

Summary of Day 2

Q14: What are the questions faced by policy-makers and what outcomes from LCA are necessary to answer these questions

Group 2

Question 14

- **What are the questions faced by policy-makers and what outcomes from LCA are necessary to answer these questions?**
- Caltrans anticipated required outcome – what is the environmental benefit based on the LCA? This would help to at least measure and understand the potential benefits (or harm) from the project. What is not the worst option.
- PMS Caltrans requirements
 - What projects can be built with limited budget?
 - How much is needed to get system to a certain level of service and which projects need to be done?
 - Always choose based on need, constructability, cost, etc. Never selected based on ‘green’ issues per se. However, often get good ‘green’ project. Only optimize for ‘greenness’ once primary requirements have been met. CO₂ and GHG not required anywhere in current legislation – only focus on ‘traditional’ transportation issues (i.e. congestion due to inconvenience and not GHG).
 - Caltrans – what is better for the network and the fastest way to get results. Which project can be done the quickest. Sometimes this lead to good environmental decisions, but not planned and more by accident.
- Caltrans changes terminology from GHG and CO₂ to barrels of foreign oil – much more attention.
- Sweden has interesting approaches and more advanced points included in LCA
- Do not make LEED point-counting mistake with this (metrics only).