**iCAP 2020: Transportation Objectives**

**Contributions: Marie Hubbard (MH), Trevor Gresham (TG),**

*Note from Julija:*

Fill out as much information as you can, with your color coded and bolded abbreviation next to your comment (see examples below).

**Please attempt to make an estimated cost; this is one of the most important sections, and the iWG is looking for something to add to the iCAP with budget. Do your best to estimate.**

Look below to find out what contributions you should make!

* + **Julie** **Cidell**, please complete the following:

1. Contact Technology Services about taking inventory of teleconferencing (Greg Gulick [interim CIO]). Decide what specific kind of information is relevant to assessing teleconferencing capabilities. The information eventually needs to be gathered and summarized, but the primary stage is understanding what information we want to know about teleconferencing capabilities.
2. Collaborate with LB and SP to
   1. Define Green in Green Fleets
   2. Define end of life cycle amounts and replaceable fleet vehicles. (Under increase LEV use).
   3. Provide other definitions/clarifications.
3. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
4. Fill out the prompts for each objective wherever possible.
   * **Lindsey Braun**, please complete the following:
5. Collaborate with JC and SP to provide definitions.
6. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
7. Fill out the prompts for each objective wherever possible.
   * **Sarthak Prasad**, please complete the following:
8. Provide as much detail and information as possible in the UCSD Natural Gas recommendation. Make sure you answer all iWG feedback!
9. Add the long-term bike storage (I have created a space for it underneath the increase active mode of travel family) draft objective.
10. Answer question about MTD workshop attendance (see iWG summary sheet for more details).
11. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
12. Collaborate with JC and LB to provide definitions.
13. Fill out the prompts for each objective wherever possible.
    * **Trevor Gresham**, please complete the following:
14. Research all of the resources provided under the resources section of the iWG feedback summary.
15. Fill in the information from your research results where relevant.
16. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
    * **Marie Hubbard**, please complete the following:
17. Follow up with Ximing Cai to discuss the CMP. Find out what specific metrics should be included in the iCAP.
    1. Collaborate with Zhuo Chen
18. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
    * **Zhuo Chen**, please complete the following:
19. Research the CMP and collaborate with Marie to narrow down specific objectives to implement into the 2020 iCAP.
20. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
    * **Paul Slezak**, please complete the following:
21. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
    1. There are some objectives which will require input from Parking.
    2. There are questions which are **specific** to parking and you will be the best source for that information. See the questions section under the iWG Feedback Summary document.
22. Estimate costs where applicable.
23. Fill out the prompts for each objective wherever possible.
    * **Pete Varney**, please complete the following:
24. Review the Increase LEV objectives and modify wherever needed.
25. Send a list of fleet numbers (to the best of your ability) out to the Transportation SWATeam list-serv.
26. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
27. Fill out the prompts for each objective wherever possible.
    * **Yanfeng Ouyang**, please complete the following:
28. Address any questions, comments, or suggestions you feel prepared to answer! Please put your response under Response to iWG.
29. Fill out the prompts for each objective wherever possible.

*Reduce number of Cars on Campus*

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| **Objective** | Follow Campus Master Plan | Continuously Pursue a decrease in automobile travel through the campus core. |
| **Metric Data Source** | ? | ? |
| **Metric** | ? | ? |
| **Estimated Cost** |  |  |
| **Response to iWG** |  | The continuous pursual was phrased that way so that the Transportation SWATeam doesn’t have to assume what a valid number for decreasing travel through campus core is. |
| **How Would this be implemented?** |  | Traffic loops should be set up in a way to prevent central parking.  UC Davis has closed off campus core to all vehicles; is there some way for UI to pursue this?  Collaboration with the cities of Urbana and Champaign would be required.  Would go through F&S, Public Safety, and Upper Management.  Locations which would be impacted by this need to be determined before cost is estimated.  The costs related to this objective would be subject to road ownership.  Lower speed limits discourage central parking and travel.  Campus representatives currently partner with CUUATS to ensure road diet (reducing road width and size) and complete street policies (to consider all modes of transportation, including those with disabilities, younger and older populations).  Both road diet and complete street policies are supported.  Safe alternatives for people staying out during evening/night hours must be provided (SafeRides and SafeWalks are some examples)  Active distribution of information whenever possible (information packets, tabling events, library information, professor outreach, “papering”, etc.).  “It’s your MTD, too” type workshop/class with contacting departments and collaborating with MTD and UIPD to show how to use SafeRides/SafeWalk.  Encouraging use of SafeRides/SafeWalks in both undergraduate & graduate student populations.  Encourage commuter systems among university faculty & staff.  See Active Transportation Objectives.  Encourage Hourly Rental vehicle services (Ex: Zipcar)  Existing encouragements: Subsidized for all campus affiliates (faculty, staff, students, and alumni), publicized at tabling events, zipcar ambassadors, etc.  The current publicity efforts should be improved.  Making the opportunity more visible by collaborating with ZipCar Ambassadors and Management.  Actively distributing information whenever possible (information packets, tabling events, library information, professor outreach, “papering”, etc.).  Encourage sustainable grocery delivery services (ex: Instacart/GoPuff) to reduce student car ownership on campus.  No existing subsidies or known support.  Can we pursue a subsidy for grocery services, too?  **MH:** Alternatively, working with the services to provide a discount for UI students at the beginning of the year.  Although this is similar to ZipCar, are there differences that make it impossible (Ex: Zipcar may have a deal for free parking)?  Actively distributing information whenever possible (information packets, tabling events, library information, professor outreach, “papering”, etc.). |
| **Which Unit/Department would implement this?** |  |  |
| **Why does this objective need to be implemented by the date stated?** |  |  |
| **What would the estimated cost be?** |  |  |
| **Who would pay this cost?** |  |  |
| **Potential Project ideas?** |  |  |
| **Miscellaneous information** | Need more information on what specifically should be targeted within CMP.  Contact Ximing Cai |  |

*Increase Low Emission Vehicle (LEV) use*

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| **Objective** | Have at least 3 fleets certified green (by NAFA or CalStart) by FY25, with departments replacing vehicles when end of life cycle is reached and the alternative is technologically feasible (Ex: vans, pick-up trucks, etc versus passenger vehicles) | Create a Facilities Standard for electric vehicle charging stations on campus and encourage these as a recommended LEED point in the “LEED Requirements” Facilities Standard. | Collaborate with UCSD to convert their Biogas into Pipeline Quality Renewable Natural Gas (RNG) that could be used by campus vehicles. |
| **Metric Data Source** | ? | ? | ? |
| **Metric** | ? | ? | ? |
| **Estimated Cost** |  |  |  |
| **Response to iWG** |  |  |  |
| **How Would this be implemented?** | **TG:** Start by replacing smaller fleets and/or older vehicles reaching the end of their life cycles (check the fleet inventory). | **TG:** Policy change would need to be made. Charging stations can be placed near ‘front’ parking spaces to motivate use of electric vehicles. |  |
| **Which Unit/Department would implement this?** |  | **TG:** F&S/Parking |  |
| **Why does this objective need to be implemented by the date stated?** | **TG:** Creating three green fleets will be a steppingstone and guide for converting all fleets to green. By starting with a few green fleets, we will have a better understanding of cost, maintenance, work ipact, etc. Five years is a reasonable time for purchasing a small number of vehicles and charging stations and will contribute the overall goal of lowering emissions on campus. | **TG:** The sooner the better/promotes EV on campus. | **TG:** Need to work with UCSD timeline. |
| **What would the estimated cost be?** | **TG:** Initial cost could vary greatly depending on the make/model of LEV and charging stations. Maintenance and fuel costs would be lower in the long run. | **MH:** AC Level 1 chargers range from $500 to $1,000 in cost, there is probably data on what the university has already spent on Level 1 and 2 chargers. Level 1 chargers are free to use and level 2 chargers cost 2$/hr for the first 4 hours and $8/hr for every additional hour  **TG:** Range from approximately $2000-$6000. Parking garage charging stations are on the cheaper side, since surface lots need trenches dug for electrical. Price also varies in given range depending on features (charging speed, LCD screens, advanced payment and data tracking communication, dual port routing, etc.) | **MH:** Look at initiatives from other universities - Harvard has been running their buses on biodiesel since 2004, (they save 15 cents a gallon now) |
| **Who would pay this cost?** | **TG:** Each Department? Maybe university can provide funding to incentivize three initial fleets to get started. | **TG:** Cost would be incorporated into the cost of the new building. |  |
| **Potential Project ideas?** | **MH:** Club Car has a Sustainability Grant Program that would be worth looking into | **TG:** Install charging stations in existing parking lots (near high traffic/parking).  Conduct survey to see where most electric vehicle owners are located/work. | **MH**: Assessing which vehicles are most necessary and downsizing based on vehicle use |
| **Miscellaneous Information** |  |  |  |

*Reduce Business Air Travel Emissions*

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| **Objective** | Reduce Business air travel emissions by X% by following protocol noted miscellaneous. | Establish an offset program option for business travel by FY25 and have at least 5 units actively participating. | Take complete inventory of teleconferencing facilities on campus and the accessibility by FY21. |
| **Metric Data Source** |  |  |  |
| **Metric** |  |  |  |
| **Estimated Cost** |  |  |  |
| **Response to iWG** |  |  |  |
| **How Would this be implemented?** | **MH**: Encourage online conferencing (install to increase accessibility, promote to increase visibility) | **TG:** Purchase offset credits equivalent to amount of emissions person traveling is creating (or a certain percentage to start with. i.e 25% by FY25, 40% by FY30, 55% by FY35,…, to 100% by FY50) | **TG:** Provide map with locations of teleconferencing rooms available for use. (Ensure staff/faculty are aware they have this option). |
| **Which Unit/Department would implement this?** |  |  | **MH:** Each Department should summarize each of their data and report back to a single unit.  This would have to be standardized to receive the same quality of information. |
| **Why does this objective need to be implemented by the date stated?** |  | **TG:** 100% is needed to be reached by FY50. By starting out with lower percentages with incremental increases, departmental budgets won’t be significantly strained during the first year of implementation. Additionally, slow increases allow departments to make adjustments to current travel routines and search for alternative methods (teleconference) if possible, to ease burden on budget. Or a list of alternative ideas can be provided before implementation. |  |
| **What would the estimated cost be?** | **MH:** Cost of installing new teleconferencing technology | **TG:** Dependent on travel for each department. 1 person per 1000 miles (est. 500 lbs CO2) will pay $3.10. (from <https://sustainabletravel.org/our-work/carbon-offsets/calculate-footprint/#gf_25>) | **MH:** Low, as long as it’s done within departments  **TG:** Minimal cost. Mostly administrative cost. |
| **Who would pay this cost?** |  | **TG:** Each Department |  |
| **Potential Project ideas?** | Work with the Sustainability Programs Coordinator at iSEE, who will be conducting Modeshare Survey, to create questions which would gather information to assess reasons for business travel emissions every year until at least FY2025.  Use information from FY21 and FY22 Modeshare surveys to find a valid number to reduce business travel emissions for FY24 & FY25 by in FY2023 (Ex: Reduce air travel emissions by 5% each fiscal year).  Reduce emissions by the percent determined in FY24 & FY25.  MH: Campaign between University of Illinois systems to reduce air travel for conferencing.  This would be in direct support of UI Ride. | Explore all offset programs by FY23. |  |
| **Miscellaneous Information** |  |  | The goal is to pursue improvements in teleconferencing technology. |

*Road Management Systems*

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| **Objective** | Create a Campus Directive to utilize Central Receiving for distribution at the Campus Level (Administration) and have 3 departments utilize the facility by FY25. F&S uses Central Receiving for its purchases | Follow the Transportation Asset Management Plan (TAMP) through the F&S TDM department. – Increase the average Pavement Condition Index (PCI) for campus roads to 65 by the end of FY25, and 70 by FY30. | All campus units should adopt and enforce an idling engine ban by FY25. |
| **Metric Data Source** |  |  |  |
| **Metric** |  |  |  |
| **Estimated Cost** |  |  |  |
| **Response to iWG** |  |  |  |
| **How Would this be implemented?** | Identify the objects that could be delivered to a Central location before moving it to its destination on a smaller vehicle – Non-perishable items, Toiletries, Cutlery (knives, forks, spoons, kitchen utensils), paper, etc.  Identify the departments to target – Housing, Campus Rec, Document Services or Illini Union, etc. |  | **TG:** Policy would need to be created. Supervisors in each department would be responsible for enforcement. |
| **Which Unit/Department would implement this?** |  |  | **TG:** All departments using campus vehicles. |
| **Why does this objective need to be implemented by the date stated?** |  |  | **TG:** Has potential to save money on fuel. Sooner implemented, more money saved. |
| **What would the estimated cost be?** |  |  | **TG:** Minimal administrative cost. |
| **Who would pay this cost?** |  |  |  |
| **Potential Project ideas?** |  |  |  |
| **Miscellaneous** | There are many deliveries made by private enterprises, such as sororities, fraternities, and on campus restaurants. The effect that this initiative would have on them is likely negligible.  This will improve the road conditions, safety, and disability accommodations.  GHG emission from a semi-truck may be equivalent to GHG emission from several smaller vehicles |  |  |

*Increase the Mode Share of Active Travel*

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| **Objective** | Complete the 2014 Campus Bike Plan (CBP) in its entirety. | Rewrite/revise/renew the Campus Bike Plan by 2024, with the aim of achieving Bicycle Friendly University Gold status by 2027. | Improve traffic calming measures |
| **Metric Data Source** |  |  |  |
| **Metric** | Number of miles or feet of bike path/lane repaired/added/renovated |  |  |
| **Estimated Cost** |  |  |  |
| **Response to iWG** |  |  |  |
| **How Would this be implemented?** |  |  |  |
| **Which Unit/Department would implement this?** |  |  |  |
| **Why does this objective need to be implemented by the date stated?** |  |  |  |
| **What would the estimated cost be?** |  |  |  |
| **Who would pay this cost?** |  |  |  |
| **Potential Project ideas?** |  |  |  |
| **Miscellaneous** | There are several goals and objectives that have not been addressed yet  Support the High, Medium, and Low Priority projects for Bicycle Infrastructure | University of Illinois achieved Silver-Level BFU Certification in October 2019 (This status is valid from 2019-23)  Next application for BFU will be available in 2023 (Retain the Silver-level certification in 2023)  Strive to achieve Gold-level BFU status following the application in 2027. | Need further clarification of current policies and plans concerning traffic calming. |
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| **Objective** | Improve transit use each FY by conducting at least two “It’s Your MTD, Too” workshops, including a survey at the beginning and end of the workshop. | Create a master list of commuter/rideshare opportunities on campus and distribute throughout campus by end of FY2020. | Develop a Commuter Program (Bus, Bike, and Hike) for Faculty and Staff, and have 100 faculty and staff registered in the program by FY25. Have 500 people registered by FY30. |
| **Metric Data Source** |  |  |  |
| **Metric** |  | Units distributed |  |
| **Estimated Cost** |  |  |  |
| **Response to iWG** |  | The units distributed is just to assess how many departments have access to the material, not necessarily how many people within that department have gained access. |  |
| **How Would this be implemented?** |  |  | **MH:** Several other universities serve as great models. Contacting relevant professionals at these universities would be necessary to move forward in planning. |
| **Which Unit/Department would implement this?** |  |  |  |
| **Why does this objective need to be implemented by the date stated?** |  |  |  |
| **What would the estimated cost be?** |  |  |  |
| **Who would pay this cost?** |  |  |  |
| **Potential Project ideas?** |  |  |  |
| **Miscellaneous** |  |  |  |
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| **Objective** | Include Bicycle and pedestrian safety and rules of the road to the curriculum for professors to mention at the beginning of their lectures. | Incentivize walking and plan safety education. | Increase Long Term Bike Storage |
| **Metric Data Source** |  |  |  |
| **Metric** |  |  |  |
| **Estimated Cost** |  |  |  |
| **Response to iWG** |  |  |  |
| **How Would this be implemented?** |  | **MH:** It would be worth looking into an online module for pedestrian and bike safety that would be required of all students before they register for classes. Another idea would be for cyclists that register their bike to have to complete a safety quiz but have an incentive via a commuter program to register their bike.  **TG:** Work with education team. Promote walking as healthier option in new student orientation (provide statistics/benefits). |  |
| **Which Unit/Department would implement this?** | Departments that participate could be incentivized. | **TG:** Education SWATeam. |  |
| **Why does this objective need to be implemented by the date stated?** |  |  |  |
| **What would the estimated cost be?** | **TG:** Cost would be minimal. Mostly administrative costs. | **TG:** Cost would be minimal. Mostly administrative costs. |  |
| **Who would pay this cost?** |  |  |  |
| **Potential Project ideas?** |  |  |  |
| **Miscellaneous** | Could be a collaboration opportunity with the Education SWATeam.  Must consider which classes are most realistic to target. Freshman orientation courses are a possibility.  **MH:** RHET105, Freshman seminars, etc.  An online bicycle safety quiz currently exists.  The quiz should be  Publicized. |  |  |