INL was one of only eight institutions in the nation to win a 2010 GreenGov Presidential Award. The Laboratory received the Lean, Clean & Green Award for extraordinary improvements to fleet sustainability. Robert Gallegos (DOE-ID), Deborah Tate, Scott Wold (Integrated Transportation Services Manager), Nancy Sutley (Chair - White House Council on Environmental Quality), Tad Pearson (INL Fuel Coordinator), Neile Miller (Principal Deputy Administrator, DOE NNSA), Christopher Lu (Assistant to the President and Cabinet Secretary, Office of Cabinet Affairs).

INL busing now becoming the DOE role model
For energy savings and pollution reduction

The following message to Integrated Transportation Services from R&D Support Services Director Debby Tate was sent to all her transportation employees last month.

There has been a surprising and welcome change in attitude for why we have INL busing. I'd like to share it with you because of the role each of you has played in moving Bus Operations forward in exciting new directions for the future.

In the past two years, negativity surrounding the amount of fuel the INL consumed each year – due largely to its bus fleet, has been replaced with renewed excitement over how INL busing is now taking a lead role in the Department of Energy and in the State, by reducing dependence on petroleum fuel and lowering carbon emissions in Idaho's pristine high mountain desert. This is due in part to strategy deployed three years ago which included use of biodiesel, reducing miles traveled, and more important, demonstrating how each INL bus removes up to 54 personal vehicles off the road.

INL bus drivers, vehicle repair specialists, fuel coordination and management personnel have all worked extremely hard to streamline operations and gain efficiencies, all while maintaining an extremely safe mode of transportation for INL employees and subcontractors. In fact, the teamwork and positive attitude applied to changing INL Bus Operations is what is credited with getting new attention from other unexpected areas – two other DOE sites are now interested in the INL busing model as a way to reduce greenhouse gas emissions or levels of CO_2.

With park and ride, renewal of the bus fleet, implementation of express routes and a reduced engine idling campaign, the new INL busing model has managed to do what no other has done - receive DOE recognition in 2010 for our achievements in reducing the use of fossil fuels and increasing the use of alternative fuels. This recognition was an Estar Honorable Mention award - the first ever and only honorable mention in the DOE complex for fuel reduction.

Historically, other DOE complexes which outsourced employee busing years ago are now revisiting the idea of bringing this service back because of Presidential Executive Order 13423, signed by President Obama in 2009. EO 13423 mandates the establishment of an integrated strategy towards sustainability in the Federal Government, and makes the reduction of greenhouse gas emissions a priority for Federal agencies.

Agencies are required to establish and report a comprehensive inventory of absolute greenhouse gas emissions which includes emissions from employee commutes to work from their home. To put this in perspective, imagine getting rid of INL busing and visualizing how many additional privately owned vehicles would hit highway 20/26 during peak commute times to the INL Site, and the spike in pollutants or CO_2 emissions. A visual depiction of this scenario is shown below. Through INL busing, even more impressive is the reduction in pollutants which industry visualizes using a term called "*a* CO_2-*e "Tonne" of Change."* *(The metric "tonne," also called a "long ton," equals 2,240 pounds.)*

INL busing can continue to lead efforts to achieve sustainability goals across the DOE by:
- Continuing to set the standard of excellence through use of the new hybrid diesel buses and other technology to gain better fuel economy
- Optimizing commuter transportation to and from the INL site, and between Pocatello and Idaho Falls
- Pursuing opportunities to link up with public and private transit providers such that feeder routes can seamlessly connect with INL bus routes
- Implementing changes in our driving habits

- Giving drivers of POVs incentive to ride the INL bus system
- Actively participating in regional and state transportation planning initiatives

By operating the INL in the location it does, the DOE has a huge responsibility for protecting the habitat and ecosystem of southeast Idaho's Snake River Lava Plain. For these reasons some would say operation of the INL busing system over the past decades really was an operation that was ahead of its time.

Past practice and newer and cleaner diesel burning technology has undoubtedly allowed us and our future generations to enjoy the beautiful blue skies of this area, Sage grouse, Coyotes and clean water. I believe INL busing is poised better than it ever has been to set the bar or standard in the DOE complex for increasing energy efficiency through a model mass transit system.

Keep up the great work and stay engaged by helping to really set the INL bus system apart from all others. The two charts below will help you visualize the magnitude of the carbon dioxide reduction attributable to INL busing.
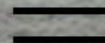
- Debby

INL Busing and IDT - Supporting Each Other

INL busing has provided safe and efficient transportation for 33 years

A safe and well designed State highway system is a major resource need

10 INL Buses
(54 Passenger)

If NO Busing
(540 Single Passenger Vehicles)

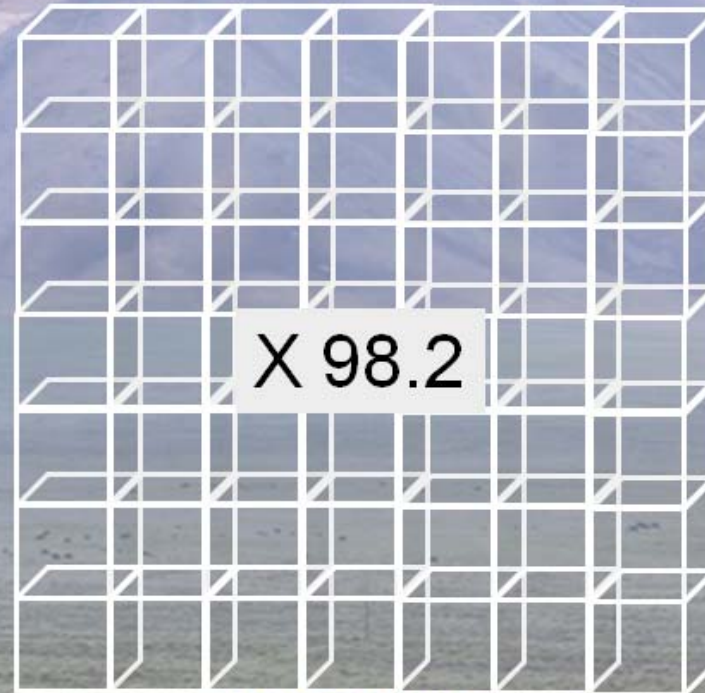# Visualizing a CO_2-e "Tonne" of Change

INL busing has helped protect the Snake River Lava Plain ecosystem for 33 years

Highway improvements will allow more to be done

X 98.2

10 INL Buses
(54 Passenger)

7.3

If NO Busing
(540 Single Passenger Vehicles)

4,811.4

INL Levels of CO_2-e (mt)/passenger/year
Measured and stored at standard atmospheric pressure, carbon dioxide occupies a cube the size of a three-story building: 8.2m x 8.2m x 8.2m (27ft x 27ft x 27ft)