

CLIMATE BENEFITS FOR CALIFORNIA

ABOUT THE DATA

Data methods and sources

- The data included for each program and project reflects the most complete available information provided by the administering state agencies. In some cases, the delay between the announcement of project awards and the release of full data - including projected greenhouse gas emissions reductions - may be on the order of six months. As additional data is made public, information will be updated. To see the most current status of data for all programs, please visit <http://www.transformca.org/landing-page/climate-benefits-california-status-program-data-reporting>.
- The quantitative data included in the map is taken directly from the information included in applications and verified by the state. This includes greenhouse gas (GHG) reduction numbers calculated using state sanctioned quantification methodologies. Neither Transform nor its partners performed any calculations related to program or project GHGs and/or other benefits. In some cases we have converted values to different units to make it possible to sum data from different projects/programs that measures the same variable but was reported using different units of measure.
- In some cases, Transform or our partners have researched projects and provided more detailed descriptive information than that provided by state agencies, such as photographs, project descriptions, etc. We have also shortened some very long project titles for ease of display and reference.
- The geographical location and extent of projects has been mapped utilizing the most precise information provided by the state. While all projects are displayed as points, many projects span a larger geographical area, multiple project sites, or even the entire state. The program data provide more detailed information relating to the precise extent and impact of projects within and across different regions, counties, and legislative districts. Beginning in 2016, applicants for awards will have to provide more precise information on project location.
- For projects that are fully contained within a place such as a legislative district or county, the total award amount, GHG reductions, and community benefits will naturally be included in results from searches filtered by that place.
- For projects that span multiple places (regions, counties, and/or legislative districts), no attempt has been made to quantify or divide the GHG or community benefits among these areas. In searches filtered by place, you can choose whether to display all projects that intersect with the selected place, even if the project's area extends beyond the boundaries of the search; or to limit your search results to projects that are fully within the selected place. You can also choose to omit projects that are statewide in scope.
- Benefits to "disadvantaged communities" (as identified by the state) are mapped with the best available information provided by the state. As with other data such as greenhouse gas reductions and other co-benefits, more detailed information is expected in the months following project award announcements.
- The place filters utilized in the Climate Benefits for California Map are legislative districts, counties, and regions. We anticipate adding cities in the future.

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Data methods and sources (continued)

- For the purposes of the map, we have defined nine regions that can be used as search filters, some of which correspond to major Metropolitan Planning Organizations or other regional planning entities (in parentheses). From south to north, these regions and their component counties are as follows:
 - San Diego (San Diego Association of Governments): San Diego County
 - Los Angeles (Southern California Association of Governments): Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties
 - Central Coast: Santa Cruz, Monterey, San Benito, San Luis Obispo, and Santa Barbara counties
 - San Joaquin Valley (Regional Policy Council): San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern counties
 - Bay Area (Metropolitan Transportation Commission): Sonoma, Napa, Solano, Marin, San Francisco, Contra Costa, Alameda, San Mateo, and Santa Clara counties
 - Sacramento (Sacramento Area Council of Governments): El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties
 - Northern California: Plumas, Butte, Tehama, Glenn, Lake, Mendocino, Humboldt, Trinity, Shasta, Lassen, Modoc, Siskiyou, and Del Norte counties
 - Sierra Nevada: Inyo, Mono, Mariposa, Tuolumne, Calaveras, Alpine, Amador, Nevada, and Sierra counties

Definitions of specific data fields

Greenhouse gas reduction:

Total reduction, in metric tons, projected over the lifetime of the project.

Dollars invested:

Total CCIP funds invested in the project. Total project cost may be greater, with funding provided from multiple sources.

Benefits to disadvantaged communities:

Whether the project benefits one or more disadvantaged communities, as described in the grant application. Criteria to qualify as benefiting disadvantaged communities varies by program, visit climatebenefitsca.org for more information.

Details on benefits to disadvantaged communities:

How the project benefits one or more disadvantaged communities, as described in the grant application.

VMT reduction:

Average annual reduction in vehicle-miles traveled, projected over the lifetime of the project.

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Definitions of specific data fields (continued)

Transit ridership increase:

Average annual increase in public transportation ridership, projected over the lifetime of the project.

Bicycle or pedestrian improvements:

Whether the project includes improvements to bicycle or pedestrian infrastructure, as described in the grant application.

Low-income housing built (Affordable Housing and Sustainable Communities Program):

Number of affordable housing units created by the project, as described in the grant application.

Agricultural land preserved (Sustainable Agriculture Land Conservation Program):

Acres of agricultural land preserved, as projected in the grant application.

PM 2.5 reduction (Low Carbon Transit Operations Program):

Reduction in pounds of PM 2.5 emissions projected over the lifetime of the project.

NOx reduction (Low Carbon Transit Operations Program):

Reduction in pounds of NOx emissions projected over the lifetime of the project.

For further information, visit climatebenefitsca.org or contact Ryan Wiggins at rwwiggins@transformca.org.