

WSDOT Climate Change Emissions Inventory

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The Climate Registry
Understanding Reporting Compliance in Cap-and-Trade
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Presentation Overview

- Why WSDOT is reporting GHG emissions
 - Regulatory environment
 - What we hope to learn
- How we are preparing our inventory
 - Key emission sources
 - Challenges and tools
- Transportation data for employee commutes



Why Report Emissions

- Meet reporting requirement in HB 2815
 - WSDOT meets both fleet and entity criteria
 - Requirement takes effect for 2009 emissions to be reported in 2010
- Better understand our emissions so that we can make productive changes
- Start now to make sure we can adequately meet the requirement when it takes effect
- Demonstrate to others our commitment to addressing climate change



Joining the The Climate Registry

- Researched inventory protocols and tools
- Identified World Resources Institute protocol as standard
- Recognized the boundaries set with Scopes 1 and 2 as clear limits on what to we control and can actively affect
- Joined TCR as founding member
 - We will report our 2009 emissions in 2010 through TCR



Inventory Process

- Identify sources
- Gather and analyze data
- Report emissions



Agency Emission Sources

- Ferries
 - WSDOT operates largest ferry system in the country
- Fleet
 - Passenger vehicles, incident response vehicles, snowplows
- Facilities
 - Office buildings, maintenance facilities/shops, sand sheds, radio shacks
- Freeways
 - Traffic lights, illumination, cameras, variable message boards



Data Sources

- Ferries
 - Already track fuel use by vessel
- Fleet
 - Transportation Equipment Fund (TEF) tracks vehicle use by data gathered at the pump (Voyager card)



Data Sources

- Facilities and Freeways
 - For the sustainability report (required for state agencies) financial data is used to calculate approximate energy use
 - Not acceptable approach within TCR protocol
 - Pulled utility payments for the year out of accounting system – 40,000 payments!!
 - About 5,000 utility accounts across the state
 - Requesting year end summaries from each utility company, along with location identification information



Challenges

- Enormous quantity of utility data to gather and analyze
 - Linking utility accounts to locations
 - **Flat rate, and utility accounts that include fixture rental verbing...**
 - Organizing data for verification
- Leased facilities
- Fleet fuel use for vehicles that carry fuel using equipment – identify vehicle fuel use and equipment fuel use
- Minor sources – refrigeration, etc.



Possible Solutions

- Recognize that 2007 inventory is our first and not subject to regulatory standards nor verification
 - Doing the best we can with what is available
 - Working to identify needs and set up systems to gather and analyze data for the future
- Electronic system to collect utility records?
 - Working on a way to streamline utility data collection for the future
- *De minimis*
 - Estimating emissions to the best of our ability where we don't have the data readily available, within allowed 5%



Reporting

- Internal use
 - Where can we start making the most effective changes in our operations?
- Sustainability report
 - The next sustainability executive order is likely to include GHG emissions **Call Ecology**
- Other interested parties
 - Other state transportation departments are interested in what we are doing



Transportation Data

- Employee commute data may already be collected
 - Employers who participate in Commute Trip Reduction program are surveyed every two years
 - How did you get to work last week?
 - Home and work zip codes
 - Distance to work
 - GTEC, Seattle Transportation Management requirement, transit agencies may also be surveying



Questions or Comments?

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