RESPONSES TO QUESTIONS

for

2010 Chicago and Regional Community Emissions Inventory Request For Proposals (RFP)

Required for use by:

GLOBAL PHILANTHROPY PARTNERSHIP (GPP)
in collaboration with
CITY OF CHICAGO DEPARTMENT OF ENVIRONMENT
and
CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)

Issued by:

GLOBAL PHILANTHROPY PARTNERSHIP
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ONE (1) ORIGINAL DIGITAL COPY OF THE RESPONSE MUST BE SUBMITTED

All responses shall be addressed and returned to both of the following persons:

April K. Donnellan, Executive Director
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and

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Responses must be received no later than 4:00 p.m. CST, on
February 7, 2011.
Responses shall be submitted electronically via e-mail.

RESPONSES TO QUESTIONS

for

2010 Chicago and Regional Community Emissions Inventory RFP

1. Was there an approximate budget amount or range that is desired?

The current confirmed budget is US$50,000. However, further support may become available depending on the scope and depth of the submitted proposals. We also welcome proposals that identify opportunities to further leverage these funds with additional resources that the respondent may have access to.

2. Please describe any perceived strengths, shortcomings, areas-for-improvement of the previous two community inventories.

Strengths of previous inventories include granularity of data segmentations, explanations of any indirect factors, and high-level categorization of sources. Areas-for-improvement include better refinement and localization of sources such as freight and industrial pollutants (rather than per capita calculations and national averages), transparency in calculations, alignment to established standards, further granularity within sources (i.e. breakdown of energy sources, transportation sources, etc.), increased availability of technical reports, expanded regional inventory, increased ability to compare to other cities, and detailing assumptions behind any "business-as-usual" calculations.

3. What degree of granularity in energy and transportation usage and emissions does the City of Chicago require? For instance, will the City require electricity and natural gas-related emissions to be broken out by key categories such as municipal, residential, commercial and industrial?

Yes, the sectors of residential, commercial, and industrial are all required for electricity and natural gas-related emissions. The municipal sector is preferred to be included. At least this same degree of granularity is strongly preferred for transportation emissions. A breakdown of emissions sources would also be preferred, for instance the sources behind electricity production.

4. Are there any utilities beyond ComEd that have data relevant to this project?

Nicor and Integrys, whose subsidiaries include Peoples Gas and North Shore Gas, have relevant data.

5. What depth of detail would be desirable in the 2010 inventory regarding aviation and marine-related emissions?

These are Scope 3 emissions, which are not required but encouraged. The depth of detail that would be desired for these emissions would be at or near the level of the Scope 1 and Scope 2 emissions in the emissions inventory.

6. Given that Scope 3 is a very broad category, what are your expectations for Scope 3 sources for the 2010 community inventory?

Scope 3 emissions are not required, but are encouraged. Expectations include known sources of Scope 3 emissions that can be reasonably quantified using defensible approaches. Particular areas of interest are aviation and life-cycle food system emissions. The latter would provide an examination of the local food system in order to inform potential future proposals regarding which actions would best mitigate greenhouse gas emissions and improve our local food system's resiliency in light of expected impacts. However, for those Respondents who would like to propose some Scope 3 calculations, please indicate clearly in the proposals the cost differentials between a project scope that includes the Scope 3 calculations, and one that excludes Scope 3 calculations.

7. What data, collection processes, and management systems do you have in place for community-wide inventories currently?

Chicago uses a performance management system that tracks greenhouse gas emission reductions. This system captures data related to the various Chicago Climate Action Plan strategies and actions, and calculates emissions on a mitigation basis (i.e. how much is reduced). Chicago is also calculating emission reductions for actions typically considered to be climate change adaptation actions.

8. Will we have complete access to raw data and in-depth methodologies used for the 2000 and 2005 inventories? In what formats can that data be made available?

The scope and methodology used for the 2000 and 2005 Chicago emissions inventories are available here:
http://www.chicagoclimateaction.org/pages/research___reports/8.php (within the "Chicago Greenhouse Gas Emissions and Mitigation Analysis" section). The data sources are listed within this report. These emissions inventories contain some of the data used, and it is possible to obtain some additional data – however, that may be limited and may, in some cases, be outdated.

9. For scoping purposes, how many individual data sources were employed in the previous inventories (i.e. energy usage data sources or transportation data sources)? Were these interfaces programmatic, extracts from other systems, spreadsheets, or manual inputs?

The data sources used in previous emissions inventories are sourced in the 2000 and 2005 Chicago emissions inventories, available here: http://www.chicagoclimateaction.org/pages/research___reports/8.php (within the "Chicago Greenhouse Gas Emissions and Mitigation Analysis" section). Additional data may be available in technical reports for these previous emissions inventories, but this data may be limited.

10. What is the level of granularity of the data collected for the 2000 and 2005 inventory? i.e. To what extent is data aggregation, cleansing, and summarization required?

Data aggregation, cleansing, and summarization are required because this will be a publicly available document, so it should take into account that there will be a wide variety of audiences with diverse sets of previous emissions inventory knowledge. Because this is an update, it is not expected that the reporting will be as in-depth as the initial emissions inventory. To the extent that it is possible, overlaps in data between Chicago Climate Action Plan strategies and actions should be clearly documented. If greenhouse gas emissions are chosen to be counted under one action rather than another, this must be clearly noted to avoid double-counting.

11. The Chicago Department of Environment provided tree canopy data for the previous inventories. What data exist for the change in tree canopy, and what year are those data? Do the data exist for the seven county region?

The tree canopy data the Chicago Department of Environment (DOE) has is part of a seven-class landcover product derived from 2007/2008 high-resolution satellite imagery. A rough tree canopy estimate based on 2003 imagery is also available, but the degree of accuracy for this data is not known. The firm that created the 2003 data, RFP Mapping, does have landcover data for the seven-county region but DOE does not have access to it. In 2010, the U.S. Department of Agriculture Forest Service published a long-term study of Chicago's canopy called Urban Forest Effects, now known as i-Tree Eco, which included data sampling and area extrapolation.

12. Are aviation emissions to be included in the 2010 inventory?

Please see the answer to question five.

13. Regarding the "Offsetting effects," it is our understanding that these would be discussed supplementary to the inventory—that is, the inventory would be calculated and reported using actual electricity use values and then impacts of weather on electricity demand would be discussed to contextualize the data, as was done in the previous inventories. Is this understanding correct?

Yes, that is correct. The offsetting effects would be discussed to contextualize the data in order to better understand why some changes may have occurred relative to previous emissions inventories and how this may impact future emissions inventories.

14. The RFP mentions that the contractor will work with the Chicago Climate Action Plan team. What will be the primary method and forum for those collaborations?

The primary method will be a series of meetings/conference calls. There will be an initial meeting to address clarifications from the vendor and from the Chicago Climate Action Plan (CCAP) team. In addition, there will be at least two status update meetings during the development of the emissions inventory. However, the vendor will be able to contact the Project Lead, Thomas Jacks of the Global Philanthropy Partnership (GPP), via email and/or phone for any questions at any time during the process, as needed, and the Project Lead will also help the vendor connect with various CCAP team members as needed. Team members include the Chicago Department of Environment, the Chicago Metropolitan Agency for Planning, the GPP, and the Civic Consulting Alliance.

15. The RFP mentions per-household emissions as a benchmark. Is this intended to be total regional emissions divided by households? Or, should the emissions directly attributable to household activity be calculated as well?

The total regional emissions divided by households benchmark is required. The amount of emissions directly attributed to household activity is strongly preferred.