

LAS POSITAS COLLEGE

2019 CLIMATE ACTION PLAN UPDATE



TABLE OF CONTENTS

- 1 INTRODUCTION..... 3
- 2 GREENHOUSE GAS EMISSIONS..... 6
- 3 GREENHOUSE GAS REDUCTION STRATEGIES13
- 4 TRACKING AND MEASURING PROGRESS.....17

1 INTRODUCTION

1.1 BACKGROUND

Las Positas College recognizes its responsibility as a higher education provider to lead climate and sustainability action for the benefit of students and society. As a signatory to the American College and University Presidents' Climate Commitment (ACUPCC), Las Positas College has pledged to move the campus towards achieving carbon neutrality by 2050. To support this commitment, the college developed a greenhouse gas (GHG) emissions inventory to quantify emissions for fiscal years 2005 to 2008. A complementary Climate Action Plan (CAP) was developed and released in 2010 to serve as a roadmap for achieving interim climate goals and lay out a longer-term strategy for climate neutrality.

Las Positas has updated its GHG inventory for fiscal year 2018 (FY2018) in order to measure progress in emissions reductions, evaluate the impact of implemented mitigation strategies, and identify new opportunities where the campus can reduce its GHG emissions and plan for further, long-term reductions. The results are presented in this updated Climate Action Plan.

1.2 GHG REDUCTION GOALS & PROGRESS

The ACUPCC climate commitment sets a goal for signatories to reduce GHG emissions to 15 percent below 2008 levels by 2020. Ultimately, ACUPCC asks that signatories commit to achieving carbon neutrality by 2050.

Based on the FY2018 inventory, the college's GHG emissions have decreased by 10.4 percent compared to FY2008 levels. This reduction in GHG emissions is on track with the ACUPCC's 2020 goal for signatories. This is a notable achievement given the increases to building square footage at Las Positas over the last ten years. Note that some adjustments were made to the FY2008 base year inventory in order to make accurate comparisons. These include the addition of missing natural gas emissions not reported in the FY2008 base year, and updated student commuting emissions to use a consistent calculation methodology. Further comparisons between the FY2008 base year and FY2018 are discussed in Section 2 of this document.

Las Positas College has had great success with reducing emissions from sources that it directly controls. Most notably, emissions from purchased electricity have dropped by 62 percent due to direct action taken by Las Positas College to fund and install on-site renewable energy. Emissions from sources that the college has less control over, such as student and staff commuting, remain the major GHG contributors.

1.3 GHG INVENTORY OVERVIEW

This sub-section provides a high-level overview of the updated greenhouse gas emissions inventory for FY2018, which covers the period from July 1, 2017 through June 30, 2018. Additional details and analysis are provided in Section 2 of this document.

Transportation

Transportation emissions (scope 3) are the largest source of GHG emissions at Las Positas. Transportation emission sources include student and employee commuting and directly-financed rental car and airline travel. These emissions comprise 80 percent of the gross total emissions in FY2018, with student commuting representing 71 percent of total emissions. The college has implemented several strategies since 2010 to incentivize public transit use, support electric vehicle use, and reduce unnecessary trips to and from campus. Continued focus on developing new and creative programs that target emissions from transportation will be necessary to reach carbon neutrality by 2050.

Buildings and Energy

Scope 1 emissions represent the second largest source of GHG emissions for the college. Scope 1 emissions include on-site stationary combustion (e.g. natural gas for heating), fugitive emissions from refrigerant leakage, and fuel use in district-owned vehicles. At Las Positas, 13 percent of the gross total emissions in FY2018 were from scope 1 sources. Purchased electricity (scope 2) represents just 7 percent of total GHG emissions. This is a 62 percent decrease in Scope 2 emissions since FY2008. The college achieved this impressive reduction by installing 2.3 megawatts (MW) of on-site solar energy, which generates over 50 percent of the campus's electrical energy use.

1.4 PROGRESS SINCE FY2008

Las Positas College has taken many steps to reduce greenhouse gas emissions since the FY2008 base year inventory was developed. Table 1 highlights key completed projects and ongoing initiatives.

Table 1: GHG Mitigation Strategies Implemented Since FY2008

GHG Mitigation Strategy	Year Completed
On-site Renewable Energy Generation	
Installed solar arrays over parking lots E and H with a total capacity of 1.1 MW	2009
Installed ground-mounted solar array with a total capacity of 1.2 MW	2014
Installed a 3 kW demonstration micro-solar grid at Building 1000	2018
LEED Certification for New Buildings	
Science Expansion Building achieved LEED NC Silver	2011

Barbara Francisco Mertes Center for the Arts achieved LEED NC Silver	2011
Student Services Center achieved LEED NC Silver	2012
Child Development Center achieved LEED NC Certified	2014
Academic Building achieved LEED NC Platinum	2018
Energy Management & Efficiency	
Expanded the central utility plant to accommodate new buildings and improve energy performance	2009
All new buildings are connected to the campus building management system (BMS) to improve energy performance and occupant comfort	Ongoing
LED lighting retrofits are being implemented across campus	Ongoing
Retrocommissioning activities are performed to target efficiency opportunities in older buildings	Ongoing
Transportation	
Installed 24 Level 2 electric vehicle chargers	2015 – 2018
Student body approved a transportation fee that funds free rides on Livermore Amador Valley Transit Authority (LAVTA) Wheels and Rapid buses	2018
Student parking permit fees raised for the first time in 17 years to encourage use of alternative transportation	2019
Transitioning the campus vehicle fleet to electric models	Ongoing
Increased the availability of online student services to reduce unneeded trips to campus	Ongoing
Improved on-campus dining options to reduce extra trips to/from campus	Ongoing
Expanded hybrid education courses so that both online and face-to-face learning opportunities are available	Ongoing

2 GREENHOUSE GAS EMISSIONS

2.1 METHODOLOGY

Las Positas has developed an updated GHG emissions inventory for FY2018 (July 1, 2017 to June 30, 2018) in order to track and measure progress towards its emissions reduction goals. The emissions inventory covers the following sources of GHG emissions: direct sources (“scope 1 emissions”), such as stationary fuel combustion and district owned vehicles; indirect sources (“scope 2 emissions”), which includes purchased electricity and on-site solar generation; and indirect sources (“scope 3 emissions”), which includes campus commuting and travel.

Calculations were based on generally accepted principles and guidelines as provided by the ACUPCC, the Intergovernmental Panel on Climate Change (IPCC), the GHG Protocol Corporate Accounting and Reporting Standard, and United States Environmental Protection Agency (US EPA). Campus-specific data and inputs have been used when and where possible. Results are presented in metric tons of carbon dioxide equivalent (mt CO₂e), using 100-year global warming potentials from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report.

As defined by the GHG Protocol, the inventory addresses seven GHGs that are produced by human activity. These GHGs are carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). For consistency purposes in reporting, results are expressed in carbon dioxide equivalents (CO₂e). Greenhouse gases expressed in units of CO₂e calculate the impact of other greenhouse gases by their global warming potential (GWP). GWP is the ratio of the warming that would result from the emission of one kilogram of a GHG to that from the emission of one kilogram of carbon dioxide over a fixed period of time, such as 100 years. For example, one metric ton of CH₄ is a more potent GHG and is equivalent to 25 metric tons of CO₂e.

2.2 BOUNDARIES

Organizational Boundaries

The Chabot-Las Positas Community College District Office defines its organizational boundaries using the operational control approach. The district owns and controls all of its operations, therefore all GHG emission sources were accounted for under each campus location. This report discusses GHG emissions from the Las Positas campus.

Operational Boundaries

GHG emission sources are quantified in terms of “scopes” as defined by the GHG Protocol, and will also be described by sector, covering transportation and buildings. The three scopes of analysis cover direct and indirect emissions as follows:

Direct Emissions

Direct emissions, also referred to as “scope 1 emissions,” are from sources directly owned or operated by the campus. These include combustion of fossil fuels in college-owned facilities like cogeneration plants, or from District-owned vehicles. Other direct sources may also include fugitive emissions from leakage of refrigeration or air conditioning equipment.

Indirect Emissions

Indirect emission sources cover both “scope 2 emissions” and “scope 3 emissions.” Scope 2 emissions are from sources that are owned or controlled by the campus. These include emissions that result from the generation of electricity, heat or steam that is purchased by the campus from a utility provider such as Pacific Gas and Electric (PG&E). Scope 3 emissions are from sources that are not owned or operated by the institution (and therefore out of the direct control of the district and campus), but are linked to and attributable to campus activities. Typical scope 3 emissions include directly-financed travel (such as airline and rental car reimbursements), and student, faculty, and staff commuting to and from campus. Other scope 3 emission sources may include solid waste (off-campus incineration or landfill), wastewater, upstream emissions from directly-financed purchases like paper production, and transportation and distribution losses from purchased energy.

The ACUPCC requires that all scope 1 and 2 emissions are reported, and scope 3 emissions from commuting and directly-financed travel are reported “to the extent that the data is available”. ACUPCC recommends including other scope 3 emissions where data is available and sources are significant, at the signatory’s discretion. Due to the availability and quality of data, the Las Positas FY2018 inventory only includes the required scope 1, scope 2, and scope 3 emissions.

2.3 FY2018 INVENTORY RESULTS

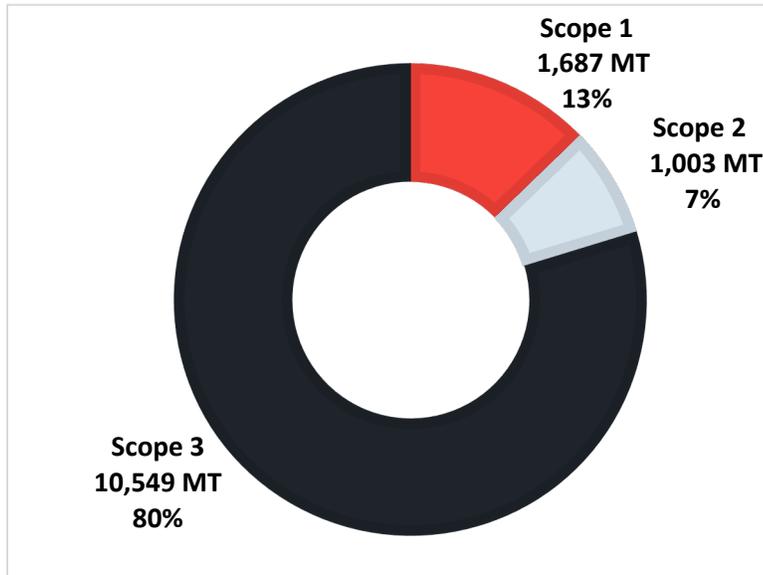


Figure 1: FY2018 Gross Emissions by Scope

gas for heating. These account for 1,687 mt CO₂e or 13 percent of total emissions. The smallest source is scope 2 from purchased electricity, which only accounts for 1,003 mt CO₂e or 7 percent of total emissions.

FY2018 Inventory Results, by Scope

Activity data for Las Positas was collected for the 2018 fiscal year and GHG emissions were calculated based on that information. Las Positas was responsible for a total of 13,238 metric tons of carbon dioxide equivalent (mt CO₂e) for all scope 1, 2, and 3 sources. Figure 1 presents the college's gross emissions broken down by scope. Because Las Positas students live off-campus and commute to the college, the largest source of emissions are scope 3 emissions from student and employee commuting. These represent 10,549 mt CO₂e and 80 percent of gross campus emissions. The second largest emissions source are scope 1 emissions from on-site stationary combustion, primarily natural

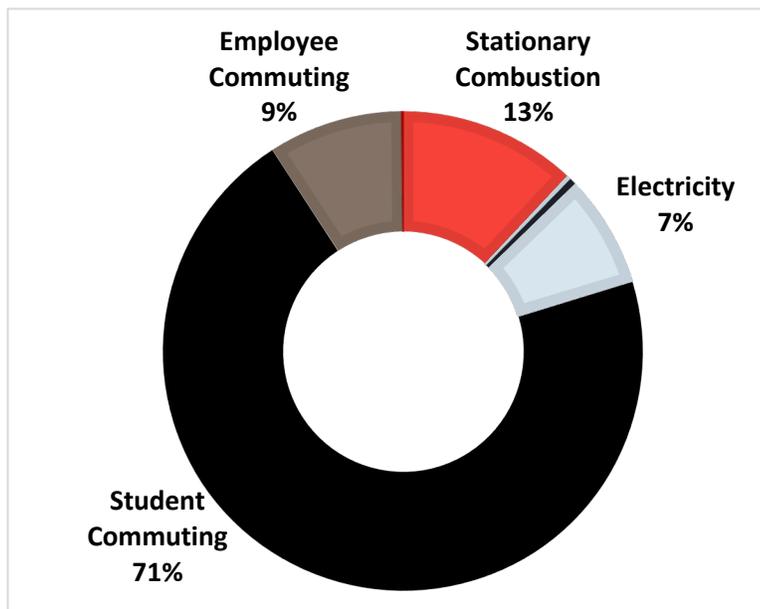
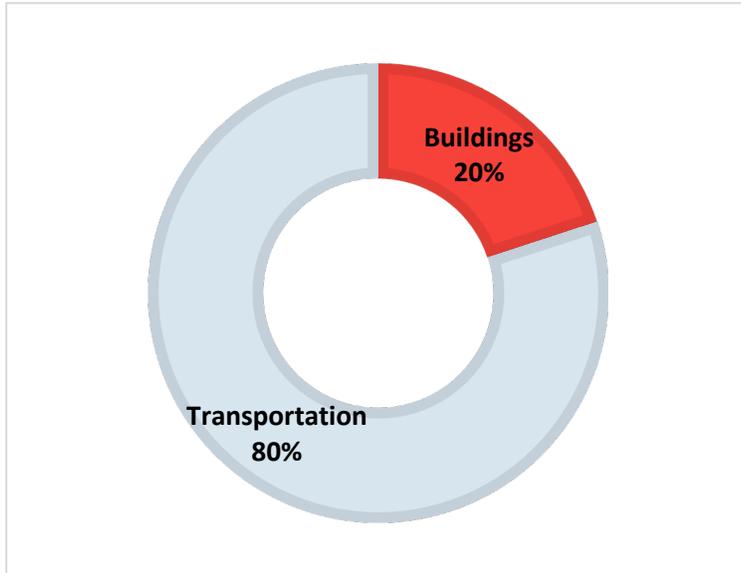


Figure 2: FY2018 Percent Emissions by Source

FY2018 Inventory Results, by Emission Source and Sector

Figure 2 on the left presents a breakdown of gross GHG emissions by emission source. Scope 3 student commuting is by far the largest source, accounting for 71 percent of all emissions. This is followed by stationary combustion with 13 percent of total emissions, and employee commuting, which comprises 9 percent of total emissions. As discussed above, emissions from purchased electricity account for only 7 percent of gross emissions. Emissions from refrigerants, business travel, and campus-owned vehicles were collectively less than 1 percent of emissions.

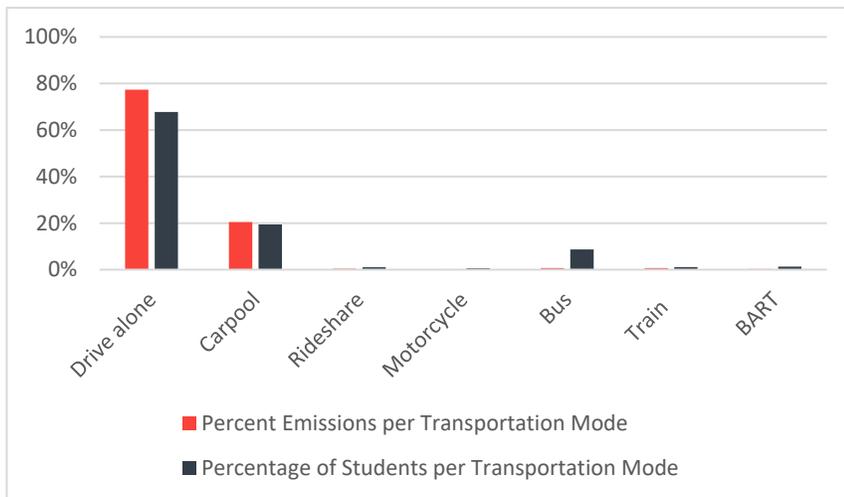
The campus emissions sources can be divided into two main sectors: transportation and buildings. The transportation footprint includes fuel consumption from campus-owned vehicles, conference reimbursements for rental car and airline travel, and student and employee commuting emissions based on a survey and analysis of commuting patterns. The buildings carbon footprint encompasses purchased electricity, on-site fuels for heating, and refrigerant emissions related to building cooling systems. Figure 3 shows the percent of total emissions attributable to these two sectors.



Transportation contributes to 80 percent of emissions while buildings only account for 20 percent. This presents a challenge for the college because reducing emissions from transportation that is outside the district’s direct control will require innovative initiatives and actions to influence behaviors that drive emissions reductions. The following sections discuss progress and challenges within each of these sectors.

Figure 3: FY2018 Percent Emissions by Sector

The following sections discuss progress and challenges within each of these sectors.



Transportation

All Las Positas students live off-campus, so it is not surprising that student commuting emissions are the single largest source of emissions for the college. Emissions were developed based on a student commuting survey that analyzed responses from 1,403 Las Positas students to understand their commuting habits and travel distances. Responses provided on the distance travelled, the number of commute days per week, and type of transport (driving alone,

Figure 4: Percent Students and Emissions per Transport Mode

carpool, rideshare, motorcycle, bus, train, or BART) were used to derive an average mt CO₂e per student for full-time and part-time students. This figure was then extrapolated to the entire student population. The survey response indicated that 68 percent of students drive a car by themselves, which accounts for 77 percent of student commuting emissions (Figure 4). 19 percent of students

carpool, 9 percent ride the bus, while less than 1 percent use each of the remaining forms of transport including BART, train, rideshares, and motorcycles.

A similar survey was provided to faculty and staff to determine the impacts of employee commuting emissions. 271 responses were received and analyzed following the same process as the student commuting analysis. Similar to the student data, the survey indicated that 84 percent of employees commute alone in a car. This accounts for 93 percent of all employee commuting emissions (Figure 5).

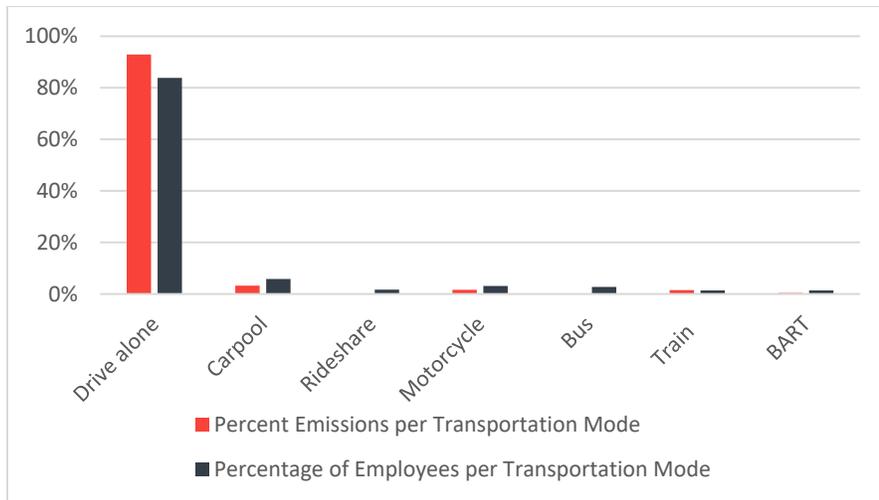


Figure 5: Percent of Employees and Emissions per Transport Mode

Buildings

Emissions from the buildings sector represent a much smaller portion of the total emissions for Las Positas. In the FY2018 inventory, 20 percent of the college’s total GHG emissions were due to purchased electricity and natural gas. Electricity emissions have decreased by 62 percent while natural gas emissions have increased 49 percent since FY2008. The significant decrease in electricity is due to the installation of 2.3 MW of on-site solar since 2008. The increase in natural gas emissions aligns with the increase in campus square footage of 49 percent.

Las Positas currently has a total of 2.3 MW of on-site solar energy, which generates over 50 percent of the campus’s electrical energy use. Las Positas exports electrical energy to the grid on most days. Table 2 below shows the amount of electricity exported annually by the campus, as well as the annual electricity that is purchased from PG&E, the utility provider. The PG&E grid acts like a battery, accepting over-generation during the day and returning that energy to the campus at night. The College benefits financially from this arrangement as it sells over-generation at daytime peak rates, and purchases evening energy at off-peak or part-peak evening rates. For FY2018, the campus exported roughly 2 million kWh of electricity to the grid from over-generation during daylight hours.

Table 2: Annual Solar Energy Export and Campus Electricity Use

Annual Electrical Energy Export and Usage (kWh)	FY2018
Annual solar energy produced on-site and exported	1,981,520
Annual purchased electricity used by the campus	3,879,997

2.4 PROGRESS FROM FY2008 BASE YEAR

In order to make accurate comparisons between the base year and current year GHG inventories, several key adjustments were made to the FY2008 inventory. First, emissions were updated to include missing natural gas emissions not originally reported. This was completed by backcasting known natural gas usage from FY2018 to the building square footage present in FY2008. Second, Scope 3 emissions were adjusted to include only the scope 3 sources that are required by ACUPCC (directly-financed travel and commuting by students and employees). Finally, student commuting emissions in the base year were updated to use a consistent calculation methodology. These changes enable a more precise comparison and progress assessment between data from FY2008 and FY2018. Table 3 below presents the adjusted FY2008 gross emissions by scope alongside the gross emissions from FY2018.

Table 3: Comparison of Las Positas FY2008 and FY2018 GHG Emissions

Scope	FY2008 (Metric Tons CO₂e)	FY2008 (% of Total Emissions)	FY2018 (Metric Tons CO₂e)	FY2018 (% of Total Emissions)
Scope 1	1,099	7%	1,687	13%
Scope 2	2,636	18%	1,003	7%
Scope 3	11,036	75%	10,549	80%
Total	14,771	100%	13,238	100%

In FY2008, the college was responsible for a total of 14,771 mt CO₂e. This decreased to 13,238 mt CO₂e in FY2018. This represents a 10.4 percent reduction in emissions over the ten-year period. The primary driver of this decrease was the installation of on-site solar photovoltaic installations, which resulted in a 48 percent decrease in purchased electricity from FY2008 to FY2018. The emissions reduction achieved is particularly impressive given the 49 percent increase building square footage over the ten-year period, as square footage is a primary driver of GHG emissions.

Transportation—including daily commuting by students and employees, air travel, and car rental—accounted for 75 percent of all emissions in FY2008, whereas transportation accounted for 80 percent in FY2018. Scope 2 electricity accounted for 18 percent in FY2008, while it only accounted for 7 percent in FY2018. Scope 1 stationary combustion and direct mobile emissions accounted for 7 percent in FY2008 while these sources represented 13 percent in FY2018.

In FY2008, student commuting represented 65 percent of total emissions. That rose to 71 percent of total emissions in FY2018. Although student commuting accounts for a higher percentage of overall emissions in FY2018, emissions from this source actually decreased 3 percent from 9,584 mt CO₂e in FY2008 to 9,344 mt CO₂e in FY2018.

Table 4 below shows that more students report carpooling and using public transit in FY2018 compared to FY2008. This can be attributed in part to work the college has done to encourage use of public transit, including facilitating free rides on Livermore Amador Valley Transit Authority (LAVTA) Wheels and Rapid buses, providing a 50% discount on ACE train rides, and increasing fees for student parking.

Table 4: Percent of Students per Transport Mode

Transport Mode	2008	2018
Driving Alone	78 percent	68 percent
Carpooling	6 percent	19 percent
Public Transport (Bus, BART, ACE Train)	7 percent	11 percent

Scope 2 emissions from purchased electricity typically encompass a larger proportion of an organization’s emissions than scope 1 sources. However, as a result of early sustainability initiatives developed at Las Positas, several megawatts of solar panels have been installed on-site to reduce purchased electricity demand and GHG emissions. As a result, scope 2 emissions have seen a drastic decrease from 2,636 mt CO₂e in FY2008 to 1,003 mt CO₂e in FY2018, representing a 62 percent decrease in scope 2 emissions from the base year.

3 GREENHOUSE GAS REDUCTION STRATEGIES

3.1 GHG REDUCTION GOALS

Las Positas College has adopted the climate goals outlined by the ACUPCC. These goals are to reduce GHG emissions to 15 percent below 2008 levels by 2020, and achieve carbon neutrality by 2050. Based on the FY2018 inventory, Las Positas's GHG emissions have decreased by 10.4 percent compared to 2008 levels. This reduction is on track with the ACUPCC's 2020 goal for signatories. Las Positas must continue to implement a variety of climate mitigation strategies and projects, particularly as campus square footage and student population increases over the next 30 years. This section outlines specific initiatives that are designed to continue moving the campus towards carbon neutrality.

3.2 TRANSPORTATION INITIATIVES

Transportation represents the largest source of GHG emissions at Las Positas. These emissions are generated by student and employee commuting, as well as directly-financed rental car and airline travel. Transportation emissions are 80 percent of the gross total emissions in FY2018, with student commuting representing 71 percent of total emissions. Achieving climate neutrality by 2050 will require Las Positas College to pursue a variety of mitigation strategies that address emissions from transportation.

3.2.1 Partnerships with Regional Transit Agencies

Las Positas College has partnered with the region's major transit agencies to develop successful programs that increase use of public transit. Continuing to build and expand on these relationships to target specific opportunities will help the college generate further reductions in emissions from transportation.

- Work with BART to determine if a reduced fare for students can be established through the BART Higher Education Discount Program (HEDP).
- Work with relevant agencies to develop transit options that service San Joaquin County (and specifically the Tracy area), where a growing portion of the campus employee population lives.

3.2.2 On-Campus Housing and Food Service

Student and employee commuting emissions are driven by a combination of factors. At the top of the list in many cases is the Bay Area housing crisis, which severely limits access to affordable, nearby housing options. While providing student housing would be an enormous challenge—only about 25

percent of community colleges offer on-campus housing, according to the American Association of Community Colleges—it is worth considering in the context of a long-term plan for the college. Developing housing and other amenities close to campus can be an important strategy for producing long-term reductions in GHG emissions.

- Investigate whether on-campus housing can be included in the college's long range development plans. Affordable student housing is in short supply in the area, which means that many students must commute long distances, and these commutes contribute significantly to the college's total GHG emissions. While it is rare for community colleges to offer dormitory-style housing, Santa Rosa Junior College provides a regional model for funding and developing this type of amenity.
- Continue to expand and improve meal options on campus so that students and employees leave campus less frequently to eat.

3.2.3 Schedule Optimization

Commuting survey respondents identified schedule flexibility as the most popular strategy for reducing GHG emissions from transportation. Las Positas has made significant progress implementing sustainable scheduling programs since 2010, particularly for student services and remote learning.

- Continue expanding and improving online student systems, including remote course offerings and student services.
- Continue to grow alternative participation opportunities, such as video conferencing and online courses, where appropriate.
- Revisit sustainable scheduling efforts to better coordinate class and work schedules with public transit schedules and options.
- Consider opportunities to offer employees a compressed workweek option to reduce trips to and from campus (such as four 10-hour days).
- Consider opportunities for employee telecommuting, where appropriate, to reduce trips to and from campus.

3.2.4 Electric Vehicle Charging

Electric vehicle charging is a popular amenity among the respondents to the employee commuting survey. Many respondents expressed appreciation for the college for its investment in this infrastructure, and cited the presence of charge points as influential in their personal vehicle purchasing decisions. Las Positas can build on its existing charging infrastructure and help ensure smooth operations in the long-term by considering the following initiatives:

- Continue to install new electric vehicle (EV) charging stations to keep up with demand.
- Consider strategies for encouraging electric vehicle drivers to move cars when fully charged, to ensure EV stations are available for other drivers. Sending an electronic notification when charging is complete, such as e-mail or text message, may be possible. If drivers continue to

leave fully charged cars at stations, consider implementing a fee that would be applied after charging is complete.

3.2.5 Bicycling Infrastructure and Support

Many survey respondents expressed interest in bicycling to campus at least a few days per week. However, respondents also noted that bicycle path improvements and additional on-campus support for cyclists would help them feel safer and better prepared to commute by bike.

- Complete the bicycle path improvements included in the 2018 Facilities Master Plan to help ensure the bicycle circulation network is better connected and safer for riders.
- Provide support for bicycle commuting, including amenities like secure lockers and storage areas, showers and changing facilities, and bicycle repair stations with supplies (such as tools and pumps).

3.2.6 Promoting Carpooling

Carpooling both reduces GHG emissions and helps the campus meet the demand for parking spaces with its current infrastructure. Las Positas can consider a combination of strategies that stimulate carpooling and dissuade single-occupant vehicle commuting.

- Create an online resource for connecting carpool drivers and riders.
- Consider designating a pickup location where drivers and riders can offer and accept carpool rides, similar to the SF Casual Carpool model.
- Implement a program that guarantees parking and/or reduces parking fees for carpool vehicles.
- Consider establishing a new parking permit for employees. Charging a fee for employee parking can potentially help fund other alternative transportation programs, such as adding new EV charging stations or allowing EV charging stations to remain free to use.

3.3 BUILDING ENERGY INITIATIVES

Purchased electricity and natural gas together represent 20 percent of the college's total GHG emissions (or 7 percent and 13 percent, respectively). The greatest opportunities for reducing emissions associated with building energy consumption are from energy efficiency measures, expanded on-site renewable energy, and building electrification.

3.3.1 Energy Efficiency

Energy efficiency is one of the most important strategies for reducing building energy use and the associated greenhouse gases. Las Positas College has implemented several successful energy management and efficiency programs since 2010. The campus can continue to build on these efforts through the following activities:

- Continue certifying new buildings as LEED Silver or better and focus on achieving credits related to energy performance.
- Continue to connect all new buildings to the campus building management system (BMS) and use data trending and occupant feedback to adjust temperature setpoints and optimize lighting controls.
- Continue implementing lighting retrofits across campus to convert existing building lighting to more efficient LEDs and T-8 fluorescent lamps.
- Continue implementing “smart” building technologies such as occupancy sensors, daylight sensors, and carbon dioxide sensors to help optimize energy consumption and occupant experience.
- Continue retrocommissioning activities to tune building systems and target efficiency opportunities in older buildings.
- Investigate opportunities to reduce natural gas use through efficiency opportunities in space heating and water heating systems.

3.3.2 On-Site Renewable Energy

Las Positas College has made excellent progress with installing on-site solar photovoltaic systems, which was a key mitigation strategy identified in the 2010 Climate Action Plan. Currently, over 50 percent of the campus’s electrical energy use is generated by on-site solar energy systems. As the college continues to strive for the ACUPCC’s goal of carbon neutrality by 2050, it can consider the following on-site renewable energy strategies:

- Install additional ground-mounted solar photovoltaic arrays on-site.
- Include roof-mounted photovoltaic systems on newly-constructed and existing buildings.
- Explore additional sources of renewable energy including wind power and biogas technology.

3.3.3 Building Electrification

Emissions from natural gas comprise 13 percent of the college’s total emissions. Building electrification involves substituting electric technologies for building systems that would otherwise use fossil fuels like natural gas (such as space heating and hot water). Electric technologies that are powered by on-site renewable energy systems or a cleaner electric grid can play a significant role in meeting climate targets. High-efficiency technologies such as heat pumps will have lower operating costs than electric resistance heating. At Las Positas, electrification of future new buildings can help keep the current level of natural gas use steady, and enable the campus to avoid generating added scope 1 emissions as new buildings are constructed. Retrofitting existing buildings as systems and equipment reach the end of their useful life can also make a large impact over time. The following strategies may be addressed by campus design standards and capital expenditure programs:

- Require new buildings to be designed as electric-only, whenever possible.
- Investigate opportunities in existing buildings to replace fossil fuel-based equipment with electric technologies, when end-of-life is reached and replacement is required.

4 TRACKING AND MEASURING PROGRESS

4.1 REPORTING SCHEDULE

As part of the American College and University President’s Climate Commitment, Las Positas College will update its GHG emissions inventory annually, and provide an update to its Climate Action Plan every five years. The timetable below illustrates the various checkpoints to fulfill ACUPCC requirements.

Table 5: ACUPCC Progress Reporting Schedule

ACUPCC Requirements	2020	2021	2022	2023	2024
GHG Emissions Inventory	✓	✓	✓	✓	✓
Climate Action Plan Update					✓
Progress Report	✓	✓	✓	✓	✓

The Las Positas FY2018 greenhouse gas inventory and 2019 Climate Action Plan Update report were prepared by WSP USA, with support from the Chabot-Las Positas District Office and the Las Positas Facilities & Sustainability Committee.

WSP USA

425 MARKET STREET

FLOOR 17

SAN FRANCISCO, CA 94105

wsp.com/advancingsustainability