

# Climate Action Plan

**CSU DOMINGUEZ HILLS**

*Strategic climate action plan for carbon neutrality by 2045 (Approved 8/22/2022)*

## **Office of Sustainability**

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## Contents

Executive Summary	1
Background	1
Purpose of CAP	1
CAP Summary Goals	2
Data & Campus Baseline	5
Mechanisms for Tracking and Reporting	5
Campus Baseline	5
Scope 1 & 2 Emissions	6
Scope 3 Emissions	6
Implementation Plan	8
Implementation by Area: Buildings	8
Implementation by Area: Fleet	9
Implementation by Area: Equipment	10
Implementation by Area: Business & Study Abroad Travel	11
Implementation by Area: Utilities	12
Implementation by Area: Alternative Transportation	12
Implementation by Area: Electric Vehicle Infrastructure	14
Implementation by Area: Other	15
Implementation of Tasks by Timeline: Summary	16
Contact Information	18
Information on the Office of Sustainability	19

## Executive Summary

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### Background

Cal State Dominguez Hills (CSUDH) is located in Carson, California, and is steward to 346 acres of land (of which approximately 170 is developed) and over 1.5 million square feet of building space. As a campus that recognizes the university's role in reducing greenhouse gas (GHG) and combating global climate change, CSUDH maintains sustainability as a core value of the university both implicitly, as well as explicitly in its campus strategic plan<sup>1</sup>.

The faculty, students, and staff at CSUDH recognize the university's role in the global climate challenge and are committed to supporting President Thomas A. Parham's signing of the Presidents' Climate Leadership Carbon Commitment in March 2021.

### Purpose of CAP

The CSUDH Climate Action Plan (CAP) outlines the university's progress and continued plan to achieve carbon neutrality by 2045. This CAP includes targets for achieving carbon neutrality in each of the "scopes" defined by the GHG Protocol as substantial contributors to anthropogenic GHG emissions. According to the GHG Protocol (as adapted from the Kyoto Protocol), the scopes are distinctly defined and used as a standard across organizations to ensure transparency and accountability in GHG emissions reporting. The scopes also provide boundaries within organizations to prevent miscalculations and double-counting. The GHG Protocol scopes are defined as follows:

- **Scope 1** includes all direct GHG emissions from sources owned or controlled by CSUDH (stationary fuel combustion, fleet vehicles, and fugitive emissions from refrigerants)
- **Scope 2:** Indirect GHG emissions from purchased electricity.
- **Scope 3:** Any other indirect GHG emissions, such as employee and student commuting, waste management, and business-related travel.

Working off of a mostly pre-COVID 19 pandemic baseline year of July 1, 2019-June 30, 2020 (the 2019 fiscal year), the CAP outlines mid and long term goals for achieving carbon neutrality by the 2045 fiscal year based on GHG scope and level of campus operational control.

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<sup>1</sup> <https://www.csudh.edu/president/strategic-planning/mission-vision-values>

## CAP Summary Goals

As part of the university's obligations under the Presidents' Climate Leadership Carbon Commitment, CSUDH conducted a 2019-20 FY campus greenhouse gas inventory to serve as a campus baseline, using the SIMAP platform. Based on the results, Scope 3 emissions make up close to 75% of CSUDH's greenhouse gas footprint. However, the majority (over 90%) of these Scope 3 emissions are a result of commuting by students, faculty, and staff. Greenhouse gas impact over time from this area will be highly dependent on regional transportation trends and alternative transportation access, and thus, may be harder for the campus to have direct influence over. Scope 1 and 2 emissions can be addressed more directly through campus operational decisions and thus are on a faster track for carbon neutrality.

Goals and activities will aim to meet or exceed applicable state and California State University (CSU) regulations and guidelines, including but not limited to the 2022 CSU Sustainability Policy<sup>2</sup>.

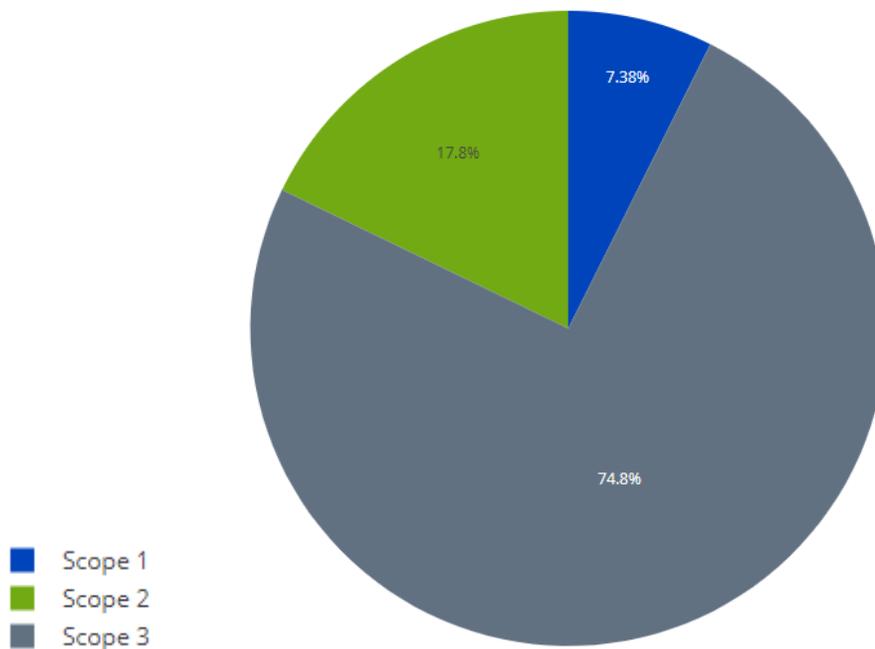


Figure 1- 2019-20 FY GHG impact by scope percentage.

<sup>2</sup> <https://calstate.policystat.com/policy/11699668/latest/>

# Executive Summary

## Carbon Neutrality

This CAP details how CSUDH will achieve carbon neutrality/net zero carbon emissions in scopes 1-3 by 2045. Through a combination of approaches and measures, CSUDH aims to achieve:

- **Carbon neutrality for Scope 1-3 GHG emissions by 2045.**
  - **Carbon neutrality of all Scope 1 and 2 GHG emissions, as well as non-commute Scope 3 emissions by 2040.**
  - **Carbon neutrality of all Scope 3 GHG emissions by 2045.**

## Milestone Goals

CSUDH will also pursue the following interim milestone goals to ensure progression towards these overall carbon neutrality commitments:

Scope	Milestone Goal	Actions
<b>1 &amp; 2</b>	Net Zero Energy campus buildings by 2040	<ul style="list-style-type: none"> <li>• Commission and implement a strategic energy plan and campus-wide utility master plan by 2025 (per CSU Sustainability Policy requirements) that ensures carbon neutrality and net zero energy for all campus buildings by 2040.</li> <li>• Implement internal administrative protocols to ensure greater coordination between Capital Planning and Facilities Services to proactively prioritize on-site solar generation, battery storage, and energy efficiency opportunities for the campus in all new and existing campus buildings.</li> <li>• Adopt and exceed CSU Sustainability Policy requirements to prohibit investment in new natural gas assets by 2025, instead of 2035. This will ensure no new investment in, or renewal of, natural gas assets or infrastructure as part of campus projects starting July 1, 2025, with the exception of critical academic program needs.</li> </ul>
<b>3 (Non-Commute)</b>	All-Electric/Zero Emission Fleet and Equipment by 2040	<ul style="list-style-type: none"> <li>• All new campus vehicle fleet purchases will be electric/zero emissions by 2025 (earlier than 2022 CSU Sustainability Policy requirement to eliminate the addition of gas-powered vehicles to campus fleets after 2035).</li> <li>• Purchases of small off-road engine (SORE) equipment used for campus grounds shall be electric/zero emissions whenever possible starting 2025. If no electric/zero emission option is feasible or available, fuel efficiency shall be incorporated as a key decision-making factor as part of the campus procurement process.</li> <li>• All small off-road engine (SORE) equipment used for campus grounds will be all-electric by 2035 (per 2022 CSU Sustainability Policy requirements). This will be accomplished through ongoing campus commitment to proactively retire and/or replace non-electric equipment with all-electric options whenever possible.</li> <li>• All fleet, buses, and heavy-duty vehicles will be ZEV by 2040 (earlier than the 2045 date required by State regulations).</li> </ul>

# Executive Summary

	Carbon Neutral Business & Study Abroad Travel by 2040	<ul style="list-style-type: none"> <li>Implement and pilot program to begin tracking and offsetting greenhouse gas emissions from campus business and study abroad travel by 2025. Increase program efficacy to cover at least 50% of all emissions collectively resulting from business and study abroad travel by 2030, and 100% coverage of emissions by 2040.</li> </ul>
	Campuswide Utility Master Plan Implementation	<ul style="list-style-type: none"> <li>Meet 2022 CSU Sustainability Policy requirements to “develop and maintain a campuswide utility master plan which includes an integrated strategic energy resource plan, with tactical recommendations in the areas of new construction, decarbonization, deferred maintenance, climate resilience, facility renewal, energy projects, water conservation, solid waste management, and an energy management plan. This plan will be updated every 10 years and guide the overall energy and climate action program at each campus.”</li> <li>The tactical recommendations provided in this campuswide utility master plan shall incorporate a net zero environmental approach and support the carbon neutrality goals of this CAP.</li> </ul>
3 (Commuting)	Strengthen Alternative Transportation Support by 2025	<ul style="list-style-type: none"> <li>Ensure full tenancy and functionality of the Alternative Transportation Coordinator position and associated campus Alternative Transportation Committee by 2025 in order to support affordable mass transit, carpool, and other alternative transportation options for the campus as well as carbon-free transport such as walking and biking.</li> <li>The position and associated campus committee will also develop and implement the Transportation Demand Management (TDM) Plan as required by the 2022 CSU Sustainability Policy.</li> </ul>
	Carbon Neutral Commute by 2045	<ul style="list-style-type: none"> <li>Commission and implement an EV Charging Assessment Plan by 2025 to ensure parking infrastructure available to campus users will support a fuel mix in line with carbon neutrality by 2045.</li> </ul>
Other	Support additional carbon offset and reduction activities on campus to ensure carbon neutrality in scopes 1-3 by 2045.	<ul style="list-style-type: none"> <li>Actively explore and pursue opportunities to generate carbon offsets through operational activity. This could include, but is not limited to, the generation of Renewable Energy Credits through on-campus renewable energy projects, verified carbon off-sets through on-campus urban forestry and composting efforts, and other innovative campus operational initiatives.</li> </ul>

## Data & Campus Baseline

### Mechanisms for Tracking and Reporting

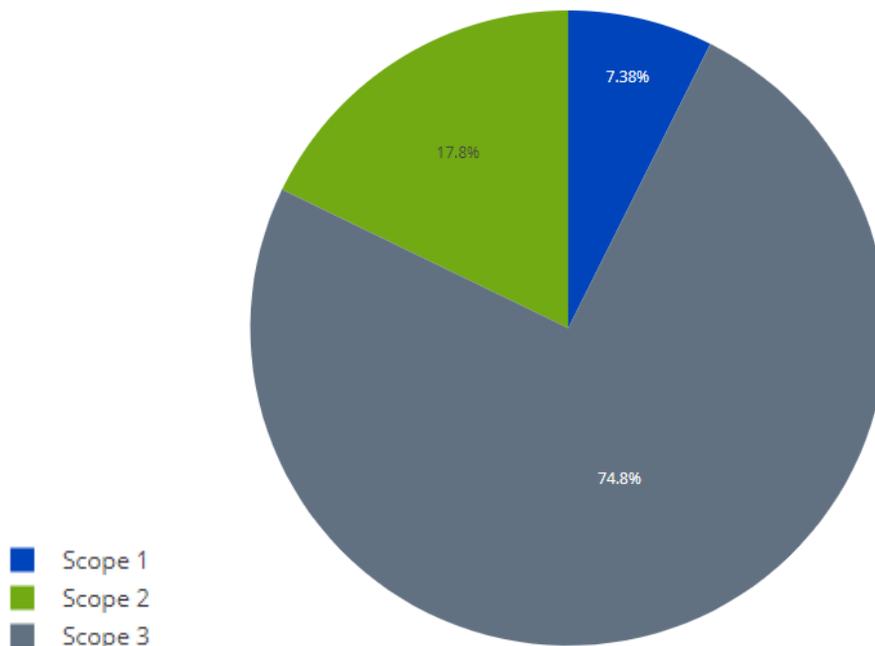
As a signatory and member of the President's Climate Leadership Network, CSUDH reports its annual greenhouse gas emissions for Scope 1-3 carbon emissions publicly via SIMAP. The CSUDH Office of Sustainability is responsible for this annual data collection and reporting to ensure ongoing tracking of the university's greenhouse gas emissions.

The CSUDH University Sustainability Committee is tasked with supporting the university's sustainability efforts, and has an ongoing obligation to assess and evaluate campus progress towards sustainability goals including this CAP. Reporting on progress in implementing this CAP shall be incorporated into both the University Sustainability Committee's annual recommendation report as well as through the CSUDH Office of Sustainability's annual report.

Implementation of interim tasks to ensure milestones are met will be supported by the Office of Sustainability in collaboration with the University Sustainability Committee and appropriate departments/divisions.

### Campus Baseline

Using the 2019-2020 fiscal year (July 1-June 30) as a baseline for mostly normal pre-COVID operations, CSUDH has 27,284 mtCO<sub>2</sub>e in annual GHG emissions that will need to be addressed to reach carbon neutrality.



# Data & Campus Baseline

Out of this total, the contribution of each scope to the overall percentage of emissions is as follows:

- Scope 1 (Natural Gas, Fuel, Refrigerants, Fertilizer)= 2,012.55 mtCO<sub>2</sub>e (7.4% of total emissions)
- Scope 2 (Purchased Electricity)= 4,859.62 mtCO<sub>2</sub>e (17.8% of total emissions)
- Scope 3 (Commuting, Business Travel, Waste)= 20,411.82 mtCO<sub>2</sub>e (74.8% of total emissions)

## Scope 1 & 2 Emissions

Based on the 2019-2020 fiscal year (July 1-June 30) baseline, the impacts in both scopes 1 & 2 are driven almost entirely by natural gas and electricity use in campus buildings.

Source	Scope	GHG (Tons)	% Contribution to Scope
<b>Natural Gas</b>	1	1832.99	<b>91.1%</b>
<i>Fuel (UPD and Facilities)</i>	1	152.71	7.6%
<i>Refrigerants</i>	1	24.82	1.2%
<i>Fertilizer</i>	1	2.03	0.1%
<b>Purchased Electricity</b>	2	4859.62	<b>100%</b>

Fuel, refrigerants, and fertilizer use, while important, make up less than 10% of the contributions to scopes 1 and 2 operations.

## Scope 3 Emissions

Examining the 2019-20 fiscal year baseline, 92% of Scope 3 emissions are from faculty, staff, and student commuting to campus. The remaining 5% is from business and study abroad travel and solid waste impacts.

Source	Scope	GHG (Tons)	% Contribution to Scope
<b>Faculty Commuting</b>	3	1405.37	<b>6.9%</b>
<b>Staff Commuting</b>	3	1084.42	<b>5.3%</b>
<b>Student Commuting</b>	3	16261.92	<b>79.7%</b>
<i>Directly Financed Air Travel</i>	3	827.38	4.1%

## Data & Campus Baseline

<i>Mileage</i>	3	37.64	0.2%
<i>Study Abroad Air Travel</i>	3	200.61	1.0%
<i>Solid Waste</i>	3	348.62	1.7%
<i>T&amp;D (Electricity) Losses</i>	3	245.26	1.2%

## Implementation Plan

Meeting the summary goals outlined in the Executive Summary section of this CAP will require activities and specific approaches in the following areas.

### Implementation by Area: Buildings



*Figure 1- Welch Hall, CSUDH's main administration building has had multiple cutting-edge energy efficiency upgrades over its lifetime and became net energy negative in 2022.*

*Current Progress:* Through proactive management, Facilities Services has reduced the carbon footprint of its stateside facilities significantly over the past decade, netting national and statewide recognition for its energy efficiency efforts. Current 2022 assets include nearly 1MW of rooftop solar on five stateside buildings, 1MW/4 Hr battery storage, and campus-wide rollouts of LED lighting, smart controls (for HVAC and lighting), and upgrade of Central Plant assets to improve thermal delivery.

*Goals & Areas for Improvement:* While energy efficiency is an ongoing priority for Facilities Services, collaboration with Capital Planning to ensure accountability for the life cycle analysis and energy efficiency standards set forth in Chancellor's Office requirements in new buildings could be strengthened. To this end, the campus Division of Admin & Finance will be implementing the following protocols to ensure new buildings are designed to support campus Net Zero Energy goals.

# Implementation Plan

- Per 2022 CSU Sustainability Policy, all new campus buildings will be designed to exceed California Title 24 energy efficiency requirements by 10%.
  - Energy modeling calculations for Title 24 must be provided by Capital Planning to the campus energy manager (Facilities Services) for review prior to approval of construction of new buildings.
- On-campus solar and renewable energy opportunities will be prioritized in operations for both Capital Planning and Facilities Services. To that end, cost-effective renewable energy projects that have a return on investment (ROI) of less than five years shall receive priority approval over potentially conflicting elements of the campus master plan that do not have secured funding and/or a projected implementation start date.

**Future Impact:** By ensuring the campus only manages net zero energy buildings, powered through a combination of on-campus solar/renewable energy assets and battery storage, CSUDH will address 91% of its Scope 1 emissions (from natural gas) and 100% of campus Scope 2 emissions. Localizing energy generation through on-campus renewable energy assets and being able to micro-grid and/or island has the additional benefit of reducing already de-minimis T&D electricity Scope 3 losses from relying on purchased electricity. Any remaining emissions from T&D, refrigerants, and/or essential academic activities requiring natural gas (e.g. Bunsen burners in laboratories for research) can be offset through renewable energy credits from campus projects in this area as well as other carbon offset projects (see “Implementation by Area: Other” further in this section).

## Implementation by Area: Fleet

**Current Progress:** As a university with a mostly condensed campus core, much of the campus fleet dedicated to operations is already comprised of all-electric golf carts. As of the 2020 AASHE report for the campus, 89 golf carts make up the 131 vehicles registered in the campus fleet.<sup>3</sup> Through an ongoing initiative through Central Plant, at least 12 of these carts have been fully “solarized,” so these carts are run exclusively off a solar panel attached to its roof and its internal cart batteries, thereby eliminating the need to plug-in to charge. Despite these innovations, the existing gas-powered vehicles still make up a third of the fleet continue to be a significant source of emissions in this area. Many are several decades old, with some of the older trucks having been operational since 1975.

**Goals & Areas for Improvement:** While setting a Procurement standard to eliminate the introduction of non-electric/zero emissions vehicles into the campus fleet will



Figure 2- One of the first fully “solarized” golf carts in CSUDH’s campus fleet

<sup>3</sup> <https://reports.aashe.org/institutions/california-state-university-dominguex-hills-ca/report/2020-06-30/OP/transportation/OP-15/>

# Implementation Plan

assist in capping new emissions in this area, a formal effort to retrofit the existing fleet will require more active management. Internal approaches will include taking advantage of new and existing grant programs to acquire electric/zero emission vehicles while retiring older vehicles on a matching ratio once their replacements are added to the fleet. This will be completed through ongoing conversations with the departments who directly procure vehicles including University Police, Parking, Facilities Services, and Athletics to address.

*Future Impact:* While fuel usage by the campus fleet only makes up less than 7.6% of Scope 1 emissions, this area can be addressed directly through operational procedures and programs as mentioned above. The university can also take advantage of the larger statewide and national trends encouraging electric equivalents for non-passenger/more fleet-appropriate vehicle models- a major factor in slowing progress in the area historically.

## Implementation by Area: Equipment



*Figure 3- The CSUDH Grounds unit manages over 170 acres of landscape, requiring a variety of grounds equipment and tools.*

*Current Progress:* Upgrading small off-road engine (SORE) equipment used for campus grounds has been an ongoing area of interest, with CSUDH Facilities Services participating in the California Air Resources Board (CARB) roadshow to pilot all-electric grounds equipment in February 2019 for a short period. While there is interest in making the switch, lack of initial funds to ensure complete replacement has been an ongoing challenge. Lack of commercially available electric equivalents for larger pieces of equipment, such as street sweepers, has been the other. However, as the 2022 CSU Sustainability Policy requires that SORE equipment be all-electric by 2035 (per 2022 CSU Sustainability Policy requirements), this adds a firm goal year for moving in this direction.

*Goals & Areas for Improvement:* As part of the campus' climate action efforts, the campus will examine ongoing grant opportunities and/or campus resources to proactively retire and/or replace non-electric equipment with all-electric options whenever possible. As these purchases are functionally under a single unit (Grounds) under one department (Facilities

# Implementation Plan

Services), internal protocol changes in department procurement priorities will ensure electric options are integrated into new equipment purchases when available as well as non-electric/zero emission inventory being retired before 2035.

***Future Impact:*** While fuel usage by grounds equipment is only a small contributor to campus fuel consumption and the 7.6% of Scope 1 emissions from this area, ensuring a 100% electric/zero emissions grounds inventory of equipment is a low-hanging fruit opportunity for campus carbon neutrality efforts, as well as in an area of high operational control by the university/department. The department can also take advantage of ongoing innovations industry-wide in creating functional electric equivalents for traditional equipment, as well as ongoing grant programs to support the switch well before 2035.

## Implementation by Area: Business & Study Abroad Travel



*Figure 4- Travel conferences, as pictured in the photo above, are an essential part of university business operations.*

***Current Progress:*** Greenhouse gas emissions from business and study abroad travel is a small contributor (5%) to the campus' Scope 3 emissions, especially when compared to commuting, but is an area under the university's direct operational control. Most of the impacts within this area are from air travel, with only 0.2% of these emissions coming from university-funded mileage.

***Goals & Areas for Improvement:*** As study abroad travel is managed differently programmatically and functionally than business travel, it will be important to set precedent for business travel first and allow study abroad programs to participate once the protocols and programs are established. Another consideration is the financial impacts, as business travel is in a better position to establish carbon fee funding than student air travel for study abroad programs. However, many CSU campuses have begun piloting green travel and other carbon offsetting programs to help build in a financial tool to offset emissions from these areas. CSUDH can leverage these best practices to develop a program model that is appropriate for the campus in both of these areas, and scale appropriately to ensure carbon neutrality in this area.

***Future Impact:*** As the practice of purchasing carbon offsets for travel continues to become more common, both within the CSU system and nationally, CSUDH has many options to choose from in developing its own procedural processes to ensure carbon offsets are integrated as a regular component of the business travel process. In addition to ensuring a

financially viable method of procuring carbon offsets for this area from the larger carbon market, the university can also leverage other renewable energy credits and carbon offsets generated through its own operations to help offset emissions in this area to supplement.

## Implementation by Area: Utilities



*Figure 5- Addressing consumption and impacts from all the university's utility services (including waste) is an essential component of the CAP as well as the campus' general sustainability efforts*

**Current Progress:** In addition to proactive energy management, Facilities Services also implemented its zero waste system in 2021 in compliance with SB 1383 requirements. The Office of Sustainability also manages activities around the campus Zero Waste Plan, with the goal of achieving 90% diversion from landfill by 2025. Utility tracking is also consistent in compliance with monthly reporting requirements set forth by the CSU Chancellor's Office.

**Goals & Areas for Improvement:** While utility tracking and consumption is tightly monitored and managed, a formal plan for energy consumption specifically has yet to be developed. Additionally, goals and tracking established by the campus Water Action Plan and Zero Waste Plan will need to be integrated with these energy management efforts under a campus-wide master utility plan as required under the 2022 CSU Sustainability Policy.

**Future Impact:** CSUDH already has a pro-active management approach to its utility consumption from a sustainability perspective, with statewide recognition for these efforts. However, formalizing these efforts under a strategic plan will assist with ensuring these informal efforts are aligned appropriately in support of the timelines established by this CAP.

## Implementation by Area: Alternative Transportation



Figure 6- CSUDH is currently a majority commuter campus, with 75% of its total carbon emissions resulting from commuting by students, staff, and faculty.

**Current Progress:** While CSUDH has expanded its on-campus housing capacity significantly over the last two years, with plans to develop additional Housing projects to increase the number of on-campus residents, this population only represents a small proportion of the campus population: less than 1,500 residents out of the approximately 19,000 students, staff, and faculty enrolled or employed at CSUDH. As a majority commuter population will be an ongoing characteristic of the campus' demographics for many years to come, addressing emissions from commuting will need to be a key priority of the CAP. Currently Parking Services is responsible for managing the Alternative Transportation Coordinator position, affiliated rideshare and alternative transportation programs, as well as an Alternative Transportation Committee (as required by the Chancellor's Office). However, both the position and committee have been functionally vacant/non-functional since 2020. Due to the lack of support in this area, Basic Needs has developed its own alternative transportation committee to address the critical needs of in-need students without access to a vehicle in getting to campus.

**Goals & Areas for Improvement:** While there are several alternative transportation programs and resources offered by Parking, these offerings are not widely publicized (especially without an active Alternative Transportation Coordinator to manage marketing and expand these programs). While it is clear the Alternate Transportation Coordinator position needs to be filled, there are additional division resources that will need to be re-allocated to ensure that position is supported both financially and functionally. Combined with regional alternative transportation trends and resources that are improving over time due to the larger region's sustainability efforts, the ability for students, staff, and faculty to reach the campus effectively without a vehicle will undoubtedly improve.

**Future Impact:** With a functional Alternative Transportation Coordinator position that has the backing of an empowered Alternative Transportation Committee as well as resources, CSUDH will be able to better promote and expand its existing

alternative transportation programs. This will also meet the critical transportation needs of those students without vehicle access.

## Implementation by Area: Electric Vehicle Infrastructure



*Figure 7- Only 12 EV spaces currently exist on the CSUDH campus.*

***Current Progress:*** Currently, CSUDH has 4,906 parking spaces, of which only 12 spaces are equipped/dedicated to EV (less than 1%). Despite generous utility and larger grant programs being available to support expansion of EV infrastructure, campus commitment to additional EV spaces has been stymied by the uncertain timeline of elements of the campus master plan as well as future electrical infrastructure capabilities to determine where to make future spots available. As of this CAP, the university is currently making significant upgrades to its electrical infrastructure, but associated EV capabilities and planning has not been integrated formally into these efforts. The Office of Sustainability also conducted a campus-wide EV survey to determine future demand for EV spaces/infrastructure. Of the nearly 200 campus respondents who completed the survey, current EV users rated CSUDH's existing EV charging access and infrastructure a 3 out of 10 on average, and 95% of current non-EV users rating it as extremely-somewhat important that the campus invest in more EV infrastructure.

***Goals & Areas for Improvement:*** It is clear demand for EV charging and infrastructure on-campus will only skyrocket over the next decade, especially with statewide mandates to eliminate non-electric passenger vehicles options from the market by 2035. CSUDH will

need to commission a firm plan for incorporating EV charging spaces into additional lots on campus, as well as a plan for being able to support a majority EV commuter population by 2045. Armed with specific data and a plan for how many spots to add, where, and by what timeline will assist immeasurably in ensuring CSUDH can take advantage of current grant opportunities to install this infrastructure to low-no cost, and prepare adequately for the future.

***Future Impact:*** The state of California has already passed significant regulations over the past few years to all but ensure a majority EV commuter population by 2045. CSUDH will need to strategically prepare and begin laying the foundation for this infrastructure immediately in order to ensure sufficient EV spaces to meet both current and growing demand.

## Implementation by Area: Other



*Figure 8- Solar panels powering the campus Net Zero Innovation Center.*

*Current Progress:* While CSUDH has yet to become net zero energy, it is well on track to become carbon neutral (and even negative) in future. With its pro-active approach to energy management, landscape/urban forestry management, and zero waste, CSUDH is well-positioned to leverage its culture of innovation to develop additional carbon offset opportunities through its operations. CSUDH has also grown in its resources to conduct climate change research and potentially pilot new carbon-offset generating research projects, with the addition of new faculty and related programs over the last few years.

*Goals & Areas for Improvement:* As CSUDH continues to expand its capacity for renewable energy (especially solar), there is a potential to generate renewable energy credits to offset emissions from other areas (such as air travel) identified in this CAP. Additional opportunities include formally certifying existing projects and programs with carbon-offset potential as well as developing new ones. This includes leveraging the nascent urban re-forestry efforts already piloted through the Office of Sustainability's Give Now program for planting new trees, as well as the campus' ongoing Tree Campus USA recognition and associated forestry management activities to generate on-campus carbon credits. The campus Zero Waste Plan also provides guidance for examining new on-campus projects to compost its waste, another source of potential carbon offsets. Continuing existing sustainability efforts to improve CSUDH's rating through AASHE STARS from Silver, to Gold, and Platinum will also expand the university's focus on integrating sustainability into its academic offerings. This allows for high potential to create new carbon-offset generating projects and research activities that will also increase capacity in this area.

*Future Impact:* Combined with the campus' existing sustainability efforts as well as general tendency towards innovation and growth, CSUDH can leverage its growing programs to support self-generated carbon credits as opposed to relying on market-based credits to offset its remaining emissions.

# Implementation Plan

## Implementation of Tasks by Timeline: Summary

The summary activities and goals outlined in this CAP are organized by timeline below.

Timeline	Impact Areas	Actions
By 2025	Buildings Utilities	<ul style="list-style-type: none"> <li>Commission and implement a strategic energy plan and campus-wide utility master plan by 2025 (per CSU Sustainability Policy requirements) that ensures carbon neutrality and net zero energy for all campus buildings by 2040. Meet 2022 CSU Sustainability Policy requirements to “develop and maintain a campuswide utility master plan which includes an integrated strategic energy resource plan, with tactical recommendations in the areas of new construction, decarbonization, deferred maintenance, climate resilience, facility renewal, energy projects, water conservation, solid waste management, and an energy management plan.”</li> <li>Implement internal administrative protocols to ensure greater coordination between Capital Planning and Facilities Services to proactively prioritize on-site solar generation, battery storage, and energy efficiency opportunities for the campus in all new and existing campus buildings.</li> <li>No new investment in, or renewal of, natural gas assets or infrastructure as part of campus projects starting July 1, 2025, with the exception of critical academic program needs.</li> <li>Achieve 90% landfill diversion as outlined in campus Zero Waste Plan.</li> </ul>
	Procurement Fleet Equipment	<ul style="list-style-type: none"> <li>All new campus vehicle fleet purchases will be electric/zero emissions.</li> <li>Purchases of small off-road engine (SORE) equipment used for campus grounds shall be electric/zero emissions whenever possible. If no electric/zero emission option is feasible or available, fuel efficiency shall be incorporated as a key decision-making factor as part of the campus procurement process.</li> </ul>
	University Travel	<ul style="list-style-type: none"> <li>Implement and pilot program to begin tracking and offsetting greenhouse gas emissions from campus business and study abroad travel.</li> </ul>
	Alternative Transportation	<ul style="list-style-type: none"> <li>Ensure full tenancy and functionality of the Alternative Transportation Coordinator position and associated campus Alternative Transportation Committee.</li> <li>Develop and implement the Transportation Demand Management (TDM) Plan.</li> </ul>

# Implementation Plan

	EV Charging	<ul style="list-style-type: none"> <li>Commission and implement an EV Charging Assessment Plan ensuring parking infrastructure available to campus users will support a fuel mix in line with carbon neutrality by 2045.</li> </ul>
By 2035	Equipment	<ul style="list-style-type: none"> <li>All small off-road engine (SORE) equipment used for campus grounds will be all-electric.</li> </ul>
	University Travel	<ul style="list-style-type: none"> <li>Increase program efficacy (of travel off-set program) to cover at least 50% of all emissions collectively resulting from business and study abroad travel by 2030, and 100% coverage of emissions by 2040.</li> </ul>
By 2040	Fleet	<ul style="list-style-type: none"> <li>All fleet, buses, and heavy-duty vehicles will be ZEV.</li> </ul>
	University Travel	<ul style="list-style-type: none"> <li>Increase efficacy of travel off-set program to cover 100% of all emissions collectively resulting from business and study abroad travel.</li> </ul>
By 2045	Commuting	<ul style="list-style-type: none"> <li>Parking infrastructure available to campus users supports a fuel mix in line with carbon neutrality.</li> </ul>
	Other	<ul style="list-style-type: none"> <li>Carbon offsets through operational activity including, but not limited to, the generation of Renewable Energy Credits through on-campus renewable energy projects, verified carbon off-sets through on-campus urban forestry and composting efforts, and other innovative campus operational initiatives assist with ensuring carbon neutrality of scopes 1-3.</li> </ul>

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## Information on the Office of Sustainability

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### Information on the Office of Sustainability

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California State University, Dominguez Hills and other state institutions are major consumers of energy and natural resources. The university has a responsibility to be a wise steward of scarce resources by reducing the use of non-renewable resources, increasing energy efficiency, and as part of the larger CSU system, promoting continued economic and ecological viability in California. CSU Dominguez Hills is on the cutting edge of sustainability efforts by an urban campus, and is actively providing leadership in engaging faculty, students and staff in on-campus sustainability efforts. We are looking at ways to increase partnerships and funding to support the educational, research, and public service missions of the university as they relate to sustainability.



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