**11.30.2017**

**Transportation SWATeam Agenda**

*National Soybean Research Center Room 240, 3pm*

**Attendance:** Julie Cidell, Tulsi Chudgar, Pete Varney, Rebecca Laurent, Yanfeng Ouyang, Lily Wilcock

**Minutes from 11/9 were approved.**

**UPDATES**

**Dock-less Bikes: Lily Wilcock**

* 7 dock-less companies have contacted the University, though they anticipate some of them dropping off. Have not decided what cap will be for each (maybe 500). There could be up to 3,000 bikes coming to campus for the pilot. Doing a lot of work on looking at anticipated problems.
* Champaign City Council voted 9-0 in favor of dock-less bikes at the City Council meeting on Tuesday. The cities will be making the rules for the permitting process, and they will do the majority of the work on the enforcement side.
* Still working on the University side of things – creating a concession agreement to go alongside permitting process.
* Quality: not exactly like Chinese ones. Chinese companies in US had to improve quality of bike – set out in permitting process (in Seattle – has to last 2 years). Lights added for safety. S florida very similar to Illini bikes. Had real problem with being able to become self-supporting.
* Anticipated timeline: Have permitting process by March and companies on the ground shortly thereafter.
* **Next Steps**: In holding pattern for upcoming meetings in CU. Will keep us updated on if they need us to show up to meetings.

**Student Transportation Survey: Julie Cidell**

* Pilot questions were sent out to students in previous transportation class.
* Interesting findings so far: For transportation home, buses and trains are replaced by cars as students get older. Almost unanimous agreement that it’s important to live somewhere they don’t need a car in the future (but all of the respondents were in a sustainable transportation class).
* **Next Steps:** Next week there will be a focus with the same group of people who took the survey. Team members should let Julie know if there are any questions that aren’t being asked that we think should be.
* Could possibly use help with advertising when the actual survey is launched. The Dean of Students will email the survey to a random set of students, but reminders might be helpful.

**EXPLORING THE FEASIBILITY OF CAMPUS FLEET CAR SHARING**

**Vehicle Tracking**

If we are able to track vehicle usage, we could get an inventory of how they’re being used and the potential for sharing more vehicles.

There is currently GPS on 24 vehicles in the Transportation Department. It used to be on about 120 F&S vehicles. At that time, they recorded who was driving. In order to do this, they had to meet with each worker’s union involved to discuss what they were doing and the consequences.

Passenger vehicles are rentals. In order to collect research data, we would have to get approval from each individual to collect their information. Some of this information would not be relevant because a lot of the vehicles are used in long trips off campus.

**Utilization Rate of Fleet**

Pete pointed out that there are strong justifications for under-utilized departmental vehicles. Crop Sciences, for example, has semis that are only used 4 times per year. The entomology department has particular vehicle needs that are not applicable for another use.

**Cutting Back Departmental Vehicles**

Departments had extra vehicles in the past, but they expect that every department has made the business decision to get rid of the ones that they don’t need given the budget constraints of the last few years.

**Centralizing the Vehicle Fleet**

Yanfeng asked if it would be possible to take back vehicles currently controlled by departments and have the campus fleet crew pick-up and deliver them as needed. Pete said that this is already happening to some extent. This type of service is already available to F&S and any department that chooses to utilize it.

**Implementing a Reservation System**

As the Champaign-Urbana administrator for Zipcar, Lily pointed out that the users have to reserve the cars in advance because they are shared by the community. The result is that Zipcars are being utilized 80% of the time. She asked if we could structure the campus fleet similarly (such that people reserve cars in advance and might walk to the next building to pick them up) and if by doing so we would be able to decrease the campus fleet and get better utilization.

Pete said that this option already exists. The issue that comes up is that people often don’t know when they’re going to need cars. Sometimes meetings come up. Some p eople need them available 24/7.

Lily pointed out that there are departments that do not need the vehicles constantly available. Yanfeng agreed, adding that from a system-wide view, emergencies happen rarely. If we were able to pool the vehicles together, we could also have a bigger shared pool. Some departments could still keep a couple as needed.

Pete said this option exists. Only half of campus vehicles are permanently assigned to departments. The departments are already making the choice to keep/rent in the way that’s cheapest for them. That’s what’s driving this issue.

**Purchasing Electric Vehicles**

If we reduce number the number of vehicles, would it be possible to pay for slightly more expensive ones (electric)?

Pete pointed out that reducing vehicles also reduces revenue available. Yanfeng clarified that if we are satisfying the same demand under a different operating system so that the vehicles are utilized more actively, we could potentially decrease the number without decreasing the revenue. Lily said that we could take the savings and hand them out for other sustainability projects.

Yanfeng recommended price incentives for renting. The cost and revenue would have to balance out by reducing associated costs. Pete noted that the reduction in cost isn’t something he’s seen. It is much more economically effective to buy Ford Focus than EV. People also don’t want to drive smaller vehicles.

**Charging More**

Sustainable vehicles are more expensive. Would it be possible to charge more for vehicles on campus? Pete said that they have to charge based on what costs are.

Lily noted that congestion pricing would be really interesting.

**AIR TRAVEL OFFSETS**

Lily brought up the issue of carbon offsets and potential for having an option to buy them when booking air travel. Departments could then set goals for themselves. The barrier for this is figuring out what counts as an offset.

Lily suggested thinking on a more local sense for offsets if the market is questionable. Julie liked this idea and added that we could also donate to the campus green fund.

Yanfeng mentioned the importance of asking people booking travel about alternatives and their justification. Julie recommended that we go through the questions to make it clear that we’re asking for environmental reasons.

**Next Steps:** Lily will check with Micah to see if he’s working with someone from OBFS that could join one of our meetings.

**OTHER DISCUSSION**

Lily pointed out that we would greatly benefit from conducting a new mode share survey (the last one was in 2011) to give us a better idea of what’s going on with transportation and to set goals for the future. This could be a potential project that we could request funding for.