

Sustainable Transportation Working Group

Meeting Notes from 10/29/08 call

(No mtg in November)

1. Recap of systemwide Steering Committee (recommended guideline changes accepted)
 - Both Sus Trans working group recommended guideline changes were accepted by the Steering Committee.
 - In reporting the fuel consumption for 2007 I realized that we are counting transit vehicles in with fleet vehicles. The assumption is that we should reduce “fleet” fuel consumption to reduce our GHG. This applies to the pool and service vehicles, but transit vehicles may be offsetting trips that would otherwise be taken in single occupancy vehicles, so need to be counted separately.

2. Recap UC Fleet managers conf , and GHG emissions.
 - One of the issues raised at the fleet mgrs conf was that our campus climate inventories do not include ships! San Diego has large research vessels at Scripps, which use lots of fuel. It is consumed at sea – but we need to decide (with Climate change work group) how to account for those emissions.
 - Davis has the challenge of a fuel farm at the UCD airport – they sell aviation fuel to the public. Need to count emissions from fueling, but not from the flights (not UCD planes).
 - SC raised the issue that they think the campus, city and county may be double counting emission from trips.
 - LA raised the issue that different reporting/analysis venues are counting different GHG elements. CEQA (California Environmental Quality Act) requires a GHG emission analysis. UCLA consultants working on the recent LRDP amendment EIR included the emissions from visitor trips in their analysis. This is not an emission source required by other GHG reporting venues. Also included energy used for pumping water.
 - Fleets need to be divided into categories (see note above)
 - pool vehicles (which are lent out),
 - service vehicles (which are used 100% of the time by specific depts. like grounds)
 - transit vehicles (shuttle buses)
 - In looking at ways to reduce campus GHG emissions – fleet vehicles may (or may not) be more GHG efficient than personal vehicles.
 - Reimbursed business travel in personal vehicles is not currently included in emission inventories, only the fleet vehicles.

3. Bike Commuting tax credit

The federal government included a bike commuting tax credit in the big bailout bill. Charlotte is working with the relevant systemwide offices to find out more about its applicability to UC, and how we can administer this program.

4. Air travel metrics

Dave Karwaski from UCLA has an excel spreadsheet with distances between airports to use for input in Clean Air – Cool Planet GHG inventory tool. This uses the great circle method.

- We acknowledge that we only have info on travel booked through the UC reservation system(s). UCLA sought information on business travel booked by individuals (faculty) via a survey. They found that 26% of faculty travel was booked through the UC system, and 74% was not! Staff book through the UC reservation system by policy.

SC looked at travel reimbursement as a way to capture travel info. They also realized that in order to capture the GHG from the whole trip, they would need to make assumptions about each leg of the trip – eg. car from home to airport, plane trip, taxi from airport to hotel, or rental car from airport to final destination.

Another air travel challenge – Athletics – books their own travel.

The focus of the Clean Air Cool Planet calculator at the moment is on passenger air miles traveled.

We acknowledge that the Clean Air Cool Planet GHG calculator is not transparent (all the assumptions are not explicit), but it is the calculator all campuses are using for now.