COMMUTERS DRIVE ENERGY PROGRAM

A UC Irvine electric car-sharing project helps to bridge ‘the last mile’ for workers who travel by train.

By Jordan Graham

The zero-emission commute

UC Irvine’s ZEV•NET car-sharing program uses only electric vehicles, and only employees of participating businesses can enroll. The program aims to encourage train riders to carpool to the office.

MORE ON ENERGY

UC Irvine has been future-thinking since day one. Page 4

ED CRISOSTOMO, ORANGE COUNTY REGISTER

U.C. Irvine graduate student Renee Cinar plugs a Scion iQ EV into a charging station at the Irvine Transportation Center, where commuters in a car-sharing program can pick up a car.

ORANGE COUNTY REGISTER

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ED CRISOSTOMO

‘Jeopardy’: What is Irvine man’s dream

By Jordan Graham

Have you ever dreamt about being on the quiz show “Jeopardy”? Irvine resident Jeffrey Wachs has; and on April 16, 2013, Wachs’ dream came true.

After his episode aired on national television July 16, Wachs spoke about his chance-of-a-lifetime, surreal, bitter-sweet experience on the game show.

The Register

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March to encourage train ridership, reduce the company’s carbon footprint and help deliver a more reliable service. The trip zone was 400 square feet for the L.A.-based company.

Oakley’s headquarters sits on a mezzanine level of the Irvine Transportation Center. The company has previously signed up for a program that brought employees from the transportation, real estate, and leisure sectors into the fold, but joined ZEV•NET to provide another option.

“We’re a little hard to get to otherwise,” said James Facey, Oakley’s environmental health and safety manager. “We’re trying to have more flexible options for employees, especially if they’re not in the office.”

“We’ve always got to get to offsites,” he said. “It still is.”

A car company backing a car-sharing model might seem counterintuitive, but, like Scott, Facey’s manager said that shouldn’t be the case. Nor do the employees who don’t commute by train have access to the vehicles or services themselves until the day to run errands or drive to the company’s Lake Forest buildings. Later, train-commuters carry back the key, then return it to the station, where the plug will go into charging stations to store energy.

ZEV•NET operators and the program’s Toyota RAV4 EV, driven an average of 15 miles per day, well below the 50-mile range of the vehicles.

NEW MARKETS
UC Irvine-based ZEV•NET currently in ZEV•NET now does not have its 30-mile EV vehicles, the car-sharing program will begin to roll out within a few months. Toyota Motor Sales (U.S.A.) Inc. has helped fund the lab to test these for research.

“Brace yourselves on the threshold between engineering science and practical applications,” Allman said. “A lot of our research project-development and internal relations at UCI’s Advanced Power and Energy Program. “We look to not only develop systems but also on the deployment. We feel that it’s important to get these into the world environment so they can be adopted and used in the market.”

Researchers discovered in home use people see vehicle is commuter-based car-sharing car.

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