

## **2022-2023 Annual Council Committee Report**

Committee: Traffic and Parking

Prepared by: Benjamin Young

Date: 15 April 2023

### **Include the following information in your annual report:**

1. Members of the committee (including name of the chair)
2. Meeting dates
3. Summary of committee activities (Please also include relevant minutes in an attachment)
4. Decisions approved and actions taken (including proposals approved by Council)
5. Recommendations for next year's committee
6. Self-evaluation

**Please submit your report to Valerie Endress ([vendress@ric.edu](mailto:vendress@ric.edu)) by April 25, 2023.**

To: RIC Council  
 From: Benjamin Young  
 Date: 25 April 2023  
 Subject: Traffic and Parking Committee Annual Report 2022-2023

The membership, per the Council by-laws and assigned by the Committee on Committees, was for the present academic year:

Name	Affiliation
Young, Ben	A&S
Ravenscroft, Robert	A&S
Fitta, Kevin	Administration
Murphy, Jim	Professional Staff
<unfilled, 2878/2879 alternate>	Local 2878 (clerical)
Peters, Anthony	Local 2879 (maint/din/sec)
Mendonca, James*	Security
Gammell, Greg*	Facilities
<unfilled, ?>	student
<unfilled, ?>	student

\*non-voting

We only established a quorum at one meeting this year (18 November 2022) and met informally on 4 April 2023, when we failed to establish a quorum. Our committee SOP requires business, apart from providing for the next meeting, to be voted on by a majority of filled membership roles. This year we had only five voting roles filled, so establishment of a quorum required three voting members. This has been challenging as one voting member is on leave and another, we only recently learned, has no interest in serving on the committee. Thus, no new recommendations were issued this year and most of the business we attended to was done informally as our individual members and their teams responded to business that otherwise might have been part of our minutes. These issues arose as feedback from the campus community regarding primarily ADA accessibility issues as well as complaints regarding motorists parking in lots they are not authorized to use.

While we have no official role in the implementation of the electric vehicle cost recoupment program we recommended the College undertake last year, we continue to monitor the data from the program to decide if modification to the rate the College charges users for the service may be in order. Our members and their respective teams have also collaborated to update the signage at the charging ports to communicate that vehicles parked at the ports must be actively charging and the campus police will enforce this.

It is important to acknowledge that since the program has been implemented for less than a year, we have no statistically significant conclusions to draw yet. However, we have enough information from the first several months of the program to report on the progress and revise the analysis presented in our recommendation from last year.

From the time RIC began cost-recoupment (September 2022) through the end of March 2023, the College metered out 6725 kWh of energy to users of the charging stations. After paying a 10% fee to Chargepoint we collected \$1816 in revenue which, after subtracting RIC's cost, leaves a net profit of \$874 for the seven month period.

This is somewhat less than our original analysis suggested for two reasons. First, the prior analysis did not account for the 10% fee and second, we saw a drop in utilization. The drop in utilization was expected as users who have the capability to charge their vehicles at home may well choose to do so because it is more convenient and nominally cheaper than the \$0.30/kWh rate the College charges. There is some indication in the monthly data that the rate of utilization is increasing, however.

Extrapolating from scant data is a dubious practice, but the results are at least more trustworthy than the previous analysis. Assuming we can expect the utilization rate to match the present monthly average and that the costs remain unchanged, we project an annual profit of about \$1500. Within three years, the warranties on all charging stations will have expired and we will incur an additional software charge from Chargepoint. For the 14 ports we operate, the charge will be \$4886, leaving the program at an annual deficit of about \$3387. We expect the profit collected before the expiration of the warranties will make the program cost neutral for an additional 16 months, so the program will remain self-sustaining for a little over three years.

Utilization will continue to increase, and any increase will extend that timeline, but utilization would need to increase by about a factor of three from the present level to make the program self-sustaining within the next three years. Our analysis suggests this is an overly optimistic goal, but reducing the cost this program will eventually represent to RIC's operating budget remains crucial to the preservation and growth of the resource.

Respectfully,



Benjamin Young  
Chair, Traffic and Parking Committee  
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