iCAP Transportation Team, February 3rd Meeting

2:00 – 3:00pm

Meeting Attendees:

Elise Koch, Sarthak Prasad, Shawn Patterson, Dean Stiebner, Xingrui Pei, Matt Brown, Sebby Vega, Miriam Keep

Introduction

Recap of Fall 2025 Semester

Priorities for Spring 2026

We've made progress on all of our priorities so far this year!

- Bethel is studying the availability of bike racks on campus and has identified locations to expand infrastructure.
- Sarthak is following up with Housing, drafting a template Green Fleet plan, regarding the assignment of fleet administrators.
- We are working on drafting and submitting an SSC grant application to pilot E-Bike and E-Scooter charging on campus.
- We have had to postpone our collaboration with DIA about replacing DIA-owned vehicles, as that was a goal in the 2025 iCAP that is still under review.
- This semester, we will develop a recommendation for a commuter program based on Sebby's research.

Level 2 Charging Team Presentation

We heard from Xingrui Pei on the Level 2 charging study. They had 295 valid responses.

Key Takeaways:

- 46.2% of respondents had a negative experience with existing infrastructure.
- 55.4% of respondents had never used infrastructure on campus.
- Evening and overnight charging were the most frequent (41.5% and 63.1%, respectively).
- Location of chargers is the most important variable for users (as opposed to pricing, number of chargers, and accessibility of chargers).
- Interesting comparison of the number of chargers at each site and how many recorded sessions there were – B4 is the highest used location, with only 1 charger but the second highest number of sessions (right under E-15, which has 8 chargers).

Student Check-in

We ran out of time for student check-ins on commuter program research and bike infrastructure expansion; we will postpone to our next meeting.

Updates on Recommendations

Sarthak's previous meeting with Matt Brown regarding piloting chargers for e-bikes outside residence halls raised the following questions:

- How much electricity will a charging station consume?
- How will it be connected to the grid?
- Will it be metered separately?
- Who will be responsible for paying for the electricity?
- Who will be responsible for the maintenance?

Ideally, to pilot this program, there would be between 15 and 20 charging stations split between Ikenberry dorms, PAR/FAR, and ISR. The easiest way to connect these chargers to the grid would be through the closest building, the dorms. Housing pays for its own electricity, separate from the University's costs from campus and classroom buildings. This limits the budget slightly, but Matt Brown says due to the low costs it may be possible for housing to cover the costs. The electricity charge cost, based on the $0.09 per kilowatt hour that the university pays, with a 720-Watt battery size and accounting for six months of winter, it would be around $5 per bicycle. With around five chargers at each pilot location, the cost is minimal. Regarding maintenance, upkeep is minimal, and whatever charges occur can be covered by the increased bike fee students are paying.

Housing was hesitant to commit to a pilot if the need for the infrastructure was obsolete in a couple of years, but the language regarding e-bikes and e-scooters on campus and in the iCAP 2025 in particular seems to show that they are here to stay.

The last concern was placement – the chargers must be placed strategically, not locating them in areas that are slow speed zones for VEO bikes (such as the IKE quad).

All in all, a positive update on the pilot program – we will start drafting the SSC application and possibly ask Matt for a letter of support. SSC Step 1 applications are due Monday, March 23, and we must present the project proposal at a working group meeting beforehand.

Last Comments

In the conversation surrounding EV usage on campus, it needs to be mentioned that the EV tax credit is expiring at the end of this year and could derail people from purchasing EVs in the future. There has been a recent shift towards hybrids, and Dean Stiebner shared that parking is interested in updating their fleet and is looking at hybrid options. They are exploring their options, but likely, full electric vehicles are too large to manipulate through parking decks and lots.

Adjournment