



California Air Resources Board

Frequently Asked Questions for the FY 2015-16 Affordable Housing and Sustainable Communities Program Quantification Methodology Version 2

Updated June 9, 2016

New FAQs are in blue

QUESTION

My project will be adding bus stops, which will result in increased ridership. However, the project will be using an existing route and existing vehicles, resulting in no new vehicle miles traveled. How should I account for this in the TAC Methods?

RESPONSE

Proposed projects that would expand service (i.e., increase ridership by adding transit stops) but would not purchase vehicles and would not result in additional VMT may input "0" as "Annual VMT" under "GHGs of New Service Vehicle."

QUESTION

My project will be using a hybrid bus for new bus service. How do I account for this in the calculator?

RESPONSE

ARB assumes a 25% fuel efficiency improvement to the fuel economy values for the Low Carbon Fuel Standard Program. For hybrid vehicles used for new or expanded service quantifying emission reductions in the AHSC Program, applicants should use the same assumption. To apply this assumption to the quantification methodology, enter the annual vehicle miles traveled (VMT) for the New Service Vehicle as:

$$\text{VMT}(\text{calculator}) = \text{VMT}(\text{actual})/1.25$$

For example, if the expected annual VMT for a new hybrid bus is 100,000, enter 80,000. Applicants should then choose the relevant fuel type of the new vehicle (e.g., diesel, gasoline).



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QUESTION

My project will be using renewable diesel fuel for our proposed new bus service. However, when I choose “renewable diesel” the calculator isn’t working.

RESPONSE

Please select “diesel” as the fuel type in the calculator. If documentation can be provided that demonstrates a renewable diesel fuel source for Year 1 through Year F, include this information as part of the application submission. ARB will review and if there is sufficient information to guarantee renewable diesel would be used, ARB will adjust the emission factor (and GHG emission reductions), if necessary.

QUESTION

On the GHG tab of the Scoring elements, there is a table labeled "Optional CalEEMod Inputs (Measures)" and we have come across different interpretations of which measures should be included as YES.

RESPONSE

On the Application Worksheet, GHG tab, applicants should check YES to ALL measures that are quantified as part of the proposed project, including those “CalEEMod” features that are quantified outside of CalEEMod itself (and quantified in the Quantification Methodology Excel workbook).

For example, the measure LUT-1 is quantified outside of CalEEMod (and the box in CalEEMod should not be checked). However, in the Application Worksheet, applicants should check “Yes,” indicating the measure is being applied as a reduction measure. This list is used as a “checklist” to ensure applicants provide documentation for all measures quantified and as a reference for reviewers.

QUESTION



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What specific transportation-related amenities (TRA) and sustainable transportation infrastructure (STI) can be quantified in the quantification methodology?

RESPONSE

Project features that would result in reduced vehicle miles traveled and for which there is a method listed in the quantification methodology may quantify GHG emission reductions.



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QUESTION

What documentation must be submitted with the application to support inputs and assumptions used in the quantification methodology for my project?

RESPONSE

Applicants must submit documentation for all inputs and assumptions used. Applicants may provide supporting documentation in any format, except in cases where the required documentation is explicitly stated (such as the distance to central business district). If ARB determines that the documentation is insufficient, the applicant will be contacted.