefits associated with their project as estimated using the jobs co-benefit assessment methodology developed by CARB. The CARB Jobs Co-Benefit Assessment Methodology and modeling tool are available at: <https://ww2.arb.ca.gov/resources/documents/cci-methodologies>.

Jobs Reporting

All TCC projects must foster job creation and employment of California workers and businesses. In addition to the requirement above, awarded grantees will also be required to report on the employment outcomes of their projects by reporting the actual jobs provided during the implementation of the project, including: the type of jobs provided, education and experience required, whether priority population residents are employed and provided training, and wages and benefits provided.

Methodology Development

CARB and SGC developed this TCC Quantification Methodology consistent with the guiding principles of California Climate Investments, including ensuring transparency and accountability.² CARB and SGC developed this TCC Quantification Methodology to be used to estimate the outcomes of proposed projects, inform project selection, and track results of funded projects. The implementing principles ensure that the methodology would:

- Apply at the project level;
- Provide uniform methods to be applied statewide, and be accessible by all applicants;
- Use existing and proven tools and methods;
- Use project-level data, where available and appropriate; and
- Result in GHG emission reduction estimates that are conservative and supported by empirical literature.

CARB used existing California Climate Investment quantification methodologies that have been developed using peer-reviewed literature and tools and consultation with experts, as needed, to determine methods appropriate for the quantifiable projects. CARB also consulted with SGC to determine the availability of inputs at the project - level. The methods were developed to provide estimates that are as accurate as possible with data readily available at the project level.

CARB released the Draft TCC Quantification Methodology and Draft TCC Benefits Calculator Tool for public comment in February 2023. This Final TCC Quantification Methodology and accompanying TCC Benefits Calculator Tool have been updated to address public comments, where appropriate, and for consistency with updates to the TCC Guidelines.

Tools

Applicants must use the TCC Benefits Calculator Tool and other applicable CARB quantification methodologies and tools to estimate the GHG emission reductions and co-benefits of the proposed project. The Benefits Calculator Tool and Quantification Methodology are subject to change pending stakeholder comments and final TCC guidelines. The TCC Benefits Calculator Tool and other CARB quantification methodologies and tools can be downloaded from: <http://www.arb.ca.gov/cci-resources>.

Benefits calculator tools rely on CARB-developed emission factors. CARB has established a single repository for emission factors used in CARB benefits calculator

² California Air Resources Board. Funding Guidelines for Agencies that Administer California Climate Investments. August 2018. www.arb.ca.gov/cci-fundingguidelines.

tools, referred to as the California Climate Investments Quantification Methodology Emission Factor Database, available at: <http://www.arb.ca.gov/cci-resources>. The Emission Factor Database Documentation explains how emission factors used in CARB's benefits calculator tools are developed and updated.

Updates

CARB Staff periodically review each quantification methodology to evaluate its effectiveness and update methodologies to make them more robust, user-friendly, and appropriate to the projects being quantified. CARB updated the TCC Quantification Methodology from the previous version³ to enhance the analysis and provide additional clarity. The changes made include the following:

- Updated versions of CARB quantification methodologies and tools for affordable housing, public transportation, solar installation, energy efficiency, and appliance electrification projects;
- Addition of solar photovoltaic (PV) projects for public-use buildings as a quantifiable project type under "Solar Installation, Energy Efficiency, and Appliance Electrification"

Program Assistance

Applicants will be required to work with SGC-contracted technical assistance providers to estimate GHG emission reductions and selected co-benefits for quantifiable projects. Technical assistance providers will use the final TCC Quantification Methodology and accompanying Benefits Calculator Tool to estimate the GHG emission reductions associated with quantifiable projects. SGC staff will review the GHG emission reduction estimates to ensure that the methods described in this document were properly applied to estimate the total GHG emission reductions for the quantifiable projects. Applicants should use the following resources for additional questions and comments:

- Questions on this document should be sent to: GGRFProgram@arb.ca.gov.
- For more information on CARB's efforts to support implementation of California Climate Investments, see: www.arb.ca.gov/auctionproceeds.
- Questions pertaining to the TCC Program should be sent to: tcc@sgc.ca.gov.

³ California Air Resources Board. "Quantification Methodology for the Transformative Climate Communities Program," California Air Resources Board, February 23, 2022. E-mail GGRFProgram@arb.ca.gov to request a copy.

Methods

Overview

The following section provides details on the methods supporting emission reductions estimates in the CARB benefits calculator tools. Applicants will follow the steps in this section to estimate the emission reductions from quantifiable projects.

Step 1: Identify Quantifiable Projects that Reduce GHG Emissions

For GHG quantification purposes, SGC identified ten quantifiable project categories. Per the TCC Program Guidelines, applicants must propose a minimum of three quantifiable projects that represent at least 50 percent of the total TCC funds requested. Other projects may be included in TCC Plans for up to 50% of the total funds requested. A complete list of quantifiable projects and the applicable CARB quantification methodologies is provided in Table 1.

NOTE: Some of the projects listed in Table 1 are quantifiable in more than one CARB Quantification Methodology. Different CARB benefits calculator tools will produce the same outputs for a given project element. Footnotes to the table below recommend which tool to use in such circumstances. Applicants are encouraged to reduce the total number of tools submitted for verification by quantifying multiple project elements in the same calculator when possible. However, to avoid double-counting of GHG emission reduction estimates, applicants must *not* quantify estimates for project elements multiple times in separate CARB quantification methodologies. SGC will review the quantified projects and verify that no double-counting of GHG emission reduction estimates occurred.

For example, an application including both housing development and pedestrian infrastructure would be encouraged to use the AHSC calculator tool for both project elements. While the applicant could calculate the benefits of the pedestrian infrastructure in a separate tool, the Urban Greening benefits calculator, that is not recommended, as it would lead to the applicant submitting two calculator tools for verification instead of just one tool with two sections filled out. However, if the application also happened to have an Urban Greening component, then the applicant could include the pedestrian infrastructure component in either tool. But in every case, the applicant must not calculate the pedestrian infrastructure benefits in both tools, as this would double-count its benefits.

Quantification Methodology for the SGC TCC Program

Table 1. Quantifiable Projects and CARB Quantification Reference, by TCC Strategy

TCC Strategy	Quantifiable Projects	CARB Quantification Methodology	Quantification Calculator Tool
Equitable Housing and Neighborhood Development: Affordable Housing	<ul style="list-style-type: none"> • New construction or substantial rehabilitation of affordable housing or mixed-use developments served by qualifying transit, which can include solar PV installation. <p><i>Plus one or more of the following:⁴</i></p> <ul style="list-style-type: none"> • New or expanded transit service (bus, cable car, heavy rail, light rail, streetcar, trolley bus, ferry, shuttle, EV carshare, or vanpool) • Capital improvements that encourage mode shift⁵ • New pedestrian facilities • New bike paths or lanes (Class I, II, IV, or class II to IV conversion) • New or expanded bike share • Fare subsidies/vouchers 	Quantification Methodology for the SGC Affordable Housing and Sustainable Communities (AHSC) Program (December 15, 2022)	Benefits Calculator Tool
Transit Access and Mobility: Public Transit	<ul style="list-style-type: none"> • New expanded/enhanced transit service (bus, train, ferry, shuttle, or vanpool) • Increased ridership (including via fare 	Quantification Methodology for Caltrans Low Carbon Transportation Operation Program (LCTOP) (January 9, 2023)	Benefits Calculator Tool

⁴ If there is no housing development, these projects should instead be quantified under the Transit, Car Sharing and Mobility Enhancement, or Urban Greening project categories.

⁵ Capital improvements are infrastructure or equipment improvements, other than vehicle purchases, that increase transit ridership without increasing transit vehicle emissions.

Quantification Methodology for the SGC TCC Program

TCC Strategy	Quantifiable Projects	CARB Quantification Methodology	Quantification Calculator Tool
Transit Access and Mobility: Car Sharing, Mobility Enhancement, Bikeshare	<ul style="list-style-type: none"> subsidies/vouchers) <ul style="list-style-type: none"> • Fuel/energy reductions • Technology conversion • Advanced technology vehicles for new car share, vanpool or other mobility service or replacement of existing fleet • Charging infrastructure (to support new service vehicles or replacement vehicles not proposed for GGRF funding) • Shared mobility service subsidies • New or expanded carshare, vanpool, or bikeshare service • Bike infrastructure to support bikeshare service 	CARB Quantification Methodology for the CARB Clean Mobility Options (CMO) Voucher Pilot Program (September 1, 2020)	Benefits Calculator Tool
Urban Greening and Green Infrastructure	<ul style="list-style-type: none"> • New pedestrian facilities • New bike paths or lanes (Class I, II, or IV) • Planting trees that shade buildings • Planting trees that do not shade buildings 	Quantification Methodology for the CNRA Urban Greening Program (March 9, 2020)	Benefits Calculator Tool (Version 3)
Solar Installation, Energy Efficiency, and Appliance Electrification	<ul style="list-style-type: none"> • Upgrades, retrofits, and repairs to improve overall building energy efficiency • Rooftop solar PV on single-family, multi-family, or certain public-use buildings (including as a part of a microgrid installation) 	Quantification Methodology for CSD Low-Income Weatherization Program (LIWP) (February 28, 2023)	Benefits Calculator Tool

Quantification Methodology for the SGC TCC Program

TCC Strategy	Quantifiable Projects	CARB Quantification Methodology	Quantification Calculator Tool
	<ul style="list-style-type: none"> • Grid-connected solar PV system shared across multiple households or buildings (including as part of a community microgrid installation) 		
Water Efficiency and Resiliency	<ul style="list-style-type: none"> • Residential water-energy efficiency measures: replacement of conventional dishwashers, clothes washers, faucets, and showerheads with energy efficient equipment • Commercial and institutional water-energy efficiency measures: replacement of conventional dishwashers, clothes washers, ice machines, steam cookers, combination ovens, pre-rinse spray valves, faucets, and showerheads with energy-efficient equipment 	Quantification Methodology (available upon request) for the Department of Water Resources Water-Energy Grant Program (September 28, 2016)	Benefits Calculator Tool (available upon request)
Recycling, Composting, and Waste Reduction: Organic Waste Diversion and Food Waste Prevention	<ul style="list-style-type: none"> • Construction, renovation, or expansion of facilities for composting newly diverted organic waste material • Construction, renovation, or expansion of facilities for anaerobic digestion • Co-digestion of newly diverted organics at wastewater treatment plants • Food waste prevention and rescue 	Quantification Methodology for the CalRecycle Organics Program (June 15, 2020)	Benefits Calculator Tool

Quantification Methodology for the SGC TCC Program

TCC Strategy	Quantifiable Projects	CARB Quantification Methodology	Quantification Calculator Tool
	<ul style="list-style-type: none"> • Community composting • Tree planting⁶ 		
Recycling, Composting, and Waste Reduction: Waste Diversion of Recycled Fiber, Plastic, and Glass	<ul style="list-style-type: none"> • Construction, renovation, or expansion of facilities for manufacturing value-added finished products using recycled fiber, plastic, and glass 	Quantification Methodology for the CalRecycle Recycled Fiber, Plastic, and Glass Grant Program (March 6, 2019)	Benefits Calculator Tool
Health and Well-being	No quantifiable elements	None	None
Indoor Air Quality	No quantifiable elements	None	None
Community Microgrids	Only Solar PV systems may be quantified; full microgrid quantification unavailable	Quantification Methodology for CSD Low-Income Weatherization Program (LIWP) (Draft - February 10, 2023)	Benefits Calculator Tool
Brownfield Redevelopment	No quantifiable elements	None	None

⁶ If there is no organic waste diversion or prevention component, tree planting projects should be quantified under the Urban Greening project category.

Step 2: Determine and Submit Data Inputs and Documentation to Estimate GHG Emission Reductions

Data inputs required from the applicant to quantify GHG emission reductions vary based on the quantifiable projects identified in Step 1. The tables in this section list and describe the applicant-supplied information necessary to quantify the GHG emission reductions for each project category. Additional inputs determined by the technical assistance providers are described in Appendix A.

The required inputs listed are from the latest version of existing CARB quantification methodologies available at: www.arb.ca.gov/ci-resources.

NOTE: Applicants are required to provide electronic documentation that is complete and sufficient to allow the calculations to be reviewed and replicated, as described in Section C of this Quantification Methodology.

Affordable Housing and Transportation

The required inputs listed in the Tables 2 through 5 below are from the CARB Quantification Methodology for the SGC AHSC Program. Full documentation of the approach for estimating the GHG emission reductions and air pollutant emission co-benefits can be found within the AHSC Quantification Methodology.

Table 2. Applicant-Supplied Inputs for Affordable Housing Within the AHSC Benefits Calculator Tool

Required Input Fields	Affordable Housing Developments
First Year Operational	✓
Dwelling Type	✓
Maximum stories	✓
Total Dwelling Units	✓
Restricted Dwelling Units	✓
Mixed-use Development	✓
Total Residential Space	✓
Total Mixed-use Space	✓
Traffic Calming Measures	✓
Residential Parking Spaces	✓
Unbundled Monthly Parking Cost	✓
Dwelling Units Receiving Transit Passes	✓
Annual Transit Pass Value	✓
Duration of Funding for Transit Passes	✓

- First Year Operational: First year proposed housing will be open to residents.
- Dwelling Type: Select from apartments, condos or townhouses, or age-restricted housing.
- Maximum Stories: Total number of stories of the proposed development.
- Total Dwelling Units: Total number of all affordable, market rate, and manager’s dwelling units to be constructed or rehabilitated.
- Restricted Dwelling Units: Number of affordable dwelling units, as defined in the AHSC Guidelines, to be constructed or rehabilitated.
- Mixed-use Development: Indication of whether the project combines affordable housing with publicly accessible space for commercial or social services use.
- Total Residential Space (ft²): Area for residential uses in mixed-use development, if applicable.

- Total Mixed-use Space (ft²): Publicly accessible area for commercial or social service uses in mixed-use development, if applicable.
- Traffic Calming Measures: Indication of presence or absence of traffic calming measures within ½ mile of the affordable housing development (e.g., curb extensions, roundabouts, marked crosswalks, planter strips with street trees).
- Residential Parking Spaces: Number of on-site parking spaces for residences.
- Unbundled Monthly Parking Cost (\$): Monthly cost of on-site parking for residents, if separate from rent.
- Dwelling Units Receiving Transit Passes: Number of dwelling units receiving transit passes.
- Annual Transit Pass Value (\$): Annual value of transit pass to each resident.
- Duration of Funding for Transit Passes: Number of years transit passes are funded.

Table 3. Applicant-Supplied Inputs for Active Transportation Infrastructure Within the AHSC Benefits Calculator Tool

Required Input Fields	Pedestrian or Bike Infrastructure	Bike Share
New Facility or Program Type	✓	✓
Name or Location	✓	✓
First Year Operational	✓	✓
Final Year Operational		✓
One Way Length of Facility	✓	
University Town with Population < 250,000	✓	
Number of Key Destinations Within ½ and ¼ Mile	✓	
Electric Bike Share		✓
Average Cost of Bike Share Trip (\$)		✓
Bike Share Trips in Year 1		✓
Bike Share Trips in Final Year		✓

- New Facility or Program Type: The type of active transportation infrastructure proposed (Select from: bicycle boulevard, Class I bike path, Class II bike lane, Class IV separated bikeway, Class II to Class IV conversion, or walkway).⁷
- Name or Location: Unique identifier for each proposed active transportation infrastructure.
- First Year Operational: First year facility or program will be open to users.
- Final Year Operational: Last year bike share program will be open to users.
- One Way Length of Facility: The length of the bicycle facility or walkway in one direction excluding the length of crosswalks (crosswalks are accounted for as traffic calming measures).
- University Town with Population < 250,000: Yes/no choice to indicate if the location of the project is within a university town with fewer than 250,000 residents according to the most recent Census.
- Number of Key Destinations Within ½ and ¼ Mile: Count of eligible key destinations, which include: Bank or post office, child care center, grocery store, medical center, office park, pharmacy, place of worship, public library, public park; and school, university, or college.
- Electric Bike Share: Whether bicycles under bike share program will be full or partially electricity-powered.
- Average Cost of Bike Share Trip (\$): Price of average one-way trip using bike share.
- Bike Share Trips in Year 1: Expected number of bike trips using bike share in first year.
- Bike Share Trips in Final Year: Expected number of bike trips using bike share in final year.

Table 4. Applicant-Supplied Inputs for Transit Within the AHSC Benefits Calculator Tool

Required Input Fields	Bus/Shuttle/ Vanpool	Rail/Trolley/ Street Car/ Cable Car	Ferry	Capital Improvement
New Transit Service or Infrastructure Type	✓	✓	✓	✓
Name or Location	✓	✓	✓	✓
First Year of Operation	✓	✓	✓	✓
Annual Days of Operation	✓	✓	✓	✓

⁷ Bicycle infrastructure classes are defined by Assembly Bill 1193 and reprinted on page 12 of the AHSC [Benefits Calculator Tool User Guide](#) (December 15, 2022)

Required Input Fields	Bus/Shuttle/ Vanpool	Rail/Trolley/ Street Car/ Cable Car	Ferry	Capital Improvement
Year 1 Annual Ridership Increase	✓	✓	✓	✓
Year F Annual Ridership Increase	✓	✓	✓	✓
Fuel Type of Transit Vehicle	✓	✓	✓	
Hybrid Vehicle	✓	✓	✓	
Engine Model Year of Transit Vehicle	✓		✓	
Average One-way Fare	✓	✓	✓	✓
Avoid Toll Bridge or Road	✓	✓	✓	✓
Paid Parking at Transit Facility	✓	✓	✓	✓

- New Transit Service or Infrastructure Type: The transit or connectivity method proposed by the applicant (e.g., capital improvement, ferry, local bus).
- Name or Location: Unique identifier for each proposed active transportation infrastructure.
- First Year of Operation: First year service or infrastructure will be open to users.
- Annual Days of Operation: Days of transit service operation per year or, for capital improvement projects, number of days of transit service operation per year for transit service which uses capital improvement.
- Year 1 Annual Ridership Increase: Increase in annual ridership (trips/year) as a result of new or expanded transit service or capital improvements, excluding baseline ridership, as determined by transit agency partner.
- Year F Annual Ridership Increase: Increase in annual ridership (trips/year) as a result of new or expanded transit service or capital improvements, excluding baseline ridership, as determined by transit agency partner.
- Fuel Type of Transit Vehicle: Fuel type (e.g., electric, renewable diesel) of transit vehicle to operate service.
- Hybrid Vehicle: Indication of whether transit vehicle to operate service is a hybrid.
- Engine Model Year of Transit Vehicle: Engine model year of the vehicle to operate service.
- Annual Fuel Consumption of Transit Vehicle: The expected fuel consumption of the transit vehicle, or, the annual VMT of transit vehicle to operate service.

- Average One-way Fare: The average cost of a one-way fare without fare reduction.
- Avoid Toll Bridge or Road: Whether transit riders avoid a toll bridge or toll road with the new facility or service.
- Paid Parking at Transit Facility: Whether transit riders pay for parking at the facility where service originates.

Table 5. Applicant-Supplied Inputs for Solar PV Within the AHSC Benefits Calculator Tool

Please note that the calculator inputs for solar PV projects must be determined using the PVWatts web-based tool (<https://pvwatts.nrel.gov/>). Applicants who choose to quantify solar PV projects with the AHSC calculator must use PVWatts. Table 5 lists inputs required by PVWatts. Please refer to the AHSC User Guide for additional guidance.

Required Input Fields	Solar PV
Zip Code	✓
DC System Size (kW)	✓
Module Type	✓
Array Type	✓
Primary Use of Electricity Generated	✓

- Zip Code: Entered into the PVWatts calculator tool. The zip code in which project will be located.
- DC System Size (kW): Entered into the PVWatts calculator tool. Number of panels multiplied by the panel power output, less any solar PV system required by code.
- Module Type: Entered into the PVWatts calculator tool. Select from standard, premium, or thin film.
- Array Type: Entered into the PVWatts calculator tool. Select from fixed open rack, fixed roof mount, 1-axis tracking, 1-axis backtracking, or 2-axis tracking.
- Primary Use of Electricity Generated: Entered into the PVWatts calculator tool. Select sector (commercial, residential, or transportation) that will consume the majority of the electricity generated.

In addition to the inputs above, applicants must also provide the TCC Funds Requested and Additional GGRF Funds Requested for all quantifiable Affordable Housing and Transportation projects. The following inputs should be added to the “Project Info” tab of the AHSC Calculator Tool:

- TCC Funds Requested for AHSC Project Elements (\$)⁸: Total amount of TCC funds requested from this solicitation to implement the affordable housing and transportation project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the project element in this field. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.
- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

⁸ This input, found on the “Project Info” tab of the AHSC Calculator Tool, is named, “AHSC GGRF Funds Requested (\$)”.

Transit

The required inputs listed in Table 6 below are from the CARB Quantification Methodology for Caltrans LCTOP. Full documentation of the approach for estimating the GHG emission reductions and air pollutant emission co-benefits can be found within the LCTOP Quantification Methodology.

Table 6. Applicant-Supplied Inputs for Transit Projects Within the LCTOP Benefits Calculator Tool

Required Input Fields	New/ Expanded Service	Increased Ridership	Fuel/Energy Reductions	Technology Conversion
Project Type	✓	✓	✓	✓
Service Type	✓	✓	✓	✓
Vehicle Type	✓	✓/ Optional	✓	✓
Year 1	✓	✓	✓	✓
Yr1 Ridership	✓	✓	✓	
YrF Ridership	✓	✓	✓	
Engine Tier or horsepower ⁹	✓/ Optional	✓/ Optional	✓/ Optional	✓/ Optional
Hybrid Vehicle	✓		✓	✓
Fuel/Energy Type	✓	✓/ Optional	✓	✓
Model Year	✓/ Optional	✓/ Optional	✓/ Optional	✓/ Optional
TCC Funds Requested for LCTOP Project Elements (\$) ¹⁰	✓	✓	✓	✓
Other GGRF Leveraged Funds (\$)	✓	✓	✓	✓
Non-GGRF Leveraged Funds (\$)	✓	✓	✓	✓

⁹ Engine Tier is required for Heavy Rail. For Ferry or DMU / EMU, engine horsepower information is required, instead of engine tier.

¹⁰ This input, found on the “Project Info” tab of the LCTOP Calculator Tool, is named, “FY 2020-21 LCTOP GGRF Funds Requested (\$)”.

- Project Type: The transit project element proposed by the applicant (i.e., new/expanded service, cleaner vehicles/technology/fuels, fuel reductions, or system and efficiency improvements).
- Service Type: The transit service or connectivity method (e.g., Intercity/Express Bus, Light Rail, Vanpool) directly associated with the proposed project. For projects that support multiple services, use "Multi-modal."
- Vehicle Type: The vehicle type (e.g., transit bus, streetcar, ferry) that will operate the new service or be supported by the capital expenditure. If the project proposes to replace an existing vehicle, provide both existing and new vehicle types.
- Year 1: The first year of service or the first year the facility or rolling stock will be in use.
- Year F: Final year of the project element (e.g., the final year of operation for the new/expanded service funded, the final year of service the capital expenditure will support, the final year of increased ridership as a result of capital expenditure). Determined using default useful life guidance in the LCTOP quantification methodology.
- Project Year 1 Ridership: Increase in annual unlinked passenger trips directly associated with the proposed project in the first year.
- Project Year F Ridership: Increase in annual unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, the same ridership value should be input for Year 1 and Year F.
- Engine Tier: The engine tier for new heavy rail service or technology. For ferry or DMU / EMU, engine horsepower will be required, instead of engine tier.
- Hybrid Vehicle: Indication of whether the vehicle is a hybrid.
- Fuel/Energy Type: Fuel or energy type (e.g., electric, renewable diesel) of the vehicle for the new/expanded service or the new vehicle(s) to be procured. If the project proposes to replace an existing vehicle, provide both existing and new vehicle types.
- Model Year: Engine model year of the vehicle to be acquired, operate the new service or be supported by the capital expenditure. If the project proposes to replace an existing vehicle, provide both existing and new vehicle types.
- TCC Funds Requested for LCTOP Project Elements (Calculator Field: FY 2020-21 LCTOP GGRF Funds Requested (\$)): Total amount of TCC funds requested from this solicitation to implement the transit project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from non-LCTOP GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement this project element in this field. Include GGRF funds previously awarded to the project by SGC or another California Climate

Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.

- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Car Sharing and Mobility Enhancement

The required inputs listed in Table 7 below are from the CARB Quantification Methodology for the CARB CMO Voucher Pilot Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the CMO Quantification Methodology.

Table 7. Applicant-Supplied Inputs for Car Sharing and Mobility Enhancement Projects Within the CARB CMO Voucher Pilot Program Benefits Calculator Tool

Required Input Fields	Applies to Service Types: Carshare, Bikeshare, Carpool, Vanpool, or Ride On-Demand			Applies to Service Types: Carshare, Carpool, Vanpool
	New or Expanded Service	Increased Ridership	Vehicle Replacement	Subsidies
Voucher Type	✓	✓	✓	✓
Service Type	✓	✓	✓	✓
Year 1	✓	✓	✓	✓
New Vehicle Type	✓	✓	✓	✓
New Vehicle Model Year ¹¹	✓/ Optional	✓/ Optional	✓	✓/ Optional
New Vehicle Fuel Type ¹²	✓/ Optional	✓/ Optional	✓	✓/ Optional
Baseline Vehicle Model Year	✓	✓	✓	✓
Baseline Vehicle Fuel Type	✓	✓	✓	✓
Primary Use of Service	✓	✓		✓
Are Input Values for One-Way Trips or Roundtrip?	✓	✓		✓
Number of Vehicles in Year 1	✓	✓	✓	✓
Number of Vehicles in Final Year	✓	✓	✓	✓
Average Length of Vehicle Trip (Miles)	✓	✓		✓

¹¹ Not required for Bikeshare projects.

	Applies to Service Types: Carshare, Bikeshare, Carpool, Vanpool, or Ride On-Demand			Applies to Service Types: Carshare, Carpool, Vanpool
Required Input Fields	New or Expanded Service	Increased Ridership	Vehicle Replacement	Subsidies
Percent Renewable Electricity Installed for Vehicle Charging	Optional	Optional	Optional	Optional
Percent Renewable Electricity Purchased for Vehicle Charging	Optional	Optional	Optional	Optional
Annual Average Number of Fares Associated with Project	✓	✓		
Average Fare Associated with Project (\$)	✓	✓		
Annual Average Number of Subsidies Associated with Project				✓
Average Value of Each Subsidy Associated with Project (\$)				✓
TCC Funds Requested for CMO Project Elements (\$) ¹²	✓	✓	✓	✓
Other GGRF Leveraged Funds (\$)	✓	✓	✓	✓
Non-GGRF Leveraged Funds (\$)	✓	✓	✓	✓

- Voucher Type: TCC applicants must select “Mobility Project Voucher”.
- Service Type: TCC applicants must choose from “Carshare”, “Bikeshare”, “Carpool”, “Vanpool”, or “Ride On-Demand”.

¹² This input, found on the “Project Info” tab of the CMO Calculator Tool, is named, “CMO Voucher Pilot GGRF Funds Awarded (\$)”.

- Year 1: First year of operation or starting calendar year for the project element.
- New Vehicle Type: Select from Passenger Auto (sedan), Passenger Auto (SUV), Light-Duty Van, Standard Bicycle, or Electric Bicycle (Note: bicycle replacement is not an eligible project type)
- New Vehicle Model Year: Model year of the engine powering the new vehicle being purchased.
- New Vehicle Fuel Type: Fuel type of the new vehicle being purchased.
- Baseline Vehicle Model Year: Model year of the engine powering the applicable baseline vehicle. "Baseline vehicle" is the vehicle that will be replaced by a new, clean vehicle purchase. This could be a vehicle that is currently owned/in operation or a vehicle that would have been purchased if not for this project element (e.g., 2020 conventional vehicle).
- Baseline Vehicle Fuel Type: Fuel type of the baseline vehicle.
- Primary Use of Service: Primary use of transportation service by passengers. Options include: Local Passenger Trip or Long-distance Passenger Trip.
- Are Input Values for One-Way Trips or Roundtrip?: Options include: One-way Trip or Roundtrip. Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values.
- Number of Vehicles in Year 1: Number of vehicles of the same make and model included in this project element.
- Number of Vehicles in Final Year: Number of vehicles of the same make and model included in this project element that are expected to be in operation in the final year of the project element's quantification period. May be the same as Number of Vehicles in Year 1.
- Average Length of Vehicle Trip (Miles): Length (distance) of average vehicle/rider trip.
- Percent Renewable Electricity Installed for Vehicle Charging: Renewable electricity generated on-site from solar panels or other sources as a percent of total electricity consumption. Optional for projects with electric or plug-in hybrid vehicles.
- Percent Renewable Electricity Purchased for Vehicle Charging: Additional renewable electricity purchased from the electricity provider as a percent of total electricity consumption. Optional for projects with electric or plug-in hybrid vehicles. This is in addition to the renewable electricity generated on standard grid.
- Annual Average Number of Fares Associated with Project: Average number of fares associated with the project annually (quantity per year). Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values. Inputs for number of fares and fare value must be consistent in their definition of fare (e.g. fare per passenger trip, fare per vehicle trip, daily or monthly fare).

- Average Fare Associated with Project: Average value of each individual fare associated with the project (\$ per fare). Inputs for each project must be consistent in their assumptions of one-way or roundtrip values. Inputs for number of fares and fare value must be consistent in their definition of fare (e.g. fare per passenger trip, fare per vehicle trip, daily or monthly fare).
- Annual Average Number of Subsidies Associated with Project: Average number of subsidies provided by the project annually (quantity per year). Inputs for number of subsidies and the value of each subsidy must be consistent in their definition of subsidy (e.g. subsidy per passenger trip, subsidy per vehicle trip, daily or monthly subsidy).
- Average Value of Each Subsidy Associated with Project: Average value associated with each individual subsidy provided by the project (\$ per subsidy). Inputs for number of subsidies and the value of each subsidy must be consistent in their definition of subsidy (e.g. subsidy per passenger trip, subsidy per vehicle trip, daily or monthly subsidy).
- TCC Funds Requested for CMO Project Elements (Calculator Field: CMO Voucher Pilot GGRF Funds Awarded (\$)): Total amount of TCC funds requested from this solicitation to implement the car sharing and mobility enhancement project.
- Other GGRF Leveraged Funds (\$): Total amount of additional GGRF funds requested to implement the car sharing and mobility enhancement project. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.
- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Table 8: Applicant-Supplied Inputs for Bike Infrastructure Projects Within the CARB CMO Voucher Pilot Program Benefits Calculator Tool

Required Input Fields	Bike Infrastructure for Bike Share Service ¹³
Voucher Type	✓
Service Type	✓
Region	✓

¹³ Bike infrastructure not associated with a new or expanded bike share service should be quantified as an Urban Greening project using the Urban Greening Calculator Benefits Tool.

Required Input Fields	Bike Infrastructure for Bike Share Service ¹³
Air Basin/County	✓
Year 1	✓
Existing Bikeway Class	✓
New Bikeway Class	✓
One-Way Facility Length (mi)	✓
Average Daily Traffic (vehicle trips per day)	✓
University Town with Population < 250,000	✓
Number of Key Destinations Within ¼ Mile	✓
Number of Key Destinations Within ½ Mile	✓

- Voucher Type: TCC applicants must select “Mobility Project Voucher”.
- Region: Choose from “Air Basin” or “County”.
- Air Basin/County: Air Basin or county in which the project is located.
- Year 1: First year of operation or starting calendar year for the project element.
- Existing Bikeway Class: Options include: Class II bike lane or None. If a Class III bikeway exists, select “None”.
- One-Way Facility Length (mi): One-way length of the new bike facility.
- Average Daily Traffic (vehicle trips per day): Average two-way daily traffic volume on a road parallel to new facility.
- University Town with Population < 250,000: Yes/no choice to indicate if the location of the project is within a university town with fewer than 250,000 residents according to the most recent Census.
- Number of Key Destinations within ¼ Mile: Number of key destinations that exist within ¼ mile of any part of the new bike facility. Examples of key destinations include: bank or post office, child care center, grocery store, medical center, office park, pharmacy.
- Number of Key Destinations Within ½ Mile: Number of key destinations that exist within ½ mile of any part of the new bike facility. Examples of key destinations include: bank or post office, child care center, grocery store, medical center, office park, pharmacy.

Urban Greening

The required inputs listed in Tables 9 through 10 below are from the CARB Quantification Methodology for the CNRA Urban Greening Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Urban Greening Quantification Methodology.

Table 9. Applicant-Supplied Inputs for Active Transportation Infrastructure Within the Urban Greening Benefits Calculator Tool

Input Fields	Bike Infrastructure	Pedestrian Infrastructure
Pedestrian or Bicycle Facility Type	✓	✓
Year 1	✓	✓
TCC Funds Requested for Urban Greening Project Elements (\$) ¹⁴	✓	✓
Other GGRF Leveraged Funds (\$)	✓	✓
Non-GGRF Leveraged Funds (\$)	✓	✓

- Pedestrian or Bicycle Facility Type: The type of active transportation infrastructure proposed (i.e., Class I Bike Path, Class II Bike Lane, Class IV Separated Bikeway, or Pedestrian Facility).
- Year 1: First year facility will be open to users.
- TCC Funds Requested for Urban Greening Project Elements (Calculator Field: Total Urban Greening GGRF Funds Requested (\$)): Total amount of TCC funds requested from this solicitation to implement the active transportation project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the tree planting project for this field. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.

¹⁴ This input, found on the “Project Info” tab of the Urban Greening Calculator Tool, is named, “Total Urban Greening GGRF Funds Requested (\$)”.

- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Table 10. Applicant-Supplied Inputs for Tree Planting Within the Urban Greening Benefits Calculator Tool

Please note that the calculator inputs for tree planting projects must be determined using the United States Forest Service (USFC) i-Tree Planting web-based tool. Applicants who choose to quantify tree planting projects with the Urban Greening Program calculator must use i-Tree Planting (<https://planting.itreetools.org/>). Please refer to the Urban Greening Program User Guide for additional guidance.

Required Input Fields	Trees Shading Buildings	Trees Not Shading Buildings
Tree Species	✓	✓
Distance to Nearest Building	✓	✓
Number of Trees	✓	✓
Years of Establishment and Replacement Care ¹⁵		
Irrigation Information (if additional water used)	✓	✓
TCC Funds Requested for Urban Greening Project Elements (\$) ¹⁶	✓	✓
Other GGRF Leveraged Funds (\$)	✓	✓
Non-GGRF Leveraged Funds (\$)	✓	✓

- Tree Species: Entered into the i-Tree Planting tool. Species of tree(s) to be planted. Applicants can consult resources such as the free online tree selection software “SelecTree” available from the Urban Forest Ecosystems Institute at Cal Poly San Luis Obispo (<https://selectree.calpoly.edu/>) and CAL FIRE Regional Urban Foresters (<https://www.fire.ca.gov/programs/resource-management/resource-protection-improvement/urban-community-forestry/>) for guidance.
- Distance to Nearest Building: Entered into the i-Tree Planting tool. Distance to the nearest building in feet. Provide distance as one of the following ranges: 0-19 feet, 20-39 feet, 40-59 feet, or greater than 60 feet. Because it is unlikely that specific tree site locations will be identified at the time of application

¹⁵ Please note that the CNRA Urban Greening Benefits Calculator Tool assumes a minimum of 10 years of establishment and replacement care is provided.

¹⁶ This input, found on the “Project Info” tab of the Urban Greening Calculator Tool, is named, “Total Urban Greening GGRF Funds Requested (\$)”.

submission, applicants can extrapolate information from previous planting efforts and neighborhood characteristics.

- Number of Trees: Entered into the i-Tree Planting tool. The number of trees with the same configuration (i.e., this combination of species, size, distance and direction to nearest building).
- Years of Establishment and Replacement Care: Entered into the i-Tree Planting tool. Quantity of years of establishment and replacement care provided by project. Establishment and replacement care reduces the risk of mortality of trees planted by the project.
- Irrigation Information (if additional water used): Entered into the i-Tree Planting tool. If the project involves additional irrigation, identify whether the irrigation is overhead, drip, water truck, or special landscape (i.e., recreation areas, areas permanently and solely dedicated to edible plants such as orchards and vegetable gardens, and areas irrigated with recycled water) and the landscape area (ft²) for each.
- TCC Funds Requested for Urban Greening Project Elements (Calculator Field: Total Urban Greening GGRF Funds Requested (\$)): Total amount of TCC funds requested from this solicitation to implement the tree planting project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the tree planting project for this field. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci..
- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Residential Energy Efficiency and Solar PV

The required inputs listed in Table 11 below are from the CARB Quantification Methodology for the CSD LIWP. Full documentation of the approach for estimating the GHG emission reductions can be found within the LIWP Quantification Methodology.

Table 11. Applicant-Supplied Inputs for Residential Energy Efficiency and Rooftop Solar PV Projects Within the LIWP Benefits Calculator Tool¹⁷

Required Input Fields	Energy Efficiency	Rooftop Solar PV
Number of Single-family Dwellings	✓	
Number of Multi-family Dwellings	✓	
Zip Code		✓
DC System Size		✓
Module Type		✓
Array Type		✓
Primary Use of Electricity Generated		✓
TCC Funds Requested for LIWP Project Elements (\$) ¹⁸	✓	✓
Other GGRF Leveraged Funds Requested or Awarded (\$)	✓	✓
Non-GGRF Leveraged Funds Requested or Awarded (\$):	✓	✓

- Number of Single-family Dwellings: Quantity of single-family residential dwellings anticipated to receive energy efficiency measures.
- Number of Multi-family Dwellings: Quantity of multi-family residential dwellings anticipated to receive energy efficiency measures.
- Zip Code: The zip code in which project will be located.
- DC System Size (kW): Determined as the quantity of panels multiplied by the panel power output less any solar PV system required by code.

¹⁷ Applicants must use the PVWatts web-based tool to estimate solar PV electricity production using the default assumptions found within the LIWP Quantification Methodology. For non-rooftop solar installations, supporting documentation must be provided to support additional changes from the default assumptions.

¹⁸ This input, found on the “Project Info” tab of the LIWP Calculator Tool, is named, “Total LIWP GGRF Funds Requested or Awarded (\$)”.

- Module Type: Select from standard, premium, or thin film.
- Array Type: Select from fixed open rack, fixed roof mount, 1-axis tracking, 1-axis backtracking, or 2-axis tracking.
- Primary Use of Electricity Generated: Select sector (commercial, residential, transportation) that will consume the majority of the electricity generated.
- TCC Funds Requested for LIWP Project Elements (Calculator Field: Total LIWP GGRF Funds Requested or Awarded (\$)): Total amount of TCC funds requested from this solicitation to implement the residential energy efficiency project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of additional GGRF funds requested to implement the residential energy efficiency project. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.
- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Water-Energy Efficiency

The required inputs listed in Table 12 below are from the CARB Quantification Methodology for the DWR Water-Energy Grant Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Water-Energy Grant Program Quantification Methodology.

Table 12. Applicant-Supplied Inputs for Water-Energy Efficiency Projects Within the Water-Energy Grant Program Benefits Calculator Tool

Measure	Required Input Fields
Commercial Dishwasher	Number of units, by temperature and type
Commercial Clothes Washer	Number of units
Commercial Ice Machine	Number of units, by type and category
Commercial Steam Cooker	Number of units, by energy source type
Commercial Combination Oven	Number of units, by energy source type
Commercial Pre-rinse Spray Valve	Number of units
Commercial Bathroom Faucet	Number of units and number of employees/guests per day per device
Commercial Showerhead	Number of units and number of employees/guests per day
Residential Dishwasher	Number of units
Residential Clothes Washer	Number of single-family units and number of multi-family units
Residential Faucet	Number of units, by type
Residential Showerhead	Number of units

- Commercial Dishwasher: The number of commercial dishwashers anticipated to be installed, by temperature (low or high) and type (under counter, stationary single tank door, single tank conveyor, multi tank conveyor, and pot, pan, and utensil).
- Commercial Clothes Washer: The number of commercial clothes washers anticipated to be installed.
- Commercial Ice Machine: The number of commercial ice machines anticipated to be installed, by type (batch or continuous) and category (ice making head, remote condensing unit, and self-contained unit).
- Commercial Steam Cooker: The number of commercial steam cookers anticipated to be installed, by energy source (electric or natural gas).

- Commercial Combination Oven: The number of commercial combination ovens anticipated to be installed, by energy source (electric or natural gas).
- Commercial Pre-rinse Spray Valve: The number of commercial pre-rinse spray valves anticipated to be installed.
- Commercial Bathroom Faucet: The number of commercial bathroom faucets anticipated to be installed. The number of employees/guests per day per device refers to the average number of employees or guests anticipated to use faucets in one day (this is not necessarily the total number of employees/guests). Most facilities should assume 50% of guests will use bathroom faucets but default may not be appropriate for all facilities, such as for a hotel.
- Commercial Showerhead: The number of commercial showerheads anticipated to be installed, by energy source (electric or natural gas). The number of employees/guests per day per device refers to the average number of employees or guests anticipated to use faucets in one day (this is not necessarily the total number of employees/guests).
- Residential Dishwasher: The number of residential dishwashers anticipated to be installed.
- Residential Clothes Washer: The number of single family and multi-family residential clothes washers anticipated to be installed.
- Residential Faucet: The number of residential faucets anticipated to be installed, by type (bathroom or kitchen).
- Residential Showerhead: The number of residential showerheads anticipated to be installed.
- Total Water-Energy Grant Funds Requested (\$): Total amount of TCC funds requested from this solicitation to implement the water-energy efficiency project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the water-energy efficiency project. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.
- Total Cost Share Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Organic Waste Diversion and Food Waste Prevention

The required inputs listed in Table 13 below are from the CARB Quantification Methodology for the CalRecycle Organics Grant Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Organics Grant Program Quantification Methodology.

Table 13. Applicant-Supplied Inputs for Organic Waste Diversion Infrastructure Projects Within the Organics Grant Program Benefits Calculator Tool

Required Input Fields	Composting	Anaerobic Digestion or Co-digestion	Food Waste Prevention or Food Rescue	Community Composting
Feedstock Diverted	✓	✓		
Residual Material	✓	✓		
Digestate Handling		✓		
Final Use of Generated Fuel		✓		
Electricity Generation Device		✓		
Type of Vehicle Fuel		✓		
Low NO _x Vehicle		✓		
Co-digestion Facility Size		✓		
Equipment Type			✓	
Number of Identical Units			✓	
Volume of System			✓	
New Vehicle Type			✓	
Number of Identical Vehicles			✓	
Edible Food Rescued			✓	
Source Reduction of Food Waste			✓	
TCC Funds Requested for Organics Grant Program Project Elements (\$) ¹⁹	✓	✓	✓	✓

¹⁹ This input, found on the “Project Info” tab of the Organics Grant Program Calculator Tool, is named, “Total Organics GGRF Funds Requested (\$)”.

Required Input Fields	Composting	Anaerobic Digestion or Co-digestion	Food Waste Prevention or Food Rescue	Community Composting
Other GGRF Leveraged Funds (\$)	✓	✓	✓	✓
Non-GGRF Leveraged Funds (\$)	✓	✓	✓	✓

- Feedstock Diverted (short tons): Annual net tonnage of organic material newly diverted from a landfill each year. For composting projects, determine separate quantities of material that will be diverted for windrow and aerated static pile composting. For digestion projects, determine separate quantities of material that will be diverted for anaerobic digestion and co-digestion.
- Residual Material (short tons): Annual tonnage of residual material that will be landfilled or used as alternative daily cover.
- Digestate Handling: Proposed use of digestate from digester. Select from: compost, landfill/use for alternative daily cover, or land application.
- Final Use of Generated Fuel: Proposed use of fuel generated from digestion. Select from: vehicle fuel, electricity generation, or injection in utility pipeline.
- Electricity Generation Device: If generating electricity, device that will be used. Select from: lean-burn internal combustion engine, rich-burn internal combustion engine, microturbine or large gas turbine, or fuel cell.
- Type of Vehicle Fuel: If producing vehicle fuel, type of fuel that will be produced. Select from: RNG, hydrogen, or DME.
- Low NO_x Vehicle: If producing RNG or DME, indicate whether or not the fuel will be used in a low NO_x engine.
- Co-digestion Facility Size: Size of the co-digesting facility based on the throughput of treated waste. Select from: less than 21 million gallons per day or more than or equal to 21 million gallons per day.
- Equipment Type: If refrigeration equipment will be acquired for the project, identify the type of equipment. Select from: residential refrigerator/freezer combination, residential freezer only, residential refrigerator only, commercial refrigerator with solid doors, commercial refrigerator with transparent doors, commercial freezer with solid doors, commercial refrigerator/freezer with solid doors, small walk in refrigerator, large walk in refrigerator, small walk in freezer, or large walk in freezer.
- Number of Identical Units: If refrigeration equipment will be acquired for the project, the quantity of identical refrigeration units that match the type and system volume.
- Volume of System (ft³): If refrigeration equipment will be acquired for the project, volume of refrigeration unit.

- New Vehicle Type: If vehicles will be acquired for the project, identify the vehicle type. Select from: van, refrigerated van, hybrid van, refrigerated hybrid van, plug-in hybrid van, refrigerated hybrid plug-in van, battery electric van, refrigerated battery electric van, fuel cell electric van, refrigerated fuel cell electric van, box truck, hybrid box truck, refrigerated hybrid box truck, battery electric box truck, refrigerated battery electric box truck, heavy duty truck, refrigerated heavy duty truck, battery electric heavy duty truck, or refrigerated battery electric heavy duty truck.
- Number of Identical Vehicles: If vehicles will be acquired for the project, the quantity of vehicles type.
- Edible Food Rescued (short tons): For food rescue projects, annual net tonnage of edible food that will be rescued and used to feed people.
- Source Reduction of Food Waste (short tons): For food waste reduction projects, annual tonnage of food waste that will be prevented from being landfilled as a result of source reduction.
- TCC Funds Requested for Organics Project Elements (Calculator Field: Total Organics GGRF Funds Requested (\$)): Total amount of TCC funds requested from this solicitation to implement the waste diversion project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the tree planting project for this field. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.
- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Table 14. Applicant-Supplied Inputs for Tree Planting Within the Organics Grant Program Benefits Calculator Tool

Please note that the calculator inputs for tree planting projects must be determined using the United States Forest Service (USFC) i-Tree Planting web-based tool (See Table 1 in the Organics Grant Program User Guide). Applicants who choose to quantify tree planting projects with the Organics Grant Program calculator must use i-Tree Planting. Please refer to the CalRecycle Organics Grant Program User Guide for additional guidance.

Required Input Fields	Trees Shading Buildings	Trees Not Shading Buildings
Tree Species	✓	✓
Distance to Nearest Building	✓	✓
Number of Trees	✓	✓
Years of Establishment and Replacement Care ²⁰		
Irrigation Information (if additional water used)	✓	✓
TCC Funds Requested for Organics Grant Program Project Elements (\$) ²¹	✓	✓
Other GGRF Leveraged Funds (\$)	✓	✓
Non-GGRF Leveraged Funds (\$)	✓	✓

- Tree Species: Entered into the i-Tree Planting tool. Species of tree(s) to be planted. Applicants can consult resources such as the free online tree selection software “SelecTree” available from the Urban Forest Ecosystems Institute at Cal Poly San Luis Obispo (<https://selectree.calpoly.edu/>) and CAL FIRE Regional Urban Foresters (<https://www.fire.ca.gov/programs/resource-management/resource-protection-improvement/urban-community-forestry/>) for guidance.
- Distance to Nearest Building: Entered into the i-Tree Planting tool. Distance to the nearest building in feet. Provide distance as one of the following ranges: 0-19 feet, 20-39 feet, 40-59 feet, or greater than 60 feet. Because it is unlikely that specific tree site locations will be identified at the time of application submission, applicants can extrapolate information from previous planting efforts and neighborhood characteristics.

²⁰ Please note that the Organics Grant Program Benefits Calculator Tool assumes a minimum of 10 years of establishment and replacement care is provided.

²¹ This input, found on the “Project Info” tab of the Organics Grant Program Calculator Tool, is named, “Total Organics GGRF Funds Requested (\$)”.

- Number of Trees: Entered into the i-Tree Planting tool. The number of trees with the same configuration (i.e., this combination of species, size, distance and direction to nearest building).
- Years of Establishment and Replacement Care: Entered into the i-Tree Planting tool. Quantity of years of establishment and replacement care provided by project. Establishment and replacement care reduces the risk of mortality of trees planted by the project.
- Irrigation Information (if additional water used): Entered into the i-Tree Planting tool. If the project involves additional irrigation, identify whether the irrigation is overhead, drip, water truck, or special landscape (i.e., recreation areas, areas permanently and solely dedicated to edible plants such as orchards and vegetable gardens, and areas irrigated with recycled water) and the landscape area (ft²) for each.
- TCC Funds Requested for Organics Project Elements (Calculator Field: Total Urban Greening GGRF Funds Requested (\$)): Total amount of TCC funds requested from this solicitation to implement the tree planting project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the tree planting project for this field. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci..
- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Waste Diversion of Recycled Fiber, Plastic, and Glass

The required inputs listed in Table 15 below are from the CARB Quantification Methodology for the CalRecycle Recycled Fiber, Plastic, and Glass Grant Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Recycled Fiber, Plastic, and Glass Grant Program Quantification Methodology.

Table 15. Applicant-Supplied Inputs for Waste Diversion Projects Within the Recycled Fiber, Plastic, and Glass Benefits Calculator Tool

Required Input Fields	Recycled Fiber, Plastic, and Glass
Net Tons Feedstock Diverted and Used in Manufacturing	✓
TCC Funds Requested for Recycled Fiber, Plastic, and Glass Grant Program Project Elements (\$) ²²	✓
Additional GGRF Funds Requested	✓

- Net Tons Feedstock Diverted and Used in Manufacturing: Annual net tonnage of organic material newly diverted from a landfill each year. Determine quantities of waste diverted for each feedstock category (e.g., glass, cardboard, textiles).
- TCC Funds Requested for Recycled Fiber, Plastic, and Glass Grant Program Project Elements (Calculator Field: Total FPG GGRF Funds Requested (\$)): Total amount of TCC funds requested from this solicitation to implement the waste diversion project. Please note: Round 4 SGC TCC grants are not funded by the GGRF, but utilize CARB calculator tools developed for use with GGRF funding. Please provide the amount of SGC TCC Round 4 (General Fund) dollars for this project element for this field.
- Other GGRF Leveraged Funds (\$): Project dollars leveraged from GGRF programs (California Climate Investments) for this project element. For Round 4 SGC TCC grants, please enter the total amount of GGRF funds requested to implement the tree planting project for this field. Include GGRF funds previously awarded to the project by SGC or another California Climate Investments program, GGRF funds currently being requested from another California Climate Investments program, and GGRF funds the project plans to request in the future. Identify California Climate Investments program(s) from which the project has been awarded GGRF funds (include award date), is currently requesting GGRF funds, or plans to request GGRF funds. For a list of GGRF funded programs, go to: www.caclimateinvestments.ca.gov/about-cci.

²² This input, found on the “Project Info” tab of the Recycled Fiber, Plastic, and Glass Grant Program Calculator Tool, is named, “Total FPG GGRF Funds Requested (\$)”.

- Non-GGRF Leveraged Funds (\$): Total project dollars leveraged from non-GGRF programs (non-California Climate Investments) for this project element.

Step 3: Work with SGC-Contracted Technical Assistance Provider to Estimate GHG Emission Reductions

Applicants are required to work with an SGC-contracted technical assistance provider to estimate GHG emission reductions from quantifiable projects. Upon receiving the necessary data inputs and documentation from the applicant, the technical assistance provider will use this TCC Quantification Methodology and the other quantification methodologies applicable to the project categories as listed in Table 1. Details of calculation methods for each quantifiable project category are provided within the individual CARB quantification methodologies.

After using the appropriate California Climate Investments quantification methodologies, technical assistance providers must use the TCC Benefits Calculator Tool to complete this step. The TCC Benefits Calculator Tool can be downloaded from: www.arb.ca.gov/cci-resources.

NOTE: Applicants may propose more than one project in any given project category. Most CARB quantification methodologies and accompanying Benefits Calculator Tools allow for more than one individual project to be entered. After estimating the benefits for each quantifiable project using the applicable CARB quantification methodologies, technical assistance providers must enter the estimated GHG emission reductions, co-benefits, and GGRF funding requested into the TCC Benefits Calculator Tool. If there are multiple quantifiable projects within a single project category, technical assistance providers will enter information from those quantifiable projects as a single line item in the TCC Benefits Calculator Tool.

However, if a TCC proposal includes more than one housing development; technical assistance providers must complete the AHSC Benefits Calculator Tool Affordable Housing Inputs tab for each development separately and enter GHG emission reductions, co-benefits, and GGRF funding requested for each development as separate line items in the TCC Benefits Calculator Tool. For example, if a TCC proposal includes two different housing developments - one with 75% multi-family affordable housing and one 50% affordable senior housing - the technical assistance provider would need to complete the AHSC Benefits Calculator Tool Affordable Housing Inputs tab twice, once per development, and enter the results in two rows of the TCC Benefits Calculator Tool.

Section B. Documentation

In addition to the application requirements stated in the TCC Funding Guidelines, applicants are also required to document results from the use of this Quantification Methodology, including supporting materials to verify the accuracy of project-specific

inputs.

Applicants are required to provide electronic documentation that is complete and sufficient to allow the calculations to be reviewed and replicated. Paper copies of supporting materials must be available upon request by agency staff.

General Documentation

The checklist in the table below is provided as a guide; additional data and/or information may be necessary to support project-specific input assumptions.

Table 16. General Documentation Description

	Documentation Description
1.	Contact information for the person who completed the quantification calculations
2.	Project description, including excerpts or specific references to the location in the main TCC application of the project information necessary to complete the applicable portions of the Quantification Methodology
3.	Completed TCC and other applicable Benefits Calculator Tool files (in .xlsx format) with worksheets applicable to the project populated (ensure that all fields in the GHG Summary and Co-benefits Summary tabs are populated)
4.	Any other information, as necessary and appropriate, to substantiate TCC and other applicable Benefits Calculator Tool inputs (see project-specific documentation requirements below)

Project-Specific Documentation

Some applicant-provided data may require additional documentation to substantiate the inputs. The expected documentation includes, but is not limited to, that described in the table below, by quantifiable project category.

Table 17. Project-Specific Documentation Provided by Applicant

Quantifiable Project Category	Documentation
Affordable Housing and Transportation	<p><u>Affordable Housing Development Components</u></p> <ol style="list-style-type: none"> 1. Project area map documenting the location of housing, active transportation facilities, key destinations, and type and location of proposed traffic calming measures, if applicable 2. Map documenting distance to central business district, determined using the CARB tool available at: www.arb.ca.gov/cc/capandtrade/auctionproceeds/kml/jobcentermap.htm 3. Documentation of parking inputs, including number of proposed residential parking spaces, and demonstration of how unbundled monthly parking cost and on-street parking price increase were calculated, if applicable 4. Documentation of affordable housing development inputs, including proposed number and type of dwelling units, number of restricted units (as defined by the AHSC Program Guidelines), number of stories, and net density 5. Documentation of mixed-use development inputs, if applicable, including proposed uses and total areas of each type of space. 6. Documentation for transit subsidies or vouchers, if applicable <p><u>Active Transportation Infrastructure and Transportation-related Amenities Components</u></p> <ol style="list-style-type: none"> 1. Project area map documenting type, location, and length of proposed bicycle and pedestrian facilities, including activity centers in ¼ and ½ mile buffers around each facility, if applicable 2. Documentation of average daily traffic for the street parallel to each proposed bicycle or pedestrian facility, if applicable 3. Letter from transit agency partner (on transit agency letterhead and signed by transit agency staff) supporting proposed service or capital improvement, demonstrating how increase in ridership was calculated, and substantiating transit inputs including type of service, adjustment factor, days of operation,

Quantifiable Project Category	Documentation
	length of average auto trip reduced, toll avoided, and paid parking at transit facility, if applicable
Affordable Housing and Transportation (continued)	<ol style="list-style-type: none"> 4. Copy of the Clean Mobility Options calculator used to determine GHG emission reductions and benefits of shared mobility projects, if applicable 5. Letter from bike share partner (on bike share organization letterhead and signed by bike share organization staff) demonstrating how the proposed number of trips per year, bicycle energy use, and average cost per trip were calculated, if applicable <p><u>Solar PV Components</u></p> <ol style="list-style-type: none"> 1. Electronic copy of PVWatts results spreadsheet for proposed solar PV system, if applicable 2. Documentation of solar PV system specifications, including: module type, array type, panels and Watts per panel, and size of the solar PV system required for the project by code, if applicable <p><u>Program Components</u></p> <ol style="list-style-type: none"> 1. Documentation of the proposed transit subsidy program, including number of dwelling units to receive transit subsidies, annual value of transit subsidies to residents, and number of years for which subsidies will be funded
Transit	<p><u>New/Expanded Service</u></p> <ol style="list-style-type: none"> 1. Documentation to support estimated ridership 2. Documentation to support project VMT 3. Documentation to support adjustment factor for transit dependency 4. Documentation to support length of average auto trip reduced 5. Documentation to support new or displaced vehicle information 6. Documentation to support fuel savings, if applicable <p><u>Increased Ridership</u></p> <ol style="list-style-type: none"> 1. Documentation to support estimated ridership 2. Documentation to support adjustment factor for transit dependency 3. Documentation to support length of average auto trip reduced

Quantifiable Project Category	Documentation
	<p><u>Fuel Energy/Reductions</u></p> <ol style="list-style-type: none"> 1. Documentation to support project VMT, if applicable 2. Documentation to support new or displaced vehicle information 3. Documentation to support fuel savings <p><u>Technology Conversion</u></p> <ol style="list-style-type: none"> 1. Documentation to support new or displaced vehicle information 2. Documentation to support fuel savings, if applicable
Car Sharing and Mobility Enhancement	<p><u>New or Expanded Service</u></p> <ol style="list-style-type: none"> 1. Documentation to support annual ridership estimates directly associated with proposed project (from mobility service provider) 2. Documentation to support VMT of new vehicles (from mobility service provider) 3. Explanation of how the impacts of COVID-19 were taken into account when estimating average occupancy per vehicle, average number of vehicle trips per vehicle, and average expected VMT per vehicle (if given) 4. Documentation of fares for new service (from mobility service provider) 5. Documentation of renewable electricity used to charge new vehicles, if applicable <p><u>Improvements to Increase Ridership</u></p> <ol style="list-style-type: none"> 1. Documentation to support increase in annual ridership directly associated with proposed project (from mobility service provider) 2. Documentation to support VMT of vehicles directly associated with the proposed project (from mobility service provider) 3. Explanation of how the impacts of COVID-19 were taken into account when estimating average occupancy per vehicle, average number of vehicle trips per vehicle, and average expected VMT per vehicle (if given) 4. Documentation of fares for new service (from mobility service provider) 5. Documentation of renewable electricity used to charge new vehicles, if applicable <p><u>Subsidies</u></p> <ol style="list-style-type: none"> 1. Documentation to support increase in annual ridership directly

Quantifiable Project Category	Documentation
	<p>associated with proposed project (from local transit agency or mobility service provider)</p> <ol style="list-style-type: none"> 2. Documentation to support VMT of vehicles directly associated with the proposed project (from mobility service provider), if applicable 3. Explanation of how the impacts of COVID-19 were taken into account when estimating average occupancy per vehicle, average number of trips per vehicle, and average expected VMT per vehicle (if given) or when estimating increase in public transit ridership 4. Documentation of fares for new service (from local transit agency or mobility service provider) 5. Documentation of renewable electricity used to charge new vehicles, if applicable <p><u>Bike Infrastructure</u></p> <ol style="list-style-type: none"> 1. Documentation of the type, location, and length of the bike facility, including key destinations in ¼ and ½ mile buffers around each facility 2. Documentation of average daily traffic for the street parallel to each proposed bike facility
Urban Greening	<p><u>Active Transportation Infrastructure</u></p> <ol style="list-style-type: none"> 1. Documentation of average daily traffic count data (from California Department of Transportation or local transit agency) <p><u>Tree Planting</u></p> <ol style="list-style-type: none"> 1. Electronic copies of a spreadsheet showing the i-Tree Planting inputs and outputs for each group of trees and tree planting site scenarios modeled, if applicable. 2. Documentation to substantiate Urban Greening Calculator Tool inputs (e.g., DBH or tree age and planting site characteristics).
Residential Energy Efficiency	<ol style="list-style-type: none"> 1. Documentation supporting assumed number of dwelling units 2. Documentation supporting assumed number of solar water heaters 3. Documentation supporting number of rooftops for solar PV installation
Water-Energy Efficiency	<ol style="list-style-type: none"> 1. Documentation supporting equipment proposed for installation

Quantifiable Project Category	Documentation
Organic Waste Diversion and Food Waste Prevention	<p>1. Documentation to substantiate Organics Benefits Calculator Tool inputs (e.g., vehicle purchase information, refrigeration unit information, contracts for food rescue sources, contracts for waste materials, etc.)</p> <p><u>Waste Diversion</u></p> <p>1. Documentation to support estimates of newly diverted waste and location(s) of landfills from which waste is diverted (public documents or private agreements)</p> <p><u>Tree Planting</u></p> <p>1. Electronic copies of a spreadsheet showing the i-Tree Planting inputs and outputs for each group of trees and tree planting site scenarios modeled, if applicable.</p> <p>2. Electronic copies of the tree population inventory used in i-Tree Streets, if applicable.</p> <p>3. Electronic copy of i-Tree Streets Carbon Stored and Energy reports, if applicable.</p> <p>4. Documentation to substantiate Urban Greening Calculator Tool inputs (e.g., DBH or tree age and planting site characteristics).</p>
Waste Diversion of Recycled Fiber, Plastic, and Glass	<p>1. Documentation to support estimates of newly diverted waste and locations(s) of landfills from which waste is diverted (public documents or private agreements)</p>

Appendix A. Inputs Determined by Technical Assistance Providers

Data inputs required to quantify GHG emission reductions vary based on the quantifiable projects identified in Step 1. Applicant-supplied data inputs are detailed in Section B, Step 2 of this Quantification Methodology. The tables in this Appendix list and describe the data inputs to be determined by the technical assistance providers to quantify the GHG emission reductions for each project category.

The required inputs listed are from the latest version of existing CARB quantification methodologies available at: www.arb.ca.gov/cci-resources.

Affordable Housing and Transportation

The required inputs listed in the Tables 18 through 21 below are from the CARB Quantification Methodology for the SGC AHSC Program. Full documentation of the approach for estimating the GHG emission reductions and air pollutant emission co-benefits can be found within the AHSC Quantification Methodology.

Table 18. Inputs Determined by Technical Assistance Providers for Affordable Housing Developments Within the AHSC Benefits Calculator Tool

Input Fields	Affordable Housing Developments
County	✓
Project Area Type	✓
Net Density	✓
Employment Density of Block Group	✓

- County: County in which project will be located.
- Project Area Type: The AHSC Project Area type of the proposed project (Transit-Oriented Development, Integrated Connectivity Project, or Rural Innovation Project Area). Determined using guidance provided in the AHSC Guidelines.
- Net Density: Total number of dwelling units per acre of land to be developed for residential or mixed use, excluding allowed deductible areas.
- Employment Density of Block Group: Determined using the third party Policy Map tool as explained in the [AHSC User Guide](#), calculated as jobs per acre on unprotected land.

Table 1919. Inputs Determined by Technical Assistance Providers for Active Transportation Infrastructure Within the AHSC Benefits Calculator Tool

Input Fields	Pedestrian Infrastructure	Bike Infrastructure	Bike Share
County	✓	✓	✓
One-way Facility Length	✓	✓	
Average Daily Traffic	✓	✓	
University Town with Population <250,000	✓	✓	
Key Destinations Within ¼ Mile	✓	✓	
Key Destinations Within ½ Mile	✓	✓	

- County: County in which project will be located.
- One-way Facility Length (miles): Length pedestrian or bicycle facility, measured in one direction only.
- Average Daily Traffic (trips/day): Average two-way daily traffic volume in trips/day on road parallel road to proposed bicycle or pedestrian facility. Determined using route proposed by applicant (maximum = 30,000).
- University Town with Population < 250,000: Yes/no choice to indicate if the location of the project is within a university town with fewer than 250,000 residents according to the most recent Census.
- Key Destinations Within ¼ and ½ Mile: Number of Key Destinations, as defined in the AHSC Guidelines (e.g., bank, child care center, grocery store, office park, public park, school), within ¼ and ½ mile of the proposed facility.

Table 20. Inputs Determined by Technical Assistance Providers for Transit Within the AHSC Benefits Calculator Tool

Input Fields	Bus/Shuttle/ Vanpool	Rail/Trolley/ Street Car/ Cable Car	Ferry	Capital Improvement
Final Year of Operation	✓	✓	✓	✓
Adjustment Factor	✓	✓	✓	✓
Length of Average Auto Trip Reduced	✓	✓	✓	✓
Annual VMT of Transit Vehicle	✓	✓		
Annual Fuel Consumption of Ferry			✓	

- Final Year of Operation: Final year of the project element (e.g., the final year of operation for the new/expanded service funded, the final year of service the capital expenditure will support, the final year of increased ridership as a result of capital expenditure). Determined using default useful life guidance in AHSC Quantification Methodology.
- Adjustment Factor: Adjustment factor to account for transit dependency, determined using default values provided in AHSC Quantification Methodology or alternative value with appropriate documentation.
- Length of Average Auto Trip Reduced: Estimated length of average auto trip reduced, determined using default values provided in AHSC Quantification Methodology or alternative value with appropriate documentation.
- Annual VMT of Transit Vehicle: Estimated increase in miles traveled by transit vehicles to provide new or expanded service. Determined using proposed route information provided by the applicant.
- Annual Fuel Consumption of Ferry: Estimated increase in annual fuel consumed by ferry to provide new or expanded service (e.g., gallons of diesel, kWh of electricity). Determined using proposed route information provided by the applicant. Used in place of annual VMT for ferry vehicles.

Table 21. Inputs Determined by Technical Assistance Providers for Solar PV Within the AHSC Benefits Calculator Tool

Please note that the calculator inputs for solar PV projects must be determined using the PVWatts web-based tool (<https://pwwatts.nrel.gov/>). Applicants who choose to quantify solar PV projects with the AHSC calculator must use PVWatts. The table below lists inputs required by PVWatts. Additional inputs are provided in Table 5. Please refer to the AHSC User Guide for additional guidance.

Input Fields	Solar PV
Annual Solar PV Electricity Generation	✓

- Annual Solar PV Electricity Generation (kWh/year: Determined using PVWatts based on applicant supplied inputs (see Table 5).

Transit

The required inputs listed in Table 22 below are from the CARB Quantification Methodology for Caltrans LCTOP. Full documentation of the approach for estimating the GHG emission reductions and air pollutant emission co-benefits can be found within the LCTOP Quantification Methodology.

Table 22. Inputs Determined by Technical Assistance Providers for Transit Projects Within the LCTOP Benefits Calculator Tool

Input Fields	New/ Expanded Service	Increased Ridership	Fuel/Energy Reductions	Technology Conversion
Type of Region	✓	✓	✓	✓
Region	✓	✓	✓	✓
Year F	✓	✓	✓	✓
Adjustment Factor	✓	✓	✓	
Length of Average Trip	✓	✓	✓	
Annual VMT	✓/ Optional		✓/ Optional	✓/ Optional
Annual Fuel/Energy	✓/ Optional	✓/ Optional	✓/ Optional	✓/ Optional

Key

✓ = Input is required.

✓/ Optional = Inputs depend on the vehicle type that is selected and may be required.

- Type of Region: The type of boundary that best encompasses the geographic location for the proposed project element (i.e., air basin or county). Determined based on the service area proposed by the applicant.
- Region: The air basin or county where the majority of the service occurs. Determined based on the service area proposed by the applicant.
- Year F: Final year of the project element (e.g., the final year of operation for the new/expanded service funded, the final year of service the capital expenditure will support, the final year of increased ridership as a result of capital expenditure). Determined using default useful life guidance in the LCTOP quantification methodology.
- Adjustment Factor: Adjustment factor to account for transit dependency. Determined using default values provided in the LCTOP quantification methodology.
- Length of Average Trip: Estimated length of average unlinked passenger trip directly associated with the proposed project (miles). Determined using

passenger-miles and unlinked trips provided by applicant or data reported to National Transit Database for similar service.

- Annual VMT: Estimated annual VMT of the vehicle to be acquired or required to operate the new service or estimated VMT. Determined by the technical assistance provided using proposed route information provided by the applicant.
- Annual Fuel/Energy: Estimated annual fuel (e.g., gallons of diesel, kWh of electricity) used by vehicle to be acquired or required to operate the new service. Can be used in place of annual VMT for rail and ferry vehicles. Determined by the technical assistance provided using proposed route information provided by the applicant.

Car Sharing and Mobility Enhancement

The required inputs listed in Table 23 below are from the CARB Quantification Methodology for the Clean Mobility Options Program. Full documentation of the approach for estimating the GHG emission reductions and air pollutant emission co-benefits can be found within the Clean Mobility Options Quantification Methodology.

Table 23. Inputs Determined by Technical Assistance Providers for Car Sharing and Mobility Enhancement Projects Within the Clean Mobility Options Benefits Calculator Tool

Required Input Fields	Applies to Service Types: Carshare, Bikeshare, Carpool, Vanpool, or Ride On-Demand			Applies to Service Types: Carshare, Carpool, Vanpool
	New or Expanded Service	Increased Ridership	Vehicle Replacement	Subsidies
Region	✓	✓	✓	✓
Air Basin/County	✓	✓	✓	✓
Final Year	✓	✓	✓	✓
Average Occupancy per Vehicle in Year 1	✓	✓		✓
Average Occupancy per Vehicle in Final Year	✓	✓		✓
Average Number of Annual Trips per Vehicle Expected in Year 1	✓	✓		✓
Average Number of Annual Trips per Vehicle Expected in Final Year	✓	✓		✓
Average Expected VMT per Vehicle in Year 1	Optional	Optional	✓	Optional
Average Expected VMT per Vehicle in Final Year	Optional	Optional	✓	Optional

- Region: Choose from "Air Basin" or "County".

- Air Basin/County: Air Basin or county in which the project is located.
- Final Year: Final year of project. Year 1 plus the useful life of the project. Recommended useful life for any project component that will serve as the core project model is at least 4 years (per program requirements for years of service operation).
- Average Occupancy per Vehicle in Year 1: Expected number of riders per vehicle in the first year of operation.
- Average Occupancy per Vehicle in Final Year: Expected number of riders per vehicle in the final year of operation (based on Year 1 and the stated quantification period). May be the same as Number of Riders per Vehicle in Year 1.
- Average Number of Annual Trips per Vehicle Expected in Year 1: Number of vehicle-trips expected in the project element's first year of operation. Provide a per-vehicle estimate if multiple vehicles will be funded via this project element.
- Average Number of Annual Trips per Vehicle Expected in Final Year: Number of vehicle-trips expected in the last year of the project's useful life (i.e., last year of operation). Provide a per-vehicle estimate if multiple vehicles will be funded via this project element. May be the same as Number of Annual Trips per Vehicle Expected in Year 1.
- Average Expected VMT per Vehicle in Year 1: Average vehicle miles traveled per vehicle associated with the project in the first year of the project (miles), including all deadhead miles as well as miles traveled carrying passengers. Optional input for all project types except Vehicle Replacement (available as an input in case this information is available and will result in a more precise output than calculations from the inputs above).
- Average Expected VMT per Vehicle in Final Year: Average vehicle miles traveled per vehicle associated with the project in the final year of project (miles), including all deadhead miles as well as miles traveled carrying passengers. If no change is expected from Year 1 to Final Year, this number should be the same as "Average Expected VMT per Vehicle in Year 1". Optional input for all project types except Vehicle Replacement (available as an input in case this information is available and will result in a more precise output than calculations from the inputs above).

Urban Greening

The required inputs listed in Table 24 below are from the CARB Quantification Methodology for the CNRA Urban Greening Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Urban Greening Quantification Methodology.

Table 24. Inputs Determined by Technical Assistance Providers for Active Transportation Infrastructure Within the Urban Greening Benefits Calculator Tool

Input Fields	Bike and Pedestrian Infrastructure
County	✓
Annual Days of Operation	✓
Average Daily Traffic	✓
Bicycle or Pedestrian Path Length	✓
City Population	✓
University Town	✓
Number of Activity Centers Within ¼ Mile	✓
Number of Activity Centers Within ½ Mile	✓

- County: County in which project will be located.
- Annual Days of Operation: Days of use per year of new service. Use default value of 200 days.
- Length of Average Auto Trip Reduced: Length of bike or walk trip. Determined using default length guidance in quantification methodology.
- Average Daily Traffic: Annual average daily traffic (two-way traffic volume in trips/day on parallel road). Determined using route proposed by applicant (maximum = 30,000).
- Bicycle or Pedestrian Path Length: Length of new bike lane or pedestrian facility. Determined using route proposed by applicant.
- City Population: Determined using project location proposed by applicant.
- University Town: Indication of whether the proposed facility is located in a university town (i.e., University of California, California State University, or other university campus located within city limits).
- Number of Activity Centers: Quantity of activity centers (e.g., bank or post office; grocery store; medical center; office park; pharmacy; place of worship; public library; school, university or college; or light rail station “park & ride”) within ¼ and ½ mile of bike lane or pedestrian facility. Determined using route proposed by applicant.

Table 25. Inputs Determined by Technical Assistance Providers for Tree Planting Within the Urban Greening Benefits Calculator Tool

Please note that the calculator inputs for tree planting projects must be determined using the United States Forest Service (USFC) i-Tree Planting web-based tool (<https://planting.itreetools.org/>). Applicants who choose to quantify tree planting projects with the Urban Greening Program calculator must use i-Tree Planting. The table below lists inputs required by i-Tree planting (others can be found in the input table for applicants, Table 10 of this guide). Please refer to the Urban Greening Program User Guide for additional guidance.

Input Fields	Trees Shading Buildings	Trees Not Shading Buildings
State	✓	✓
County	✓	✓
City	✓	✓
Electricity Emissions Factor	✓	✓
Fuel Emissions Factor	✓	✓
Years for the Project	✓	✓
Tree Mortality Over Project Quantification Period	✓	✓
Size of Tree at Planting (DBH in inches)	✓	✓
Direction of the Tree from the Building	✓	
Vintage	✓	
Climate Controls	✓	
Condition	✓	✓
Exposure to Sunlight	✓	✓

- State: California
- County: County in which trees will be planted.
- City: City in which trees will be planted.
- Electricity Emissions Factor: Entered into the i-Tree Planting tool. Per the Urban Greening Grant Program User Guide (July 8, 2020), TA providers should set this value to '227.9 kg CO₂e/MWh'.
- Fuel Emissions Factor: Entered into the i-Tree Planting tool. Per the Urban Greening Grant Program User Guide (July 8, 2020), TA providers should set this value to '53.1 kg CO₂e/MMBtu'.
- Years for the Project: Entered into the i-Tree Planting tool. The age of trees 40 years after the project start date. For example, if a project with a start year of 2020 plants a 1-year old tree in 2022 (two years after project start), the input age is 39 years (age of tree in 2060).

- Tree Mortality over Project Quantification Period: Entered into the i-Tree Planting tool. Per the Urban Greening Grant Program User Guide (July 8, 2020), TA providers should set this value to '0'.
- Tree Diameter at Breast Height (DBH in inches): Entered into the i-Tree Planting tool. Tree trunk diameter measured at 4.5' feet above the ground at time of planting.
- Direction of Tree from Building: Entered into i-Tree Planting tool. Direction (e.g., North, West, Southeast) of the tree location from the nearest climate-controlled building. Because it is unlikely that specific tree site locations will be identified at the time of application submission, technical assistance providers can extrapolate information from the streets identified by the applicant for tree planting to shade buildings and enter an appropriate mix. For example, if a street runs east-west, the technical assistance provider would enter half of the trees as being north of a building and half being south. If a street runs north south, the technical assistance provider would enter half of the trees as being east of a building and half being west.
- Building Vintage: Entered into i-Tree Planting tool. The age of the nearest climate-controlled building to the tree-planting site (within 60 feet). Provide vintage as one of the following ranges: built before 1950, built 1950-1980, or built after 1980. Because it is unlikely that specific tree site locations will be identified at the time of application submission, technical assistance providers can extrapolate information from neighborhood characteristics.
- Climate Controls: Entered into i-Tree Planting tool. Type of climate controls the nearby building has installed. Select from the following options: heat and air conditioning, heat only, air conditioning only, or none. Because it is unlikely that specific tree site locations will be identified at the time of application submission, technical assistance providers can extrapolate information from neighborhood characteristics.
- Condition: Entered into the i-Tree Planting tool. The condition of the trees. This will affect how well they grow and thus future benefits. Use default value of "Excellent" unless project details indicate otherwise.
- Exposure to Sunlight: Entered into the i-Tree Planting tool. The exposure to sunlight. This will affect both how the trees grow and the degree to which a new tree adds shade to a building. Use default value of "Full Sun" unless project details indicate otherwise.

Residential Energy Efficiency and Solar PV

The required inputs listed in Tale 26 below are from the CARB Quantification Methodology for CSD LIWP. Full documentation of the approach for estimating the GHG emission reductions can be found within the LIWP Quantification Methodology.

Table 26. Inputs Determined by Technical Assistance Providers for Residential Energy Efficiency and Solar PV Projects Within the LIWP Benefits Calculator Tool

Input Fields	Energy Efficiency	Rooftop Solar PV
Quantification Period for Efficiency Measures	✓	
Energy Pricing	✓	✓
Annual Solar PV Production		✓

- Quantification Period: Enter 15 years
- Energy Pricing: Select "Residential"
- Annual Solar PV Production (kWh/yr): Annual solar PV electricity generation. Determined using PVWatts based on applicant supplied inputs.

Water-Energy Efficiency

All inputs for Water-Energy Efficiency projects must be determined by applicants. The required inputs listed in Section B are from the CARB Quantification Methodology for the DWR Water-Energy Efficiency Grant Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the DWR Quantification Methodology.

Organic Waste Diversion and Food Waste Prevention

The required inputs listed in Table 27 below are from the CARB Quantification Methodology for the CalRecycle Organics Grant Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Quantification Methodology and associated user guide.

Table 27. Inputs Determined by Technical Assistance Providers for Organic Waste Diversion and Food Waste Prevention Projects Within the Organics Grant Program Benefits Calculator Tool

Input Fields	Composting	Anaerobic Digestion or Co-digestion	Food Waste Prevention or Food Rescue	Community Composting
Composition of Food Waste in Feedstock	✓			✓
Composting Production (Cubic yards/year)				✓
Refrigerant Charge Size			✓	
Refrigerant Type			✓	

- Composition of Food Waste and Green Waste in Feedstock (%): Percent of the compost feedstock estimated to be food waste. Composition of green waste is determined using the default provided in the Benefits Calculator Tool (i.e., if 30% food waste is entered, the remainder, 70% is assumed to be green waste).
- Composting Production (Cubic yards/year) Estimated production of compost in cubic yards (for each of the first five years of the project (i.e., cubic yards of compost to be produced in year 1, year 2, etc., through year 5).
- Refrigerant Charge Size: Optional input, do not enter value.
- Refrigerant Type: If refrigeration equipment will be acquired for the project, select the default value option in the Benefits Calculator Tool.

Table 28. Inputs Determined by Technical Assistance Providers for Tree Planting Within the Organics Grant Program Benefits Calculator Tool

Please note that the calculator inputs for tree planting projects must be determined using the United States Forest Service (USFC) i-Tree Planting web-based tool (See Table 1 in the Organics Grant Program User Guide). Applicants who choose to quantify tree planting projects with the Organics Grant Program calculator must use i-Tree Planting. This table lists inputs required by i-Tree planting (others can be found in the input table for applicants, Table 13 of this guide). Please refer to the CalRecycle Organics Grant Program User Guide for additional guidance.

Input Fields	Trees Shading Buildings	Trees Not Shading Buildings
State	✓	✓
County	✓	✓
City	✓	✓
Electricity Emissions Factor	✓	✓
Fuel Emissions Factor	✓	✓
Years for the Project	✓	✓
Tree Mortality Over Project Quantification Period	✓	✓
Size of Trees at Planting (DBH in inches)	✓	✓
Direction of Tree from Building	✓	
Vintage	✓	
Climate Controls	✓	
Condition	✓	✓
Exposure to Sunlight	✓	✓

- State: California
- County: County in which trees will be planted.
- City: City in which trees will be planted.
- Electricity Emissions Factor: Entered into the i-Tree Planting tool. Per the Organics Grant Program User Guide (June 15, 2020), TA providers should set this value to '227.9 kg CO₂e/MWh'.
- Fuel Emissions Factor: Entered into the i-Tree Planting tool. Per the Organics Grant Program User Guide (June 15, 2020), TA providers should set this value to '53.1 kg CO₂e/MMBtu'.
- Years for the Project: Entered into the i-Tree Planting tool. The age of trees 40 years after the project start date. For example, if a project with a start year of

2020 plants a 1-year old tree in 2022 (two years after project start), the input age is 39 years (age of tree in 2060).

- Tree Mortality Over Project Quantification Period: Entered into the i-Tree Planting tool. Per the Organics Grant Program User Guide (June 15, 2020), TA providers should set this value to '0'.
- Tree Diameter at Breast Height (DBH in inches): Entered into the i-Tree Planting tool. Tree trunk diameter measured at 4.5' feet above the ground at time of planting.
- Direction of Trees from Building: Entered into the i-Tree Planting tool. Direction (e.g., North, West, Southeast) of the tree location from the nearest climate-controlled building. Because it is unlikely that specific tree site locations will be identified at the time of application submission, technical assistance providers can extrapolate information from the streets identified by the applicant for tree planting to shade buildings and enter an appropriate mix. For example, if a street runs east-west, the technical assistance provider would enter half of the trees as being north of a building and half being south. If a street runs north south, the technical assistance provider would enter half of the trees as being east of a building and half being west.
- Vintage: Entered into i-Tree Planting tool. The age of the nearest climate-controlled building to the tree-planting site (within 60 feet). Provide vintage as one of the following ranges: built before 1950, built 1950-1980, or built after 1980. Because it is unlikely that specific tree site locations will be identified at the time of application submission, technical assistance providers can extrapolate information from neighborhood characteristics.
- Climate Controls: Entered into i-Tree Planting tool. Type of climate controls the nearby building has installed. Select from the following options: heat and air conditioning, heat only, air conditioning only, or none. Because it is unlikely that specific tree site locations will be identified at the time of application submission, technical assistance providers can extrapolate information from neighborhood characteristics.
- Condition: Entered into the i-Tree Planting tool. The condition of the trees. This will affect how well they grow and thus future benefits. Use default value of "Excellent" unless project details indicate otherwise.
- Exposure to Sunlight: Entered into the i-Tree Planting tool. The exposure to sunlight. This will affect both how the trees grow and the degree to which a new tree adds shade to a building. Use default value of "Full Sun" unless project details indicate otherwise.

Waste Diversion of Recycled Fiber, Plastic, and Glass

All inputs for Waste Diversion of Recycled Fiber, Plastic, and Glass projects must be determined by applicants. The required inputs listed in Table 15 in Section B are from the CARB Quantification Methodology for the Recycled Fiber, Plastic, and Glass Program. Full documentation of the approach for estimating the GHG emission reductions can be found within the Recycled Fiber, Plastic, and Glass Quantification Methodology.