

# **Southeastern Regional Planning and Economic Development District**

## **Questions & Answers**

Request for Quotes (RFQ) ENV #2023-03

**GREENHOUSE GAS AND COPOLLUTANT DATA ANALYST**



# **SRPEDD**

Southeastern **Regional Planning**  
& **Economic Development** District

SRPEDD

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Taunton, MA 02780

**Q1: How much data would the GHG analyst have from municipalities in the region? Will they have access to that data or more detailed data from the state of RI?**

**A1:** SRPEDD will provide whatever data we have access to. SRPEDD routinely assists some of the Massachusetts-based communities with energy tracking and reduction through the state's Green Communities program, but this focuses only on municipal facilities, and does not provide community-wide inventory data. SRPEDD and the other Massachusetts-based Regional Planning Agency CPRG leads and the State of Massachusetts are meeting bi-weekly for the PCAP period, in part to collaborate around data sharing. We will have to continue to make similar connections within the state of Rhode Island, but we suggest a review of two key documents to understand RI's current GHG inventory approaches, and the sectoral GHG inventory figures from the most recently released inventory (2019), available at:

**2019 GHG Inventory:**

<https://dem.ri.gov/sites/g/files/xkgbur861/files/2022-12/ridem-ghg-inventory-2019.pdf>

**2022 Climate Update:**

<https://climatechange.ri.gov/act-climate/2025-climate-update>

**Q2: Is the timeline and budget breakdown open to variation?**

**A2:** The budget is flexible between the PCAP and CCAP phase. PCAP/CCAP task and sub-task timelines are flexible within these phases, but all PCAP tasks must be complete by the March 1, 2024 deadline, and all CCAP tasks must be complete by the July 1, 2025 deadline. SRPEDD prefers a vendor response that can advance as much of a comprehensive GHG inventory in the PCAP phase as possible, but the CPRG program does provide an allowance to develop the GHG inventory for priority sectors in the PCAP phase, with the rest of the sectors to follow during the CCAP phase. We are open to well-reasoned and explained variation.

**Q3: What format will the required meetings be held in?**

**A3:** Meetings will be held in a hybrid format.

**Q4: Can we get a contract sample / preview?**

**A4:** Yes, please see the attached.

**Q5: Can SRPEDD provide active links relevant local climate planning documents, which were discussed on the Vendor's Conference Call?**

**A5:** This is not an exhaustive list, nor are these definitively the most updated versions, but in addition to the links above in **A1** there is,

**New Bedford GHG Inventory:**

[https://s3.amazonaws.com/newbedford-ma/wp-content/uploads/sites/39/20200604123311/GHG-Inventory-Report-New-Bedford-2017\\_ISO-Update-1.pdf](https://s3.amazonaws.com/newbedford-ma/wp-content/uploads/sites/39/20200604123311/GHG-Inventory-Report-New-Bedford-2017_ISO-Update-1.pdf)

**City of Providence GHG Inventory:**

[https://www.providenceri.gov/wp-content/uploads/2019/01/Providence-Citywide-GHG-Inventory\\_9.25.2019-1.pdf](https://www.providenceri.gov/wp-content/uploads/2019/01/Providence-Citywide-GHG-Inventory_9.25.2019-1.pdf)

**Carbon Neutral Providence Technical Appendix:**

<https://www.providenceri.gov/wp-content/uploads/2019/01/Technical-Appendix-FINAL-1-1.pdf>

**Q6: Is SRPEDD providing any recommendations regarding locally-used emissions tools for incorporating 27 Massachusetts communities together with the Rhode Island state-level emissions?**

A6: Locally-used emissions tools do not exist for the SRPEDD region. In our draft CPRG QAPP (submitted to the EPA on 10/16/23), SRPEDD lays out a process whereby the first step in each sectoral evaluation is to make a decision between the use and application of EPA’s LGGIT tools, data, and methodologies, or to use a methodology that builds from the RIDEM approach to its GHG inventory work. Two example excerpts are provided below for reference and overview of this approach; one sector-based task and SRPEDD’s suggested tracking mechanism:

**Table 2.1** Technical Task Descriptions for Task 1.

<b>Tasks and Deliverables</b>
<b>Task 1. Mobile Combustion (Transportation)</b>
<u>GHG Inventory Tool Decision:</u> <ul style="list-style-type: none"><li>The TL and assigned staff will review the data requirements for the relevant modules in the LGGIT and RIDEM GHG methodology and determine which tool is appropriate to use for the municipalities in each state (MA and RI). The TL will document the decision and the rationale in a table such as the example in Appendix D. The TL will then assign staff to complete the following tasks according to the decision made in this step.</li></ul>
<u>LGGIT Tasks:</u> <ul style="list-style-type: none"><li>The PM or TL will assign staff to download the EPA’s Local – GHG Inventory Tool (LGGIT) Community Module at <a href="https://www.epa.gov/statelocalenergy/local-greenhouse-gas-inventory-tool">https://www.epa.gov/statelocalenergy/local-greenhouse-gas-inventory-tool</a> and use that tool to estimate emissions from mobile combustion sources.</li><li>Staff will read the [Introduction] worksheet and the [Read Me] worksheet to become familiar with the organization of the tool and the tool’s terminology. Staff will become familiar with Rows 42 through 59 of the [Read Me] sheet that reflect a brief summary of the steps necessary to complete the calculations for each sector.</li></ul>

**Table 2.1** Technical Task Descriptions for Task 1.

<b>Tasks and Deliverables</b>
<b>Task 1. Mobile Combustion (Transportation)</b>
<p>Additionally, staff can reference the LGGIT User’s Guide for the Community Module that is included within the downloaded zip file.</p> <ul style="list-style-type: none"><li>• Staff will complete the four (4) initial setup steps on the [Control Sheet].</li><li>• Staff will review Chapter 7 - Transportation in the <a href="#">GPC GHG Emissions Inventories</a>, and/or Chapter 7 - Vehicle Fleet in the <a href="#">LGO Protocol</a>. Staff will obtain from a state or local motor vehicle agency, the most recent listing of vehicles registered at addresses located in the local community or MSA including (as available) year-manufactured, make, model, body style, fuel, and description.</li><li>• In the LGGIT: Community Module [community_ghg_inventorytool.xlsm], staff will use the [Mobile-Entry] sheet to load the community’s or MSA’s population of fossil-fueled motor vehicles. Staff will prepare an aggregated listing (i.e., listing of sets of vehicles with counts by vehicle type, model, year, and fuel) for all of registered vehicles and an estimate of the average fuel consumed for each set of similar vehicles.</li><li>• The PM, TL, or QAM will assign a staff member who did not support steps 2-6 of this task to complete a QC review. Staff will independently review the original source data for all inputs and supporting calculations used to populate the [Mobile-Detail Calcs] sheet. Staff will also complete an independent review of all inputs to the LGGIT and complete independent calculations for at least 2 types of vehicles (as directed by the PM or TL) on the [Mobile-Detail Calcs] sheet. The assigned QC staff member will also be directed to compare the LGGIT-based estimate to the estimate published in the EPA’s National Emissions Inventory (NEI) and available using the <i>Data Queries</i> tool at <a href="https://www.epa.gov/air-emissions-inventories/2020-nei-supporting-data-and-summaries">https://www.epa.gov/air-emissions-inventories/2020-nei-supporting-data-and-summaries</a>. This NEI query tool provides national, state, county, and tribal emissions estimates for mobile sources.</li></ul> <p><u>RIDEM Methodology Tasks:</u></p> <ul style="list-style-type: none"><li>• The PM or TL will assign staff to download RIDEM’s 2019 Rhode Island Greenhouse Gas Emissions Inventory at <a href="https://dem.ri.gov/sites/g/files/xkgbur861/files/2022-12/ridem-ghg-inventory-2019.pdf">https://dem.ri.gov/sites/g/files/xkgbur861/files/2022-12/ridem-ghg-inventory-2019.pdf</a> and use that report to understand the state-level data sources or federal tools apart from LGGIT used to estimate emissions from mobile combustion sources for the State or Rhode Island.</li><li>• Staff will read the Background section of the report to become familiar with the generalized approach to the State of Rhode Island’s GHG inventory methodology and rationale. Staff will become familiar with the Transportation Sector section of the report, which discuss the methods that were used to quantify transportation</li></ul>

**Table 2.1** Technical Task Descriptions for Task 1.

<b>Tasks and Deliverables</b>
<p data-bbox="282 365 1250 512">emissions (MOVES, SIT, state-level datasets).<sup>1</sup> Additional methodology details are available in the Rhode Island 2022 Climate Update, Greenhouse Gas Emissions Inventory Process, Methodology, and Tools section, available at <a href="https://climatechange.ri.gov/act-climate/2025-climate-update">https://climatechange.ri.gov/act-climate/2025-climate-update</a>.</p> <ul data-bbox="237 537 1295 814" style="list-style-type: none"><li>• Staff will make a determination as to the ability to utilize the RIDEM methodology for consistency across the entire MSA region, inclusive of federal and state-level data equivalents that may be available for the Massachusetts-based geography, or where departures or use of LGGIT are warranted given improved data quality or availability.</li><li>• The PM, TL, or QAM will assign a staff member who did not support data gathering and analysis elements of this task to complete a QC review. Staff will independently review all inputs to the RIDEM methodology.</li></ul> <p data-bbox="185 842 496 869"><u>Post-GHG Inventory Tasks</u></p> <ul data-bbox="237 894 1295 1709" style="list-style-type: none"><li>• In the GHG inventory report or in a separate report based on the GHG inventory, SRPEDD will include a listing of options for emissions reductions from this sector that may include one or more of the following components or other components (that are not listed below) that assigned staff may identify during preparation of the inventory in the future during implementation of this task:<ol data-bbox="331 1104 1295 1709" style="list-style-type: none"><li>a. The specific source categories and activities affected by the proposed option.</li><li>b. The quantity of GHG emissions reduced by the options with an associated uncertainty estimate.</li><li>c. The quantity of criteria emissions reduced by the options with an associated uncertainty estimate.</li><li>d. The quantity of toxic air pollutant emissions (as defined under applicable local, state or federal rules for air toxics) reduced by the option with an associated uncertainty estimate.</li><li>e. The number of people living in any nonattainment areas where the option would reduce emissions (regardless of the specific pollutant triggering nonattainment).</li><li>f. A description of any benefits that the option will impart to communities with known environmental injustice issues such as close proximity to major transportation corridors.</li></ol></li></ul>

<sup>1</sup> Additional methodology details are available in the Rhode Island 2022 Climate Update, Greenhouse Gas Emissions Inventory Process, Methodology, and Tools section, available at <https://climatechange.ri.gov/act-climate/2025-climate-update>.

**Appendix D: Example Decision Tracker for GHG Inventory Tool by Sector and State**

Task	Sector	MA		RI		Rationale
		EPA LGGIT	RI DEM	EPA LGGIT	RI DEM	
1	Mobile Combustion					
2	Electric Power Consumption					
3	Solid Waste					
4.1	Stationary Combustion					
4.2	Agriculture and Land Management					
4.3	Waste Generation					
4.4	Water					
4.5	Wastewater Treatment					
5	Urban Forestry					

**Q7: Does a proposed or existing decision-making process already exist for choosing which carbon reduction actions in local climate documents (for instance, Providence, RI) are included in aggregated list of emissions reductions for the PCAP?**

**A7:** SRPEDD is in the process of launching a municipal project leadership team, with intended representation from both MA and RI. This body will assist in guiding these decisions. We feel that the intention to consider 20 measures in the PCAP phase provides ample opportunity for projects that have benefits throughout the planning area, and that can recognize action items that have been developed.

**Q8: For GHG projections, does SRPEDD have access to South Coast rail usage projections?**

**A8:** SRPEDD's Environmental Team does not presently have this data on hand, but we are committed to working with our Transportation Department/MPO staff and South Coast Rail state contacts to obtaining any available rail usage projections.