

Sustainable Transportation Working Group Meeting Notes June 11, 2008

Next Call: July 9 2-3 PM

Participants:

Davis: Cliff Contreras, Sid England

Davis Health Systems: Maria Collins

Los Angeles: Renee Fortier, Sherry Lewis, Dave Karwaski

Riverside: Nita Bullock

San Diego: Sam Corbett

San Francisco: Jon Gledhill, Kevin Cox, Peter Davis, Robert Wong

Santa Cruz: Larry Pageler

1. Campus check ins on sustainable transportation efforts

San Francisco:

- Planning to build a parking structure at Mt Zion, so will be doing the Business Case Analysis.

Q. Who sees it?

A. Planning, Design & Construction, Budget Office, and Regents

- Relamping their parking structures and will achieve energy and cost savings (*Jon – can you fill in the amounts?*)

- Received a grant and will install bike lockers at Parnassus. SF has bike racks and cages now, but want to offer lockers (looking for advice about types of lockers) (*Jon – David Takemoto-Weertz at UCD would be good to talk to.*)

- In order to achieve a LEED point (green building) they are looking at providing showers and lockers at the fitness center for bike commuters.

Davis:

- Reviewing their alternative transportation incentives

- Acquiring more high security bike racks.

- Advertising for a Transportation Demand Management and Marketing position.

- Interested in offering carshare.

- Bike/Transportation Study being conducted by Fehr and Peers. Got a grant from SACOG (Sacramento Area Council of Governments)/Caltrans . Looking at creating standards for bike commuter paths, vs other types of paths. Have had 1 public workshop so far. Advisory Committee has identified areas for improvements. Hoping to improve safety for pedestrians and bikes.

- Faculty member Deb Niemeier of the John Muir Institute is doing research to compare the carbon footprint of population living in the West Village and compare it to the carbon footprint if they were to live off campus.

Davis Health System (Med Center):

More sustainability efforts (*Sid England – Vice Chancellor for Sustainability at the main campus has convened senior leadership at DHS*)

San Diego:

- Alternative transportation users are now a higher percentage than single occupancy vehicles – SOV down from 54% to 49%. Bike commuting is up 50% and transit use is up 165%.

- Piloting a \$20 transit pass for Hillcrest Medical Center – started 6/08.

Doing a campus analysis of the cost for campus wide user fee.

- Looking at changes to alternative transportation subsidies – always coordinate with labor relations.

Los Angeles:

- New marketing campaign, “Take a vacation from the pump”. 3 month free transit pass for giving up parking permit. Had 100 responders in less than 24 hours to email announcement.

- Working on Climate Action Plan – have established base year info for 1990, 2000 and 2006. They are below 1990 and 2000 greenhouse gas levels now because of expanded TDM program.

- Working on estimate for air travel, which will be a big GHG emission source. Currently estimate 50,000 air miles/year. Haven’t converted to GHG yet. UCLA does have central travel service, so can get total miles (and they extracted UCOP travel, which is also booked through UCLA travel). The air travel information does not distinguish whether the trip is non-stop or multiple stops. The GHG emissions are much higher for take off and landing, thus multiple stop trips would have more GHG.

- Will launch Phase 1 of their bike loan program this fall. Phase 1 bike loan program will target departments and the UCLA guest house. Phase 2 will expand the program to have bike hubs around campus similar to the Paris model. They will partner with the Recreation department to provide maintenance.

- Installing a second CNG fast fill facility.

- Working on a waste vegetable oil (yellow grease) conversion project with head chef from Dining services. Oil will be sent off campus to be converted to biodiesel, then used in housing vehicles.

- Rightsizing: UCLA has been evaluating their fleet, to see if they could reduce the # of vehicles. They have found that the expansion of the medical center to Santa Monica Hospital has required a variety of facility service units to drive to SM hospital. There is a shuttle for faculty and staff, but service providers need vehicles to get there, and low speed vehicles won’t work for the 6 mile, public street distance.

- UCLA is planning on providing additional staff housing on campus, and is dealing with parking expectations.

Riverside:

- Don Caskey has been hired as the new campus architect and he is very supportive of sustainability (he’s a very happy vanpool commuter).

- Ridership on the UPass program is up, parking permit sales are down.

- Increase in bike ridership

- Traffic calming devices are being installed on Canyon Crest.

- Seeing more conflicts among bikes, razors, scooters, pedestrians and vehicles.

UCOP:

- We have met with various carshare stakeholders (transportation and parking services and fleet services), and identified desired elements of an opt-in car share contract that we want to negotiate with ZipCar. Strategic Sourcing director has looked at the businesses in this field and has indicated we do not need to go through a competitive RFP process. Dan Beaman has been leading this effort, and he is leaving OP (to teach English in Japan) so the effort will be carried on by Strategic Sourcing who will convene a team of people to be involved in the negotiation.

- Charlotte Strem met with UC Housing Directors 6/11/08 to encourage their sustainable transportation efforts. By definition, housing on campus helps achieve the sustainable transportation policy, however driving behavior and parking policies vary widely. The number of parking spaces provided for on-campus residents varies, as well as the policies which enable or restrict students from bringing cars to campus. Carshare was suggested as one tool to provide on campus students with mobility. Successful UCSC program cited. Dynamic rideshare (for one time trips vs. regular commuting) such as Zimride is another tool to enable on-campus resident mobility without car ownership. (Zimride.com) One of the founders of Zimride was Logan Green, a UCSB alumni.

- Justin Wiley (UCB student) has received a small amount of start up funding for a shared bike program. He is still in the process of working out logistical details and could use a lot of help in that area. jwiley@berkeley.edu.

2. PZEV Guideline Change

The Sustainability Steering Committee was rescheduled from June 5 to September 29, so we have more time to review our proposed guideline changes.

See the Proposed PZEV guideline change attached. The proposed change is to replace the guideline that refers only to fleet and broaden it to reference the Climate goals in the Climate Protection section of the policy, and include fleets, commuting and business air travel.

Reporting on implementation of guideline:

One of the existing guidelines already requires reporting of fleet fuel consumption. It is included in the annual report to the California Climate Action Registry (CCAR) as well as the annual sustainability report to the Regents. Commute information and business air travel will be included in the Climate Action Plans, but there is no provision at this point for regular reporting of this information.

Options for measuring commute emissions:

1. Average Vehicle Ridership

The AVR metric required by the South Coast Air Quality Management District (LA, I, R) is to measure employees. While that is one metric, it does not capture the students, faculty or staff who live on campus. For a University metric, that more accurately measures all of our commuting emissions, we need to include the entire population.

(there is already a guideline saying each campus should calculate their Average Vehicle Ridership, but few campuses outside of the 3 in SCAQMD have done so. Cost is a barrier for several campuses.)

We will need to use a different term to distinguish AVRs which INCLUDE on campus residents, from those which EXCLUDE this population. How about “Campus Average Vehicle Ridership” for those metrics which include on campus residents?

2. Mode split: Number or percentage of trips by each mode
3. Vehicle miles traveled (VMT) per capita

We’ll discuss metrics more on our next call, 7/9/08.

Attachment:
Proposed PZEV guideline change

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Draft PZEV guideline change

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Existing Guideline:

Metrics and Benchmarking

- a. Using the time period 2004-2005 as a baseline, campuses will strive to increase the percentage of low (PZEV) or zero-emission vehicles (ZEV) by 50% by the year 2009-2010, or to increase the number of PZEV and ZEV vehicles by 20% by the year 2009-2010, whichever is more feasible, and/or to convert campus vehicles to 50% non-carbon based fuel by year 2009-2010.

Proposed Guideline: (delete existing language and replace with language below)

- a. Section III of the Policy on Sustainable Practices addresses Climate Protection Practices. To comply with that guideline, campuses will prepare inventories of campus GHG emissions for their Climate Action Plans (by 12/08). The inventories include GHG emissions from fleets, commuting and business air travel. The Climate Action Plans will identify emission reduction programs specific to each campus. Each campus will determine the amount and type of transportation emission reduction to be achieved as part of their overall campus emission reduction program.
- b. Optional mechanisms for reducing transportation emissions
Mechanisms for reducing transportation emissions from **fleet** include:
 - replacing vehicles with low or no emission vehicles
 - rightsizing fleets (determining the appropriate fleet size, revising business practices to reduce need for travel)
 - reduce fleet fuel consumption
 - reduce fleet vehicle miles traveled
 - increase use of non-petroleum based fuels/ or increase use of fuels with lower GHG emissions.

Mechanisms for reducing **commute** emissions include:

- construct additional on-campus housing
- expand Transportation Demand Management programs: carshare, carpool (rideshare), vanpool, buspool, campus shuttles, transit, bicycle circulation system, pedestrian circulation system, emergency rides home, telecommuting, parking management, etc.

Mechanisms to reduce **business air travel** include:

- remote conferencing, such as teleconferencing, videoconferencing, and webconferencing

Existing Climate Protection Practices Guideline:

- a. Campus greenhouse gas emission reduction goals are listed under III. Climate Protection Practices
- b. With an overall goal of reducing greenhouse gas (GHG) emissions while maintaining enrollment accessibility for every eligible student, enhancing research, promoting community service and operating campus facilities more efficiently, the University will develop a long term strategy for voluntarily meeting the State of California's goal, pursuant to the "California Global Warming Solutions Act of 2006" that is: by 2020, to reduce GHG emissions to 1990 levels. In addition, consistent with the Clean Energy Standard sections a, b, and c of this (Sustainable Policy) document, the University will pursue the goal of reducing GHG emissions to 2000 levels by 2014 and provide an action plan for becoming climate neutral as specified in the Implementation Procedures below.

Implementation Procedures for Climate Protection Practices:

By December 2008, the University will develop an action plan for becoming climate neutral which will include: a feasibility study for meeting the 2014 and 2020 goals stated in the Policy guidelines, a target date for achieving climate neutrality as soon as possible while maintaining the University's overall mission, and a needs assessment of the resources required to successfully achieve these goals. Climate neutrality means that the University will have a net zero impact on the Earth's climate, and will be achieved by minimizing GHG emissions as much as possible and using carbon offsets or other measures to mitigate the remaining GHG emissions.

Each UC campus will pursue individual membership with the California Climate Action Registry. The Senior Vice President, Business and Finance, in coordination with campus administration, faculty, students and other stakeholders will form a Climate Change Working Group that will develop a protocol to allow for growth adjustment and normalization of data and accurate reporting procedures. The Climate Change Working Group will monitor progress toward reaching the stated goals for GHG reduction, and will evaluate suggestions for programs to reach these goals.