

TOWN OF WOODSTOCK

CLIMATE SMART TASK FORCE

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Application for 15 Points

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Performance: Reduce GHGs from Government Vehicles

15 — 45 Points

During the period 2011 to 2019, Woodstock reduced its GHG emissions attributed to government owned, light-duty vehicles by 11.9%. In 2011, GHG emissions from light-duty vehicles were 203.3 MTCO₂E, and by 2019, the emissions had been reduced to 179 metric tons. The reduction is identified below.

Light Vehicles
Metric Tons CO₂e equivalent
Town of Woodstock

		2011	2019	Reduction	Percent
Scope 2 Mobile Combustion	Gasoline (gals)	203.3	179.0		
	Sum of Scope 2 Mobile Combustion ^Σ	203.3	179.0	(24.2)	11.9%

Three Basic Steps

1. **Create a baseline measurement of the GHG emissions** from four-wheeled vehicles owned or operated by the local government (including leased vehicles).

Baseline GHG emissions are the emissions from Gasoline consumption in 2011, as determined by the Local Government Operations Protocol (LGOP), chapter 7.1, by town owned vehicles. The details of this calculation are explained in PE2 Action: Government Operations GHG Inventory.

2. **Implement actions that reduce GHG emissions** from government vehicles.

Most of the gasoline is consumed by the town's police vehicles, with minor amounts consumed by light-duty pickups used by the highway department, sewer & water departments, and the building department. In 2012, the town established a policy to right-size the police fleet by replacing 8-cylinder police vehicles with 6-cylinder models, thus substantially reducing gasoline consumption. Each year, a new 6-cylinder police car was purchased until the entire fleet was converted.

Diesel, heavy-duty vehicles operated by the highway department are excluded from this submission.

3. **Measure the reductions in GHG emissions resulting from the fleet activities.** The tables below show the GHG emissions from gasoline for the years 2011 and 2019. These tables are extracted from the GHG inventories presented in action item PE2.

The model used to calculate GHG emissions for this CSC action is consistent with relevant provisions (chapter 7.1) of the Local Government Operations Protocol (LGOP), a standardized set of guidelines for quantifying and reporting the GHG emissions associated with government operations.

Local Government Operations Protocol
Sector:Vehicles
Year:'2011'

			Expenditures	Volume	Metric Tons CO2e equivalent	Metric Tons CO2	Methane Kgm	Nitrous Oxide Kgm
Scope 1	Stationary Combustion	Fuel Oil (gals)			0.0	0.0	0.0000	0.0000
		Propane (gals)			0.0	0.0	0.0000	0.0000
	Mobile Combustion	Gasoline (gals)	\$70,666	23,150	203.3	203.3		
		Diesel Fuel (gals)	\$80,595	23,500	239.9	239.9		
		Kerosene (gals)	\$4,910	882	8.9	8.9		
Scope 2	Grid Electricity (kWh)				0.0	0.0	0.0000	0.0000
	Hydro Electricity (kWh)							
	Sum of Scope 2 (Electricity)		Σ	0	0.0	0.0	0.0000	0.0000
Total by Year			Σ	\$156,171	452.1	452.1	0.0000	0.0000

Local Government Operations Protocol
Sector:Vehicles
Year:'2019'

			Expenditures	Volume	Metric Tons CO2e equivalent	Metric Tons CO2	Methane Kgm	Nitrous Oxide Kgm
Scope 1	Stationary Combustion	Fuel Oil (gals)			0.0	0.0	0.0000	0.0000
		Propane (gals)			0.0	0.0	0.0000	0.0000
	Mobile Combustion	Gasoline (gals)	\$39,991	20,390	179.0	179.0		
		Diesel Fuel (gals)	\$49,396	23,555	240.5	240.5		
		Kerosene (gals)			0.0	0.0		
Scope 2	Grid Electricity (kWh)				0.0	0.0	0.0000	0.0000
	Hydro Electricity (kWh)							
	Sum of Scope 2 (Electricity)		Σ	0	0.0	0.0	0.0000	0.0000
Total by Year			Σ	\$89,388	419.5	419.5	0.0000	0.0000