



Greenhouse Gas Reduction Fund Frequently Asked Questions for the Affordable Housing and Sustainable Communities Program Quantification Methodology for FY 2016-17

January 12, 2018

1. What should I do if I am having trouble with the California Emissions Estimator Model® (CalEEMod)?

The CalEEMod tool, User's Guide, and other supporting documents can be downloaded from www.caleemod.com. Please consult Chapter Two of the User's Guide for further details regarding the downloading procedures and troubleshooting. The CalEEMod User's Guide is available at: <http://www.aqmd.gov/caleemod/user-s-guide>

To run CalEEMod, you will also need supplemental system requirements available through: <http://www.aqmd.gov/caleemod/archive/download-version-2016-3-1>.

For technical issues associated with downloading, installing, and running the model, please send an email to CalEEMod_TechSupport@trinityconsultants.com.

For additional information, please refer to the Contact Us page, available at: <http://www.aqmd.gov/caleemod/inquiry>.

2. The price for transit subsidies may be less to developers than the price to residents. Should I use the price to developers or the price to residents for TRT-4 Transit Subsidy for Residents?

When determining the percent VMT reduction per eligible resident (A in Equation 4 of the Quantification Methodology), applicants should use the price of the transit subsidy or discount per year to residents.

Note: If the price for transit subsidies to the developer is different than the price to residents, applicants must submit documentation that explains the difference.

3. How do I account for the change in ridership and annual VMT or units of fuel using the TAC methods for my proposed AHSC project?

Per page 22 of the AHSC Quantification Methodology, applicants should work with the transit agency(ies) to estimate the change in ridership and the annual VMT or units of fuel as a result of the proposed AHSC project and include the supporting documentation as part of the AHSC application. Transit agency(ies) do not have to be an applicant.

For example, if the proposed project was extending an existing service with an additional roundtrip, the applicant should only consider the ridership associated with the proposed additional service as well as any additional annual VMT or units of fuel needed to operate that additional service.

4. For active transportation project types, such as bike and pedestrian facilities, the AHSC Quantification Methodology references an adjustment factor for activity centers within the project area. What is considered to be an activity center? Does the project area include one-half (½) mile around the housing development?

Only Key Destinations, as defined on page 46 of the AHSC Guidelines, should be considered when determining the activity centers to apply towards the Activity Centers credit adjustment.

Per page 24 of the AHSC Quantification Methodology, when determining the activity center credit factor, applicants should only consider activity centers within the ½ mile buffer around the proposed bike or pedestrian facility, with the caveat that different credits are applied for activity centers within one-fourth (¼) mile. See the Project Area Guidance document for more information, available at: http://sgc.ca.gov/Grant-Programs/AHSCResources/Project_Area_Guidance_2017-9-28.pdf

Activity centers that are within a ½ mile buffer around a proposed housing development but outside of the ½ mile buffer of the proposed bike or pedestrian facility should not be included.

5. When characterizing a housing development within CalEEMod, should I include the number of dwelling units funded by AHSC or the total number of dwelling units?

Applicants may include all dwelling units within a proposed housing development to be funded by AHSC or with matching funds.

For example, if an AHSC project proposes a 100 dwelling unit housing development but requests AHSC funding for 80 dwelling units, the applicant may enter 100 dwelling units into CalEEMod to estimate greenhouse gas emission reductions.

6. What is considered a mixed-use development for LUT-3 Increase Diversity?

For quantification purposes, a proposed housing development must meet the AHSC Program requirements as well as include both residential and commercial space to be considered a mixed-use development for LUT-3 Increase Diversity.

7. For transit service projects, the AHSC Quantification Methodology references an adjustment factor to account for transit dependency. What adjustment factor should I use for capital improvement projects?

For capital improvement projects that result in increased ridership, applicants must use the default adjustment factor associated with the transit service type per Table 6 (TAC Input Requirements for Transit Projects) on page 26 of the AHSC Quantification Methodology.

For example, if the proposed capital improvement project is resulting in an increase of 100 daily riders to a long distance commuter bus service, the default adjustment factor of 0.83 may be used.

If default adjustment factors for transit dependency are not available, applicants should work with the transit agency(ies) to estimate a reasonable input; the supporting documentation will be reviewed during the application process. Transit agency(ies) do not have to be an applicant.

For example, if the transit agency estimates that 15% of the riders are transit dependent, an applicant would enter 0.85 into the AHSC Calculator Tool for the adjustment factor.

Example Calculation:

$$\text{Adjustment Factor} = \frac{100 - 15}{100} = .85$$

Note: If non-default values are used, supporting documentation must be submitted into FFAST under the file name: Adjustment and Length Estimate.

8. For pedestrian and bicycle facility projects, the AHSC Quantification Methodology requires the average daily traffic (ADT) of the parallel road. What if no ADT information for the parallel road is available?

For pedestrian or bike facilities where the ADT of the parallel road does not exist, applicants may use the ADT from a nearby street with similar characteristics. Applicants are required to submit ADT and include documentation that justifies the use of the selected road.

Note: Supporting documentation must be submitted into FFAST under the file name: Average Daily Traffic.

9. How do I include a mixed-ratio housing development into CalEEMod?

Per Step 1: Define the Proposed Project of the AHSC Quantification Methodology, applicants may use multiple rows to characterize the proposed AHSC project. The following is a hypothetical project¹ to demonstrate how the FY 16-17 Final Revised AHSC Quantification Methodology and Final Revised AHSC Calculator Tool would be applied.

If an AHSC project proposes a 100 dwelling unit housing development with a 50/50 mixed-housing ratio of senior housing and multi-family housing, then an applicant may characterize the project by selecting two different Land Use Subtypes in CalEEMod, as shown below.

In this example, the applicant may select retirement community for senior housing units and apartment mid-rise for the multi-family units and enter 50 dwelling units for Unit Amount for each of the respective Land Use Subtypes.

Land Use Type	Land Use Subtype	Unit Amount	Size Metric
Residential	Retirement Community	50	Dwelling Unit
Residential	Apartments Mid Rise	50	Dwelling Unit

Note: If there are different GHG reduction features for each Land Use Subtype, then the applicant will need to complete the Steps 1 through 6 of the AHSC Quantification Methodology twice, once per Land Use Subtype.

10. How do I apply PDT-1 Limit Parking Supply to a mixed-ratio housing project?

Mixed-ratio Housing Development	Dwelling Unit (du)	CalEEMod Land Use Subtype	ITE Default Require Parking ² (spaces/du)	Total Required Parking Spaces
Senior	50	Retirement Community	0.59	29.5
Multi-Family	50	Apartments Mid Rise	1.23	61.5
Total	100			110.2

Continuing with the same hypothetical project¹, the total required parking spaces would be equal to 110.2 spaces. If the applicant proposed to reduce the amount of spaces to 90, the project would have a reduction in parking spaces of 18.3%.

Example Calculation:

$$PDT - 1 = \frac{110.2 - 90}{110.2} = 18.3\%$$

¹ The hypothetical project has not undergone verification of any AHSC Program requirements; all assumptions are for Quantification Methodology demonstration purposes only.

² See Appendix B of the AHSC Quantification Methodology for default ITE parking rates per dwelling unit.

11. For pedestrian and bicycle facility projects, do I account for two, one-way facilities along the same route different than a single, two-way facility?

The ADT value used to estimate VMT reductions associated with pedestrian and bicycle facilities will account for two-way traffic volumes (as specified on Table 7. TAC Input Requirements for Transit Projects on page 27 of the AHSC Quantification Methodology). Accordingly, for either scenario, applicants only need to enter project information once to estimate VMT reductions; applicants do not need to enter project information for each one-way direction.