1. Skyline Connect for Rapid Transit, Honolulu

GHG Reduction Estimate Method: The emissions change from single occupancy vehicles and emissions change from buses were summed to estimate the total annual emissions reductions for each year.

Models/Tools Used: Trip Reduction Impacts of Mobility Management Strategies (TRIMMS)

Measure Implementation Assumptions: Costs and project timeline are based upon similar projects completed by the Honolulu City and County. The project's lifetime is expected to extend into the foreseeable future or until additional actions are taken as maintenance requirements are minimal. The project will be fully operational in year 5. The new routes will provide capacity for more than 100,000 new riders and ridership is assumed to grow ridership over time. Cities with comparable population and transit densities have experienced a 30% increase in ridership and similar results are expected.

GHG Reduction Estimate Assumptions: Assumptions on CO_2 and criteria air pollutant emissions per gallon of diesel and gasoline derived from EPA and EIA GHG emissions equivalence reports. Assumptions on CO_2e and criteria air pollutant emissions per LDV and MDV mile derived from US Department of Transportation average vehicle emissions rates and EPA GHG mile equivalencies statistics.

Reference Case Scenario (GHG Emissions or Activity Level): VMT reductions used the annual baseline identified in the Hawai‘i State GHG inventory.

Measure-Specific Activity Data: Annual Miles Traveled Reduced

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	2,401.61	3,771.37	41,485.04

2. Paratransit Fleet Electrification, Hawai‘i Island

GHG Reduction Estimate Method: The annual gallons of fuel consumed per existing paratransit van and the corresponding tons of CO_2e per gallon consumed were multiplied by the intended number of internal combustion engine vehicles to be retired. The estimated amount of light duty-vehicle/ single-occupancy internal combustion engine VMT reduced from increased paratransit van capacity was multiplied by the estimated tons of CO_2e produced per LDC VMT. The tons of CO_2e calculated were summed to achieve the total GHG emissions reduced per year.

Models/Tools Used: Custom Spreadsheet, ***EPA GHG Equivalencies Gallons of Gasoline Consumed***

Measure Implementation Assumptions: Costs and project timeline are based upon similar projects completed by Hawai‘i County. The County is committed to ensuring vans will be replaced with like and kind equipment (project lifetime). With the new routes and larger vehicles, the new fleet will increase capacity by upgrading from 6-passenger vans to 9-passenger vans, which equates to increased ridership and reduced VMT by those t utilizing the vehicles.

GHG Reduction Estimate Assumptions: Assumptions on CO_2 and criteria air pollutant emissions per gallon of diesel and gasoline derived from EPA and EIA GHG emissions equivalence reports. Assumptions on CO_2e and criteria air pollutant emissions per LDV and MDV mile derived from US Department of Transportation average vehicle emissions rates and EPA GHG mile equivalencies statistics.

Reference Case Scenario (GHG Emissions or Activity Level): VMT reductions used the annual baseline identified in the Hawai‘i State GHG inventory.

Measure-Specific Activity Data: Annual Miles Traveled Reduced and Avoided

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	534.40	2137.61	12,825.63

3. Expanding Honolulu’s Shared Micromobility, Honolulu

GHG Reduction Estimate Method: The emissions from e-bike deployment were calculated by multiplying the anticipated annual miles traveled per bike by the kWh used per mile biked, the number of CO_2e per kWh from the grid, and the number of e-bikes deployed. The emissions avoided from LDVs due to customers using e-bikes instead of vehicles were calculated by multiplying the number of e-bikes deployed by the anticipated annual miles traveled per bike and the tons of CO_2e emissions produced per LDV mile traveled. The total emissions produced by vehicles used to redistribute the bikes were calculated by dividing the annual miles driven by the vehicle mile per kWh efficiency, multiplied by the amount of emissions produced per kWh used. The net CO_2e impact per year was found by subtracting the total emission avoided from LDVs from the total emissions produced from e-bike use and redistribution.

Models/Tools Used: Custom Spreadsheet, ***EPA GHG Equivalencies Gallons of Gasoline Consumed***

Measure Implementation Assumptions: Costs and project timeline are based on market prices and similar projects completed by Biki. The lifetime of the charging infrastructure project is expected to extend into the foreseeable future or until additional actions are taken as maintenance requirements are minimal. Installation of e-bikes and expansion of the service area will result in increased ridership.

GHG Reduction Estimate Assumptions: Assumptions on CO_2e and criteria air pollutant emissions per LDV mile were derived from US Department of Transportation average vehicle emissions rates and EPA GHG mile equivalencies statistics. Assumptions on e-bike annual mileage were derived from data gathered by Biki from current micromobility transportation usage.

Reference Case Scenario (GHG Emissions or Activity Level): Biki's current micromobility transportation usage. VMT reductions used the annual baseline identified in the Hawai‘i State GHG inventory.

Measure-Specific Activity Data: Annual Miles Traveled Reduced

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	310.10	1,550.49	3,100.99

4. Complete Streets Infrastructure Improvements, Kaua‘i

GHG Reduction Estimate Method: The total amount of emissions reduced per year was calculated by multiplying the estimated amount of vehicle miles traveled reduced per year for each improvement project by the amount of CO_2e emissions per VMT.

Models/Tools Used: Custom Spreadsheet

Measure Implementation Assumptions: Construction of new and improved on-road bike lanes, sidewalks, and crosswalks will increase usage of multi-mobility and reduce VMT.

GHG Reduction Estimate Assumptions: Assumptions on CO_2e and criteria air pollutant emissions per gallon of diesel and gasoline derived from EPA and EIA GHG emissions equivalence reports. Assumptions

on CO_2e and criteria air pollutant emissions per LDV and MDV mile derived from US Department of Transportation average vehicle emissions rates and EPA GHG mile equivalencies statistics.

Measure-Specific Activity Data: Annual Miles Traveled Reduced

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	16.05	114.67	879.15

5. Affordable Green Housing Retrofit Program, Statewide

GHG Reduction Estimate Method: The total amount of emissions reduced per year by through the retrofit program was calculated using the estimated number of complete unit retrofits active each year multiplied by the annual electricity savings (kWh) per retrofitted unit and the annual electric emission factor.

Models/Tools Used: Custom Spreadsheet

Measure Implementation Assumptions: Electricity rates were estimated from historical trends. The program design timeline is based on current progress and design timelines of similar projects by the City and County of Honolulu. Maximum emissions reductions reached in year 5 and continue to 2050.

GHG Reduction Estimate Assumptions: Assumptions on CO_2e and criteria air pollutant emissions per kWh were derived from the EPA eGRID HIOA (O‘ahu) and HIMS (outer islands) non-baseload and $PM_{2.5}$ HIOA emissions reports.

Reference Case Scenario (GHG Emissions or Activity Level): The number of complete retrofits active each year was derived from project planning and affordable housing designation.

Measure-Specific Activity Data: Annual kWh Saved and Avoided

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	1,488.35 (2029)	5178.22	34,945.23

6. Green Building Improvements Pearl City Library, Pearl City, O‘ahu

GHG Reduction Estimate Method: The total emissions reduced per year was calculated by multiplying the estimated kWh savings from each energy efficiency measure implemented by the annual electric emissions factor.

Models/Tools Used: Custom Spreadsheet

Measure Implementation Assumptions: Electricity rates were estimated from historical trends. The program design timeline is based on current progress and design timelines of similar projects by the State of Hawai‘i.

GHG Reduction Estimate Assumptions: Assumptions on CO_2e and criteria air pollutant emissions per kWh were derived from the EPA eGRID HIOA non-baseload and $PM_{2.5}$ HIOA emissions reports.

Reference Case Scenario (GHG Emissions or Activity Level): Other state building and current market prices for actions.

Measure-Specific Activity Data: MWh saved

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	57.75	230.99	1,385.95

7. Energy Efficiency Upgrades County Buildings, Kaua‘i

GHG Reduction Estimate Method: To calculate the amount of emissions reduced per year from this project, the percentage of the buildings retrofitted for each year was multiplied by the estimated annual electricity savings (kWh) per retrofitted unit and the annual electric emissions factor.

Models/Tools Used: Custom Spreadsheet

Measure Implementation Assumptions: Electricity rates were estimated from historical trends. The program design timeline is based on current progress and design timelines of similar projects by the County of Kaua‘i.

GHG Reduction Estimate Assumptions: Assumptions on CO_2e and criteria air pollutant emissions per kWh were derived from the EPA eGRID HIOA non-baseload and $PM_{2.5}$ HIOA emissions reports.

Reference Case Scenario (GHG Emissions or Activity Level): Other state building and current market prices for actions.

Measure-Specific Activity Data: Annual kWh Saved, Annual Reductions in Emissions.

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	417.41 (2029)	1,043.53	9,391.8

8. Decentralized Compost Network for Hawai‘i

GHG Reduction Estimate Method: The annual amount (MT) of waste composed is multiplied by the average amount of emissions reduced per MT of waste composted to get the total amount of emissions reduced per year.

Models/Tools Used: EPA Waste Reduction Model (WARM)

Measure Implementation Assumptions: Annual MT of waste was estimated in consultation with County and State waste management specialists and based upon pilot models in Hawai‘i.

GHG Reduction Estimate Assumptions: Composted waste will be from local sources.

Reference Case Scenario (GHG Emissions or Activity Level): Sustainable Coastline Hawaii (SCH) has successfully funded the first machine in Hawai‘i, and is being used as a model.

Measure-Specific Activity Data: Avoided Food Waste Emissions

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	2,343.53 (2027)	11,717.64	58,588.18

9. Cardboard and Composting Waste Diversion Center

GHG Reduction Estimate Method: The annual amount (MT) of cardboard and food waste diverted from the landfill, derived from the project proposal, was multiplied by the average amount of emissions reduced per MT of cardboard and food waste to get the total amount of emissions reduced per year. Note: all GHG calculations related to the composting for this measure were included in Measure 8 to ensure no double counting.

Models/Tools Used: EPA Waste Reduction Model (WARM)

Measure Implementation Assumptions: Annual MT of cardboard calculated in consultation with local organizations and waste management professionals.

GHG Reduction Estimate Assumptions: Cardboard is being diverted from landfills.

Reference Case Scenario (GHG Emissions or Activity Level): The existing information from the Scrappahz Union 96792 and the Sustainability Saturdays project at Nānākuli High School were used to model community resource recovery efforts.

Measure-Specific Activity Data: Avoided Emissions from Cardboard Waste Diversion

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	2,557.75 (2027)	6,074.65	6,074.65

10. Reusable Foodware

GHG Reduction Estimate Method: The average emissions reduced per metric ton (MT) of foodware waste diverted was calculated using the EPA Waste Reduction Model (WARM) and the weighted average assumed statewide average recycling rate. The average amount of emissions reduced was then multiplied by the estimated annual amount (MT) of foodware diverted, derived from the project proposal, resulting in the foodware emissions reduced per year. Using the WARM model and the weighted average assumed statewide average recycling rate, the average amount of emissions reduced per metric ton of plastic water bottles diverted from the landfill was calculated. This number was then multiplied by the estimated annual number of plastic bottles diverted from the project proposal, and the average weight of a single-use bottle, from the EPA WARM. The resulting number is the amount of emissions reduced per year from plastic bottle diversion. The foodware emissions reduced per year were added to the plastic bottle emissions reduced to get the total amount of emissions reduced per year.

Models/Tools Used: EPA Waste Reduction Model (WARM)

Measure Implementation Assumptions: Annual MT of plastic bottles and other waste will stay constant.

GHG Reduction Estimate Assumptions: Waste is being diverted from landfills.

Reference Case Scenario (GHG Emissions or Activity Level): This measure will support and expand an existing project currently in the community-driven design stage to implement a scalable reuse and refill program for food and beverage packaging for the east side of Hawai‘i County.

Measure-Specific Activity Data: Avoided Paper, Plastic, Aluminum, PLA, and Plastic Bottle Emissions.

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	1,219.86 (2028)	6,404.28	30,801.56

11. Compost and Containers

GHG Reduction Estimate Method: Using the EPA Waste Reduction Model (WARM) and the weighted average assumed statewide average recycling rate, the average amount of emissions reduced per metric ton of foodware waste diverted from the landfill. The average amount of emissions reduced was then multiplied by the estimated annual amount (MT) of foodware diverted, derived from the project proposal, to get the foodware emissions reduced per year. EPA WARM was used to calculate the amount of emissions reduced per metric ton of waste composted rather than landfilled. The amount of emissions reduced per MT was multiplied by the assumed amount (MT) of waste to be composted each year to determine the amount of emissions reduced each year from composting. The total emissions reduced per year for the project lifetime were calculated by adding the annual emissions reduced from foodware diversion and emissions reduced from composting.

Models/Tools Used: EPA Waste Reduction Model (WARM)

Measure Implementation Assumptions: Annual MT of food and plastic scraps to increase as the program is established and levels out in 2027.
GHG Reduction Estimate Assumptions: The waste diversion rate is an assumption based on the diversion rate determined by Sustainable Coastlines for Measure 8.

Reference Case Scenario (GHG Emissions or Activity Level): Sustainable Coastlines pilot project.
Measure-Specific Activity Data: Avoided Emissions from Food and Plastic Waste.

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	88.93 (2027)	422.42	2,201.01

12. Transfer Station Life Extension for Waste Diversion, O‘ahu

GHG Reduction Estimate Method: Using the EPA Waste Reduction Model (WARM) the average amount of emissions reduced per metric ton of waste diverted from the landfill was calculated. The average emissions reduced were then multiplied by the assumed annual amount (MT) of waste diverted to get the emissions reduced per year for the project.
Models/Tools Used: EPA Waste Reduction Model (WARM)
Measure Implementation Assumptions: Waste diversion will maintain pilot project levels.
GHG Reduction Estimate Assumptions: The waste diversion rate is an assumption based on the diversion rate determined by Reuse Hawai‘i’s current projects.

Reference Case Scenario (GHG Emissions or Activity Level): This is an extension of the O‘ahu Island Transfer Station Reusable Material Collection Site project.
Measure-Specific Activity Data: Avoided Emissions from Lumber and Mixed CDD Waste.

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	171.14 (2025 only)	171.14	171.14

a) Emissions Reduction Calculation Methodology
(as described in ’12. Transfer Station Life Ext.’ tab of GHGcalcs_HawaiiCoalition.xlsx)

13. Integrating Waste and Land Management Systems

GHG Reduction Estimate Method:
Compost: Emissions avoided by composting meat carcass waste were calculated by multiplying the assumed amount (tons) diverted from the landfill each year by the emissions factor of landfilling to composting using the EPA WARM model v 15.
Transportation: Emissions avoided for transport that was no longer needed were calculated by the daily mileage multiplied by the emissions factor for truck transport
Nitrogen recapture: The amount of emission reduced from avoided fertilizer needed per year was calculated by multiplying the amount (kg) of plant-available nitrogen captured through carcass composting by the emissions factor for synthetic nitrogen produced per kilogram of nitrogen (Menegat et al 2022).
Biochar: The annual emissions sequestered from producing biochar instead of allowing plant matter to decompose naturally, were calculated by multiplying the annual amount (tons) of biochar produced by the percent of biochar that is recalcitrant carbon.
Biochar production: Annual emissions produced during biochar production were calculated by multiplying the estimated energy used (kWh) for production each year by the emissions factor per energy unit. The total net emissions reduced per year during project operation were calculated by

summing the annual emissions reduction amounts and subtracting the emissions produced from biochar production.
Land restoration: Total above ground carbon gained in restored acreage to agroforestry system was calculated based on multiplying above ground carbon in tropical agroforestry systems (Cardinal et al 2018) at 20 years with 100 acres based on a realistic removal, preparation, and pyrolysis rate of feedstock. This gain in above ground carbon is assumed once in the year 2050.
Models/Tools Used: EPA Waste Reduction Model (WARM) and Custom Spreadsheet
Measure Implementation Assumptions: Max operational capacity is reached in year 3 and continued through 2050. The amount of energy used per year was assumed to be at maximum operation.
GHG Reduction Estimate Assumptions: Biochar production at full capacity is 1 MT per day, and the pyrolysis equipment runs 365 days a year. Yield at 22% from 63% Eucalyptus feedstock that contains 76% recalcitrant carbon.
Reference Case Scenario (GHG Emissions or Activity Level): The amount of biochar produced per year and the amount of emissions sequestered per ton of biochar produced was derived from consultation with biochar production specialists, university researchers, and published literature on Eucalyptus sp. biochar yield and recalcitrant carbon percentage. The emission factor and avoided emissions for synthetic nitrogen produced were derived from consultation with agriculture specialists, university researchers, and published literature, as noted in the GHGCalcs_HawaiiCoalition.xlsx spreadsheet.
Measure-Specific Activity Data: Vehicle Miles Traveled Reduced, Nitrogen Capture, Biochar Carbon Sequestration

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	784 (2027)	3,712	31,135

14. Maui Million Trees

GHG Reduction Estimate Method: Using the USDA Forest Service i-Tree model the annual amount of emissions sequestered per tree is calculated from the model assumed tree size based on years of tree growth. The amount of emissions sequestered per tree was multiplied by number of trees planted each year, derived from the project proposal, to get the total amount of emission reduced per year from project operation.
Models/Tools Used: USDA Forest Service i-Tree model and Custom Spreadsheet
Measure Implementation Assumptions: Max operational capacity is reached in year 5 and continued through 2050.
GHG Reduction Estimate Assumptions: Rate of planting 100,000 per year for a total of 400,000 trees.
Reference Case Scenario (GHG Emissions or Activity Level): Project modeled after Pu‘u Kukui Watershed Preserve restoration projects.
Measure-Specific Activity Data: CO_2 Sequestration.

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	15,346.75 (2030)	38,366.87	345,301.79

15. Maui Biochar

GHG Reduction Estimate Method: The amount of emissions produced from energy consumption for biochar production each year was calculated by multiplying the annual MMBtu of each energy source used for biochar production by the emissions factor per MMBtu of each fuel. The total annual amount of emissions sequestered from biochar production was calculated by multiplying the annual number metric

tons of biochar produced from feedstock by the amount of emissions sequestered per MT of biochar. The amount of emissions produced was subtracted from the amount of emissions sequestered from biochar production to get the impact of the new emissions per year for the project measure.

Models/Tools Used: Custom Spreadsheet

Measure Implementation Assumptions: The annual amount of biochar produced was derived through consultation with biochar experts and the estimated availability of inputs was identified through consultation with land management specialists. Max operational capacity was reached in year 1 and continued through 2027 with CPRG funding. The amount of energy used per year was assumed to be at maximum operation.

GHG Reduction Estimate Assumptions: Biochar production at full capacity is 2000 MT per day, and the pyrolysis equipment runs 365 days a year. Yield at 30% from Eucalyptus and Black Wattle feedstock.

Reference Case Scenario (GHG Emissions or Activity Level): Existing biochar production on similar sites.

Measure-Specific Activity Data: Energy for biochar production, biochar sequestration from feedstock, native planting sequestration

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	5,202.89	15,608.68	15,608.68

16. Reforestation for Carbon Removal and Sequestration

GHG Reduction Estimate Method: The amount of emissions produced from energy consumption for biochar production each year was calculated by multiplying the annual MMBtu of each energy source used for biochar production by the emissions factor per MMBtu of each fuel. The total annual amount of emissions sequestered from biochar production was calculated by multiplying the annual number metric tons of biochar produced from feedstock by the amount of emissions sequestered per MT of biochar. The amount of emissions produced was subtracted from the amount of emissions sequestered from biochar production to get the impact of the new emissions per year for the project measure.

Models/Tools Used: Custom Spreadsheet

Measure Implementation Assumptions: Using the USDA Forest Service i-Tree model the amount of lost emissions sequestration due to Albizia tree removal was calculated on a 5-year and a 25-year basis. The emissions reduced due to the planting of trees on 110- and 20-acre plots were also calculated using the i-Trees model. The emissions from avoided wildfires were calculated by the share of land statewide that is burned each year by the acres restored and the emissions impact of wildfires. The emissions avoided by wildfire per acre were added to the emissions reduced due to planting trees and subtracted by the amount of lost emissions sequestration from tree removal to get the total emissions reduced per year.

GHG Reduction Estimate Assumptions: Wildfire risk calculated at 0.7% and tree mortality rate of 10%.

Reference Case Scenario (GHG Emissions or Activity Level): Existing biochar production on similar sites.

Measure-Specific Activity Data: CO_2 Sequestered from tree planting.

GHG Emissions Reduced:	Annual	2025-2030	2025-2050
MT CO_2e	13.99 (2031)	2,513.94	11,581.25

Global Inputs and Conversions Assumed for GHG Calculations are available in the ***GHG_HawaiiCoalition.xlsx.***

Criteria Air Pollutant and Hazardous Air Pollutant Analysis:
The Coalition notes that national datasets typically used for this analysis are not available for Hawai‘i. To calculate the criteria air pollutant reductions the following assumptions were used:

For transportation measures, standard assumptions were made for NOx, CO, NOx, Sox, and $PM_{2.5}$ (brake and tire and exhaust) produced per mile based on fuel type converted (e.g. gasoline or diesel) and the type of vehicle (e.g. LDV, MDV/Light-duty trucks). The Global inputs tab in the ***GHGCalcs_HawaiiCoalition.xlsx*** spreadsheet contains the standard multipliers used. These numbers were then multiplied by the change in VMT expected for the appropriate vehicle type. In some cases, the VMT decreased, (e.g. for gasoline LDVs in measures aimed at reducing VMT and increasing micro-mobility options. However, in some cases VMT increased for certain vehicles (e.g. busses) in measure 1, Skyline Connect saw increased VMT for busses, but decreased VMT for LDVs resulting in slightly increased criteria pollutants (conservative estimate), due to the majority of buses currently operating with diesel engines (note – CCH is working to convert its entire fleet to electric by 2045).

Measure	NH3 (MT)	NOx (MT)	PM2.5 (MT)	SO2 (MT)	CO (MT)	VOC (MT)
1. Skyline Connect for Rapid Transit	4.9	(11.2)	(3.2)	-	549.0	-
2. Paratransit Fleet Electrification	-	4.0	0.1	-	119.0	-
3. Expanding Honolulu's Shared Micromobility	-	0.4	(0.0)	30.6	-	-
4. Complete Streets Infrastructure Improvements	-	0.3	0.0	-	8.2	-

For the building measures, emissions factors for each pollutant were sourced from EPA eGRID. These emissions factors were multiplied by the electricity savings realized (kWh) from each measure to determine applicable criteria and co-pollutant reduction.

Measure	NH3 (MT)	NOx (MT)	PM2.5 (MT)	SO2 (MT)	CO (MT)	VOC (MT)
5. Affordable Green Housing Retrofit Program	-	83.6	10.2	140.5	-	-
6. Green Building Improvements Pearl City Library	-	3.3	0.4	-	-	-
7. Energy Efficiency Upgrades	-	65.5	5.3	23.5	-	-

For the Maui Million Trees forestry measure (14), i-Tree[1] outputs were used to determine pollution reduction from forestry initiatives. Pollution removal in i-Tree is calculated for NO_2, SO_2, CO, and $PM_{2.5}$.

For measures with VMT savings from reduced need for waste transport (i.e. not driving long distances to landfills and composing on site), the methodology described in the transportation sector was used.

For Maui Biochar, there was a slight increase in NOx due to the pyrolysis machine grid connection. This will be mitigated as the grid shift to renewables and the carbon intensity of the grid decreases.

Measure	NH3 (MT)	NOx (MT)	PM2.5 (MT)	SO2 (MT)	CO (MT)	VOC (MT)
13. Integrating Waste and Land Management Systems	-	0.2	0.0	-	1.4	-
14. Million Trees	-	15.6	7.7	37.2	-	-
15. Maui Biochar	-	(0.1)	-	-	-	-
16. Reforestation for Carbon Removal and Sequestration	-	0.8	0.4	2.3	-	-

[1] https://www.itreetools.org/tools/i-tree-eco/i-tree-eco-overview