

Transportation

Attendees: Morgan White, Dave Ivey, Yanfeng Ouyang, Julie Cidell, Macie Sinn, Julija Sakutyte

Date: 6 February 2019

Time: 12-1PM

1. Future Agenda:
 - a. Next Meeting: **Friday 22 February 2019 at 10 AM**
 - i. **This is a new regularly scheduled meeting time!**
 - b. Discuss Departmental Vehicle Purchasing further
 - c. Discuss TEM questioning versus individual survey questioning options.
 - d. iCAP 2020 Renewal, Section 2 (Objectives 4.1, 4.2, 4.3)
 - i. Reduce air travel emissions from a new FY14 baseline by 25% by FY20, 50% by FY25, and 100% by FY30.
 - ii. Reduce emissions from the campus fleet by 20% for departmentally-owned and carpool vehicles by FY20.
 - iii. Conduct a detailed study by the end of FY17 to develop scenarios for complete conversion of the campus fleet to renewable fuels.
2. iCAP 2020 Renewal, Section 1
 - a. Noted in internal document.
3. Departmental Vehicle Purchasing
 - a. Departmental Vehicle Purchases are unregulated, and the implementation of policy which refines which vehicles are allowed (encouraging EV where possible).
 - i. Possible conflicts: department vehicles which require high equipment loads (not reasonable to expect EV), etc.
 - ii. There is a study (done approximately 1.5 years ago) by Hursh Hazari (a grad student at the time) titled "Potential Replacement of Gasoline Vehicles with EV in F&S Fleet. It is an analysis done on the UIUC fleet, specifically within the scope of car pool, which "contains 220 vehicles including cars, SUV's and minivans. TAS provides fast and convenient full- service car rental for temporary (day or monthly rental) and permanent rentals," (Hazari 1).
 1. The study concluded that many vehicles (of which a vast majority were sedans/compact sedans) were travelling less than 1500 miles (so within Champaign county), and thus could feasibly be replaced with EV.
 - b. If cost of switching to EV is concerning, then there is an alternative option to share vehicles across departments.
 - i. Increased rate for departmental parking spaces are about 12% more.
 1. Could cut back on retained departmental spaces, thus increasing potential for giving up the car which had previously filled that space.
 - ii. Potential to propose a community vehicle sharing program?
 1. A vehicle sharing program already exists for anyone who receives a paycheck from the University of Illinois.

- a. The vehicles can be customized for however much time is desired (one day, week, month, etc.) and departments are charged
 - b. **However**, there are departmental vehicles which are not being sufficiently used to justify the department having their own vehicle.
 - i. **M. Sinn will Discuss with P. Varney the feasibility of a program in which such departmental vehicles will not be allowed and instead, encouraged to utilize the car-sharing program.**
 - c. Access must be gained from higher up authority in order to push policy downward, so the departments are more inclined to follow recommendations.
 - i. Counterpoint: Possibility to target recommendations to specific departments so that the effector is more directly targeted rather than a blanket objective in which things can slip under the rug.
 - 1. Possible avenue: Contact all of the low-mileage departments which own vehicles and request that they “consider removing their departmental vehicle in support of sustainability efforts,” which would allow the notion of eliminating a vehicle to have a positive connotation.
 - d. **M. Sinn will resource the numbers for departmental vehicle use/mileage/timeline for future reference**
 - i. This way, unused departmental vehicles can be targeted by narrowing down problematic departments.
 - ii. Monthly mileage data accessible
 - iii. **Source the mileage of departmental vehicles in order to perhaps mimic the study done with updated data.**
 - e. Counterpoint: If the fleet vehicle numbers are reduced, does that really reduce emissions or just shift emissions to other vehicles?
 - f. Parking could assist in encouraging people to seek alternative types of transportation (versus jumping into their scarcely used departmental vehicle) by pushing university vehicles to outskirts.
 - i. Outskirt lots have a free parking spot for university vehicles.
 - ii. Service vehicles have special parking spaces for access’s sake.
 - 1. There could be a motion made to affect only departmental vehicles transporting people, not goods.
- 4. TEM Questioning System—Possible Recommendation
 - a. John Dallassee faculty (ECE) within iWG.
 - i. Wants to cut back on TEM questions, and directly works with the iCAP.
 - ii. Would have an answer to what the academic senate has already asked.
 - b. Objective: To gauge travel methods of those travelling on behalf of the university, such that the mentality could be assessed in order to be able to make recommendations more impactfully.

- c. Counter-point: Some don't get reimbursed for their travel, so they would not fill out the TEM survey, which means that they not only are excluded from emissions counts, but also will not be included in the sample of the potential update.
 - i. An individual survey works two-fold:
 - 1. A holistic sample
 - a. Would include faculty who do and do not get reimbursed for travel, as well as staff who handle reimbursements (who arrange travel, and are a feasible focus group).
 - 2. Avoids irritation of those who already fill out TEM by adding more questions.
 - d. Note: The university should maintain its status as a world-renowned research institution, which requires that the faculty and students are able to *go* world-wide. Therefore, these sustainable stipulations should be tied in with that goal in mind.
- 5. D. Ivey—Update:
 - a. Hand-off meeting between parking and EV task force (see 23 Jan meeting's minutes) is positively received by parking department director, Marty Paulins.
 - b. The EV charging audit began 5 February 2019.
 - i. Results should begin to filter in within the next few weeks.