

To: RIC Council  
From: Benjamin Young  
Date: 2 May 2022  
Subject: Traffic and Parking Committee Annual Report 2021-2022

The Traffic and Parking Committee was repopulated in late October 2021. Information regarding what work it may have been undertaking when it last met was unavailable and none of the new membership reported experience serving on it previously. The membership, per the Council by-laws, was for the present (partial) academic year:

<b>Name</b>	<b>Affiliation</b>
Young, Ben (chair)	Faculty
Borgerding, Todd	Faculty
Fitta, Kevin	Administration
Murphy, Jim	Professional Staff
Valente, Joanne	Local 2879
Mendonca, James*	Director of Security
Gammell, Greg*	Director of Facilities
	student
	student

\* non-voting

Two student membership roles were unfilled. We reached out to the Chair of Sociology to see if any Justice Studies students were interested in volunteering but there were none and these roles remain unfilled at present.

Per Article XXIII of Appendix A of the College Council by-laws, the Committee shall “maintain a file specifying the procedures by which internal decisions of the Committee are made.” Nobody was aware of the existence of such a file, so that was the first order of business. No substantive changes to the draft were made in discussion among the membership and it passed at our January meeting. This document relating the standing operating procedures of the Committee has previously been shared with the Council and is also attached here.

The committee made two official recommendations. The first was made to the President’s Executive Committee in response to a request to review a proposal to remove parking lot F (between Clarke and Fogarty). We found no compelling reason to oppose that plan, sent the recommendation to Steve Nedder and to the Council, and the Chair presented it to the assembled Council at their February meeting. The second recommendation was unsolicited and regards the electric vehicle charging ports on campus. In order to help sustain and grow that resource once the warranty period for the equipment ends, at which point we will have maintenance and software costs in addition to the cost of the energy itself, it will be necessary for the College to recoup some of the significant cost of offering the resource. We have sent the (just this week) approved recommendation to Steve Nedder to begin charging users of the resource for the energy they consume.

We met five times and established a quorum four of those times. Minutes of those meetings are attached. The only in-progress business is a report on ADA compliance for accessible parking. We have approximately four times as many accessible parking spaces as required relative to the number of parking spots, but it is not clear whether we are in compliance for how those spots are distributed.

Kevin Fitta has a new project manager starting work this month and expects that to be on this person's to do list.

I believe that even though I've only been in the role for several months, because of the desire to have the Committee's two faculty members on staggered two-year appointments, this is to be my first and last such report. I'd be happy to provide copies of any of the attachments or hand off ownership of the Sharepoint site for the Committee to the next chair whenever that person is assigned to the job.

Respectfully,



Benjamin Young  
Chair, Traffic and Parking Committee  
Associate Professor of Physics  
Clarke Science 102  
401.456.9644  
byoung@ric.edu

## **Standing Operating Procedures of the Traffic and Parking Committee**

### **A. Quorum**

Business, other than providing for the next meeting, shall be transacted by the Committee only by vote of a majority of filled membership roles.

### **B. Voting**

The method of voting in the Committee shall be by a hand vote, with provision for a secret ballot on the request of two members of the Committee.

1. The Chair, or designee, shall have the authority to respond immediately to special requests, subject to the approval of the Committee at its next meeting.
2. Resolutions of recommendation are approved by majority vote at meetings for which a quorum is established, or by majority vote of all filled membership roles for votes conducted via email.

### **C. Membership**

1. Two faculty members, appointed by CoC
2. Two undergraduate students, appointed by SCG or Dean of Students
3. One administrator and one member of the professional staff, appointed by the Rhode Island College President
4. One classified employee, appointed by union president
5. Director of Security (non-voting)
6. Director of Facilities and Operations (non-voting)

### **D. Meetings**

The Committee shall meet not less than once per academic semester and as many times thereafter as shall be necessary to execute its charge.

### **E. Distribution of Documents to the College Council**

Meeting minutes, annual reports, and any reports made to other authorities will be forwarded to the Executive Committee of the College Council when distributed

To: President's Executive Committee  
From: Rhode Island College Traffic and Parking Committee  
Subject: Recommendation 2022.01 – proposed removal of Lot F  
Date: 27 January 2022

### Summary

The Committee finds no compelling reason to oppose the proposal to remove Lot F, as articulated by the Clarke Science building renovation committee and it recommends the College accept the proposed plan.

### Background

The building planning committee has proposed removing parking lot F (on north side of Clarke Science) in preparation for expanding Clarke Science during the upcoming renovation. This will provide for better efficiency, aesthetics, and connection to Fogarty but will remove approximately 40 commuter parking spaces.

Lot F, in its current state, is problematic for a few reasons. Winter maintenance is logistically challenging and the lot's grade, particularly in the northwest corner, represents a safety hazard. There is no curb barrier between the lot and Library Road with parking spaces close enough to the road to limit visibility, both for motorists using the lot and those traveling on Library Road, and there are three points of entry/exit to the lot along a space of less than 80 meters. The extra attention motorists must pay along this part of Library Road comes at the expense of pedestrian safety. Furthermore, spaces in the lot are so close to Clarke Science that vehicle exhaust enters fresh air intake points in rooms 123, 119, and 115 representing a health risk to students and faculty.

There are currently 2311 parking spaces accessible to commuters. Those in Lot F represent less than two percent of that capacity. Additions to student parking capacity over the past several years and enrollment trends do not suggest student parking will be appreciably impacted by this proposed change.

Signed,



Benjamin Young  
Chair, Traffic and Parking Committee  
Clarke Science 102  
401.456.9644  
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To: Steve Nedder

From: Rhode Island College Traffic and Parking Committee

Subject: Recommendation 2022.02 – proposed cost recoupment from EV charging

Date: 28 April 2022

## Summary

We recommend the College recoup costs associated with its electric vehicle (EV) charging stations to establish the infrastructure necessary to offset expenses associated with providing the resource now and sustaining it once the warranty period on the equipment ends, as well as to facilitate growth of this resource in a way that anticipates increased demand in the coming years. It is especially important in an uncertain funding environment to aggressively safeguard this resource for our community.

## Background

Rhode Island College maintains eight EV fueling stations on our campus, each with two charging ports. Users charge EVs by plugging into a port and the transfer of energy is managed and metered through the Chargepoint application, accessible via smartphone. The College provides this service right now at no cost to the users (RIC community users and those with no connection to the College) and the equipment has been purchased at no direct cost to the College ( ~\$70k for installations via National Grid, ~\$77k for charging stations via RI Office of Energy Resources). This model is not sustainable.

For the fourth quarter in 2021, the combined usage constituted slightly over 3700 kWh. At the current rate of \$0.14/kWh, this represents a cost to the College of just under \$2100 per annum. However, this data corresponds to an academic semester in the heart of the pandemic period and its reliance on distance learning, representing a conservative estimate of the annual cost to the College for the energy alone.

The equipment is under warranty (expiring 2025-2026). There is scant data right now to predict the annual cost of maintenance after the warranty period, but if we are unprepared to fund upkeep for the equipment at that time, we risk incrementally losing capacity until such time as the resource is totally depleted and the investment squandered. Furthermore, and more importantly, there will be an annual software charge that we aren't currently paying under warranty. We recommend the College undertake the usual prescribed procedures for ensuring this is being provided at the most competitive price available before the warranties expire, but the current charge for fourteen ports administered by Chargepoint would be \$5584, locating a conservative floor to an annual cost of ownership that is raised by unforeseen maintenance needs and continuation of the College not recouping the cost of energy provided to users. Thus, excluding maintenance costs, the annual cost to the College, in today's dollars at the present program configuration will be about \$7658 once the warranties end. This can be partially offset by charging users for the energy they consume, and we recommend the College move to do this with all deliberate speed.

The Chargepoint application can collect payment for metered energy distribution. We recommend the College create an account to receive payment and begin charging users at a rate to be determined. The local standard seems to be about \$0.30/kWh for EV charging, and

this is the number we have used in our calculations, but we recommend further research be conducted to establish a fair rate in line with local suppliers and notification provided to the community of the change.

The 44 unique users served in 2021Q4 consumed 13.7 kWh per use which, at this assumed \$0.30/kWh rate, would cost a user approximately \$4 per charging event. This is not a significant cost to the users but across all units, this will cover the part of the College's energy bill that falls to the EV charging program immediately and leave a net profit of ~\$9500, by the time the warranties expire, from which the additional costs of administering the program may be offset.

Note that this cushion will provide for less than three years of the additional software charge we can expect and doesn't account for any maintenance needs – more will need to be done to support the EV charging program as when the warranties end, if there is no change to the utilization, the program will cost the college at least \$3200 per year even with cost recoupment. By our calculations, the quarterly energy distribution will need to rise by about 136% relative to the current rate (more than double) for the profit from EV charging to completely offset the cost of both energy and the software charge. If that threshold is reached in the next six years and we begin charging users for energy immediately, the EV charging program can be self-sustained except for unforeseen maintenance. This is a reasonable if optimistic goal.

It is not, however, reasonable to assume that without further investment the College will be able to grow the resource and install more capacity. More restrictive emissions standards, higher and unstable fossil fuels prices, and the increasing availability of EVs that are cost-competitive with internal combustion vehicles are already driving increases in demand for EV fueling infrastructure, and that trend will continue for the foreseeable future. It is not good enough to simply safeguard the resource we have – we will have to grow it. The approximate cost of adding another charging station today is \$21k. While the College's investment in EV charging capability has been funded almost entirely externally to this point, these are not renewable funding streams that may be relied upon for future investment. We must be prepared to grow the resource without guaranteed external help.

This recommendation has been approved by the RIC Traffic and Parking Committee and provided to the College Council per Council by-laws.

2021-2022 Committee Membership:

Benjamin Young  
James Murphy  
Kevin Fitta  
Todd Borgerding  
Jeanne Valente  
Greg Gammell  
James Mendonca

## Minutes: Traffic & Parking Committee Meeting (date 2021.12.15, approved 2022.01.27)

Recorded by B Young

**Present:** B. Young, T. Borgerding, K. Fitta, J. Murphy (JM), J. Mendonca (CM), G. Gammell

**Not Present:** J. Valente

### A. Call to Order 3:00 PM

### B. Old Business: none

### C. New Business:

#### 1. Membership ([Appendix A](#))

Two student members are unassigned, CM suggested students from Justice Studies. BY to reach out to Mikaila Arthur (chair, sociology) for students, forward to Dean of Students either way. Selections subject to ratification by student Parliament.

#### 2. Internal decision-making SOP ([Appendix B](#))

This does not exist as far as we're aware. No changes to BY's draft were proposed in informal discussion. Acceptance to approve is tabled pending (assumed) 100% voting member attendance at next meeting (since what it takes to pass something is part of this SOP it would seem desirable to have unanimous approval of the process).

#### 3. Traffic and Parking Regulations

We have 'procedures' on the RIC web. Do we have regulations spelled out similar to those of [CCRI](#) or [URI](#)? Are they necessary?

CM: Essentially our regulations are the State regulations because citations are written with that authority and adjudicated by the Traffic Tribunal.

#### 4. Secretary – TB volunteered to serve as recording secretary for future meetings

#### 5. Survey

The utility of such a thing is not clear, assuming everyone wants parking to be as convenient as possible. There are no presently planned additions to parking resources, but perhaps there could/should be allocation changes. No consensus arrived at, BY to maintain list of things it might be useful to find out with survey.

#### 6. Adjunct Parking

TB suggested adjunct faculty could use preferred access to convenient parking due to the nature of their day-to-day, compare to dedicated spots for Donovan staff. CM noted ability for temporary parking consideration in consultation with human resources (*ie.* pregnancy etc. where disability permit isn't issued but accommodation is nevertheless appropriate). BY summary: Likely right now there isn't so much pressure - fewer faculty on campus at any given time (lot on E side of Fogarty has unused capacity now) but this may be useful to revisit.

#### 7. ADA compliance

KF believes we are above and beyond compliance with ADA but will dig up that data

#### 8. Charging ports

We have 8 charging ports at present (D, K, B, Physical Plant, Welcome Center) accessible via ChargePoint app, each can accommodate two cars. Software can alert user when charging is complete. JM to revisit available usage data next time. Folks not part of RIC community do use them, but this is in line with the grants that secured them. Cost to College is \$0.14/kWhr, maybe \$200/year. BY: As usage grows it would seem necessary

at some point to recoup that cost, might as well build that infrastructure now. JM: all we need is an account that ChargePoint

9. Recommendation regarding [Lot F](#) (overview: Kevin Fitta)  
Clarke Science building renovation planning committee wants to remove lot F (on N side of Clarke Science) which will provide for better efficiency, aesthetics, and connection to Fogarty. This will remove approximately 40 commuter parking spaces. There are currently 2311 spaces accessible to commuters, so the loss represents <2% of the capacity. Lower enrollment numbers coupled with recent additions to student parking over past several years do not suggest student parking is appreciably impacted by this proposed change. GG&KF: the lot is a nuisance anyway because it's sloped, tight, ices over immediately in the winter, and there's nowhere to push snow. BY to draft recommendation to President's Executive Committee for next meeting.

D. Adjourn 3:50PM (motion JM, second CM)



Traffic and Parking Committee Minutes 2022.01.27

Present: Murphy, Borgerding, Young, Mendonca, Gammell, Fitta

Not present: Valente

Recording Secretary: Borgerding

Call to order 10:05

1. Minutes & SOP approved unanimously
2. Recommendation for removal of Parking Lot F
  - a. Faculty in Clark have been invited to discussions of larger project, no objections have been registered.
  - b. Recommendation, with small amendment, passed unanimously.
3. ADA Compliance: Fitta presentation:
  - a. 131 designated "handicapped:" 3x the number we need according to ada.gov
  - b. Disability services has noted that access has been an on-going issue.
  - c. Will look into professional consultant to assess compliance.
4. Adjunct, other reserved parking on campus (discussion)
  - a. Mendonca: Adjunct parking could be difficult to implement
  - b. Borgerding/Fitta: perhaps there is no problem, and we can table this (general agreement)
5. Charging ports: Murphy presentation
  - a. Current (no charge) system seems sustainable—3% of energy bill—because of light use. If future use increases into double digits, we might look to a system of charging.
  - b. Mendonca raises issues of budgeting for maintenance.
  - c. Committee may consider making a recommendation about whether or not to charge. Fitta to contact S. Nedder RE this issue.
6. New business: none

Adjourned 10:42

## **Minutes: Traffic & Parking Committee Meeting (date 2022.03.31)**

Recorded by B. Young

**Present: Young, Fitta, Murphy (JM), Mendonca (CM), Gammell**

**Not Present:** Borgerding, Valente

**Excused:**

### **A. Call to Order 10:06**

### **B. Old Business:**

#### **1. Lot F recommendation vote**

In response to suggestion that membership list be included, BY signed it. Going forward membership will be included in such recommendations, but we need to vote on the “chair’s discretion” move I made. Motion JM, second KF, all approved, motion passes.

#### **2. ADA compliance review.**

Any movement or guess on timeline? KF: no movement yet. BY: we’ll keep it on the agenda until we have a timeline

#### **3. Investment recoupment for EV charging.**

Units are currently under warranty but that will eventually end. If there is no money earmarked for service we risk losing the resource when budgetary push comes to shove. It isn’t difficult to create the revenue stream from within the ChargePoint system (JM). There are no dedicated pools of money (GG), but the capability exists for at least some things (KF). State will need to determine how to follow its own policies on the matter *eg.* ChargePoint as sole source vs. competitive bidding (KF) but this isn’t in our committee’s purview.

BY to draft proposed recommendation, tentatively to President’s Executive Committee, laying out our position that infrastructure needs to be in place before there’s an acute need (service after warranty period, etc.). Building a sustainable resource will be critical to its longevity as expected use increases and **can offset** the cost of growing it. This will be easier the earlier we start it.

### **C. New Business:**

#### **1. None**

### **D. Adjourn 10:22**

**Minutes:** Traffic & Parking Committee Meeting (date 2022.04.28)

**Recorded by:** Young

**Present:** Young, Fitta, Murphy (JM), Mendonca (CM), Gammell, Borgerding.

**Not Present:** Valente

**Excused:**

**A. Call to Order 10:08**

**B. (motion JM -> second KF -> all approved) [Minutes from 2022.01.27](#)**

**C. (motion JM -> second KF -> all approved) [Minutes from 2022.03.31](#)**

**D. Old Business:**

1. ADA compliance review, any movement or guess on timeline
  - a) KF: new project manager starting later this month, likely in that person's purview
2. Investment recoupment for EV charging workshop – BY proposed [recommendation](#) will need some work. Specific points:
  - a) KF & JM met with Chargepoint folks recently. Costs after warranty include an annual software charge (per port) totaling \$4886 for our campus at present prices and equipment. This changes the game – we will not be able to turn a profit, even at the state rough average of \$0.30/kWh. At this rate ( $\$0.30 + -\$0.14 = \$0.16/\text{kWh}$ ) and extrapolating 2021Q4 subscription (3703kWh/quarter), we are in the hole \$2516.08 per year, so the resource isn't sustainable on its own, even with
    1. Post meeting update: per email with JM and KF during recommendation review – there are eight stations, not seven, so the annual software cost is actually \$698 greater in today's dollars.
  - b) KF: would the state be willing to cover the software cost to support the investment? Worth a conversation. JM to check with his POC at RI OER.
  - c) Tabled this – we have what we need to make the rec. BY to revise and distribute recommendation for email comments and voting, per Committee SOP.
    1. Post meeting update: No substantive changes during email review period, apart from one mentioned above, BY sent out final draft for email voting 3 May.

**E. New Business:**

1. Catalytic converter theft
  - a) TB brought issue of theft from adjunct vehicle to Committee – cameras or no? The lot had them but what's going on?
  - b) CM: we are aware of the case, ongoing investigation, cameras may have been down at the time due to rehab project.

**F. Adjourn 10:39 (motion TB -> second JM -> all approved)**