

Change Agent Group Goals-Transportation

List of Current Sustainable Practices:

1. Transportation Alternatives Program(TAP)
 - a. Students
 - i. Students who live two miles from campus that commute to campus by bike, bus, vanpool or carpool are entitled to six courtesy days of parking per quarter
 - ii. Santa Barbara MTD bus passes included in student fees
 - b. Employees
 - i. Pre-tax payroll deduction for vanpool subscriptions and carpool permits
 - ii. Access twenty-four hours a day to the Carpool Match Service
 - iii. Half price MTD bus passes
 - iv. Access to In-Vehicle Parking Meter Technology tailored to allow the use and accumulation of 57 courtesy hours of parking per quarter
 - v. Automatic enrollment in the "Emergency Ride Home Program"
 - vi. Chance to win a \$50 gift certificate for the UCSB Bookstore
2. A.S. Bike Shop
 - a. Repair stands, tool loan, and repair instruction (requires current student, staff, or alumni association ID card).
 - b. Compressed air, 24 hours a day, 7 days a week.
 - c. Prompt and accurate repair service on all types of bicycles.
 - d. Thousands of commonly-used bicycle components and accessories.
 - e. Professionally-built bicycles, starting at \$169.
 - f. Special ordering of almost any bicycle component or accessory.

Mission Statement: *Transportation at UCSB shall evolve to meet the needs of the campus culture and the environment to ensure the quality and long-term survival of all life on Earth.*

Long Term Vision:

Goals (measurable or numerical data)

Short term (0-1 years)

1. Campus Fleet
 - a. Access to E-85 (85% Ethanol + 15% Gasoline) fueling station
 - b. Access to BioDiesel fueling station with at least 50% renewable content(Only 1 diesel vehicle in fleet, doesn't seem practical)
 - c. Create purchasing policies that coincide with our renewable fuel or energy availability and further our sustainable vision i.e. Flex-Fuel Vehicles for new purchase and retrofitting(fairly expensive and contractor must be CARB certified) existing fleet to use flex fuels such

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as ethanol. Becoming part of the Hydrogen Superhighway both in terms of delivering Hydrogen for Transportation and procuring hydrogen powered vehicles. (Electric Vehicles favored, but if electricity is fossil-fuel generated, emissions still exist)

- d. Waste Stream Management related to campus fleet (Mary Ann Hopkins, PF Recycling, Refuse, very pleased with Fleet's Waste Management Program)
- e. Built-in Carbon offset fee per gallon charged at the pump when fleet vehicles fill up
 - i. (\$8/MTCO_{2e} for AgCert's "Driving Green Program")
 - ii. .009 MTCO_{2e}/gal of gasoline
 - iii. \$.072/gal tax on gasoline to offset fleet

2. Parking

- a. Fair Pay-as-you-Go Parking Pricing to encourage alternatives to Single Occupant Vehicle Use i.e. each time a vehicle parks on campus its user pays a parking fee. Each time a vehicle is not used the user saves the parking fee. Current Parking Pricing Policy encourages anyone who parks more than once a week to buy a parking permit and Park Every Day. Existing technology such as In-Vehicle Parking Meters or License Plate Recognition, or Pay by Cell Phone could be used immediately to accomplish sustainability goals.
- b. Long Range Development Plan should specify that there will be No net growth in campus parking spaces beyond 2006 levels. All Campus Growth related to parking should be accommodated through Transportation Demand Management (TDM).
- c. Option to purchase voluntary offsets when ordering online campus parking permits.
- d. Offer other alternatives to purchase carbon offsets: Paid for by other aspects of the University OR voluntary donation by campus users perhaps with local campus perks that reduce greenhouse emissions.

3. Bicycle commuting

- a. Encourage employees and students to commute by bicycle:
- b. Continued presence of UCSB bike repair shop in a central campus location offering periodic free bike tune-up for bicycle commuters
- c. Offer monthly *Street Skills for Cyclists* training
- d. Shower and Locker facilities for bikers (already available at Robertson Gym, RecGen I & II, Broida Hall and Bren Hall)
- e. Wider distribution of bike and transit maps, and brochures on campus

4. Energy

- a. Achieve UCSB's intellectual goals with energy conservation

5. Work with the Transportation Alternatives Board

6. Work with the Associated Students BI.K.E.S. committee

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7. Mass Transit
 - a. Influence Local Transit to meet the needs of UCSB Commuters
 - b. Santa Barbara Metropolitan Transit District
 - i. Increase transit service, esp. 15x Route, possibly others
 - ii. Work with schedules and routes
 - c. Influence Regional and Long Distance Transit to meet the needs of UCSB Commuters
 - i. Amtrak Rail or other commuter rail
 - ii. Coastal Express
 - iii. Clean Air Express
 - iv. Santa Ynez Valley Express
 - v. Greyhound Bus Line

8. Cooperation with Goleta, Santa Barbara and County Planners
 - a. Opportunities for “smart corridor” technology
 - i. Maximize existing road capacity by adjusting signal timing and highway access depending upon existing traffic volumes
 - b. Develop recycle-a-bike program
 - c. Participation in local and state grant programs funding improvement projects with local industry mitigation fees i.e. (CREF)

9. UCSB Travel Management
 - a. Business Travel
 - b. Athletic Travel
 - c. Expanded use of Video Conferencing and Conference calls to reduce trips by UCSB Administrators to UCOP or other UC campuses

10. Human Resources Options
 - a. FlexTime 4/40s, 9/80s and other ways to reduce trips through schedule adjustments (this relates to the work that the HR group is doing)
 - b. FlexWork (this relates to the work that the HR group is doing)
 - c. TeleCommuting (this relates to the work that the HR group is doing)

Intermediate (1-5 years)

1. Bicycle rental fleet for personal and related local trips similar to TAP Rideshare
2. Hire a Bicycle Planner to Design a Bicycle master plan for all areas of the campus.
 - a. UC Davis has such a full-time employee at this position
3. A Transportation Planner to develop and implement a Transportation Plan and for UCSB
4. Expanded quantity and distribution of Bicycle lockers on campus for a nominal rate (\$50/year)
5. Incorporate needed Bicycle Infrastructure support into every capital project that creates increased Bicycle traffic or increased need for bicycle parking. This could include Bike Paths, Bike Parking, Showers and Lockers for Bicycle Commuters.

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6. Site a Biodigester to create methane and hydrogen as a fuel source for campus fleet vehicles.
 - a. How it works:
 - i. Steam conversion of CNG into Hydrogen (?)
 - ii. Methane energy sold back to grid, lowers net cost to run digester(?).
 - b. Potential CA state grant to cover ~50% of costs from Hydrogen Highway Initiative
 - c. Possible Biodigester contractor - OnSite Power, Inc. - Davis area
(Need to contact OnSite Power or UC-Davis to get current actual quantity of green waste input and output of CNG and potential amount of Hydrogen)

Long Term (5-10 and 10-20+)

1. Affordable Housing for 80% of Faculty and Staff within 5-mile biking distance to campus
2. Carbon Neutrality for all campus-related Transportation (Fleet, Vendors, Visitors and Commuters)

Barriers:

1. Bulk-rate discounts are currently given to those campus commuters who park the most \$1.60/day pretax. Those who park the least pay 5 times the price \$8 per day post-tax.
In-Vehicle parking meters or License plate Recognition could be used to encourage aggressive trip reduction on the UCSB campus.
2. Parking Rate Payers currently unwilling to pay more for trip reduction strategies to encourage Campus Sustainability.
3. No path(s) exist for FM lot to connect to existing bike paths.
4. Increasing limited funding and resources currently devoted to Sustainable Transportation to and from campus.
5. The perception that the automobile will always be the most convenient mode of transportation
6. Need for additional campus staff, beyond the current two-person staff of the Transportation Alternatives Program Office, with planning positions devoted to the promotion of sustainable transportation

Action Items:

1. Built-in Carbon offset fee per gallon charged at the pump when fleet vehicles fill up
 - i. (\$8/MTCO_{2e} for AgCert's "Driving Green Program"
 - ii. .009 MTCO_{2e}/gal of gasoline
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- b. Work with Driving Green.com to add option to purchase voluntary offsets when ordering online campus parking permits from Parking Website