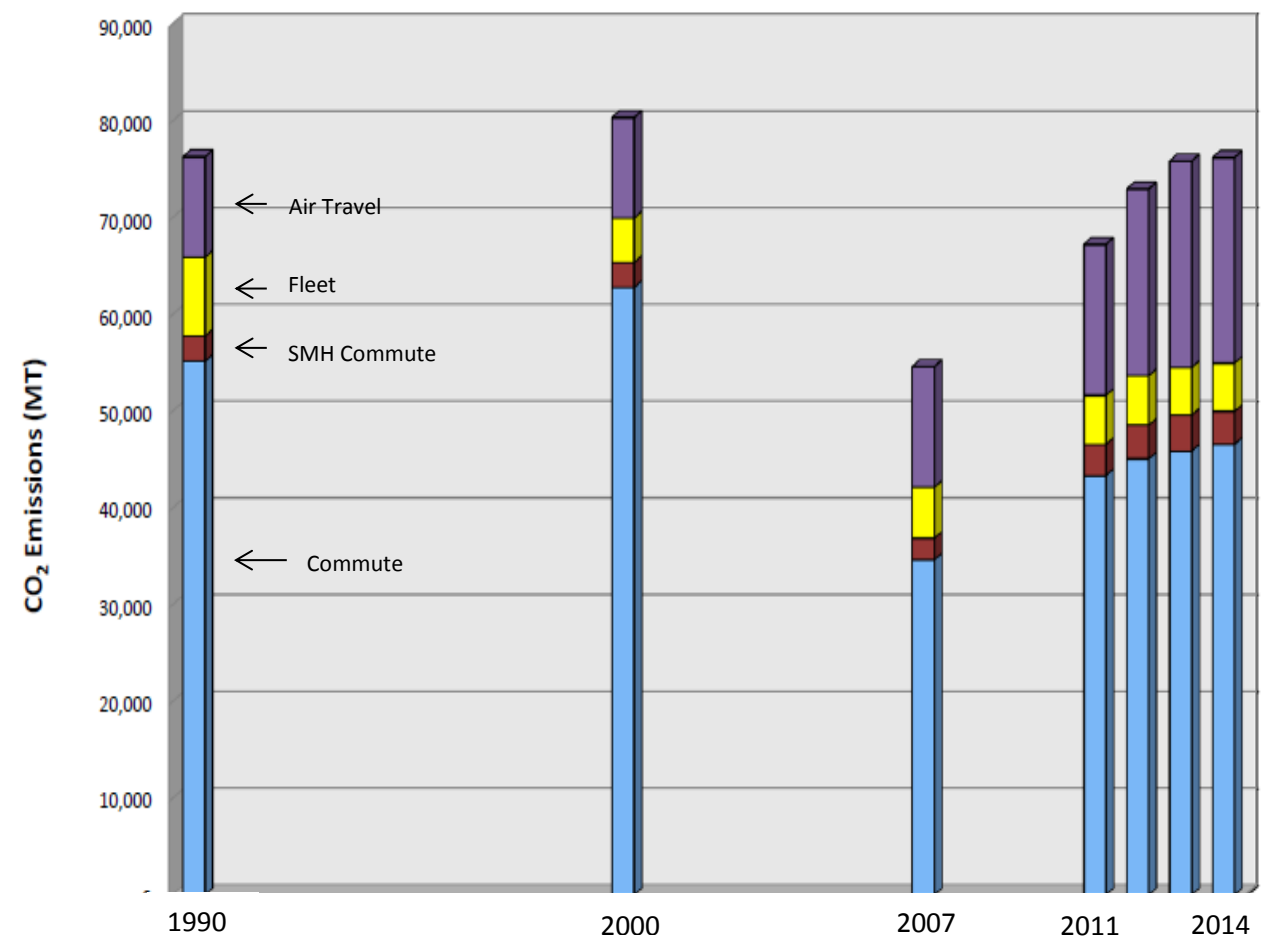




Sustainable Transportation Plan

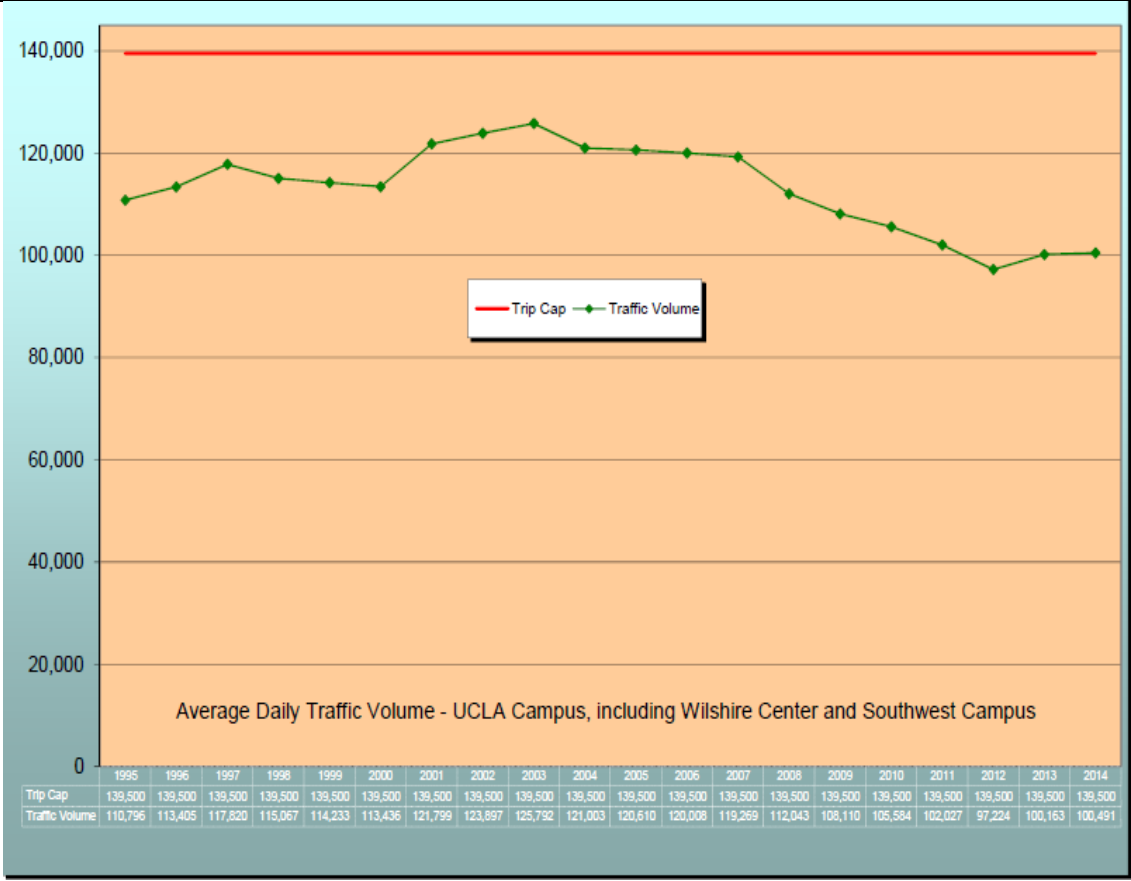
2015 Progress Report

July, 2015 Midterm Progress

<p align="center">Goal Area: Commutes & Trips <i>How people travel to, from, and around campus</i></p>	<p align="center">Status</p>																																																
<p>Goal: Decrease the carbon footprint resulting from mobile source emissions</p>																																																	
<p align="center">CO₂ from UCLA commute, fleet and business air travel emissions over years</p>  <p>The chart displays CO₂ emissions in Metric Tons (MT) for four categories: Commute (blue), SMH Commute (red), Fleet (yellow), and Air Travel (purple). The data points are as follows:</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Commute (MT)</th> <th>SMH Commute (MT)</th> <th>Fleet (MT)</th> <th>Air Travel (MT)</th> <th>Total (MT)</th> </tr> </thead> <tbody> <tr> <td>1990</td> <td>55,000</td> <td>2,000</td> <td>8,000</td> <td>11,000</td> <td>76,000</td> </tr> <tr> <td>2000</td> <td>63,000</td> <td>1,000</td> <td>5,000</td> <td>11,000</td> <td>80,000</td> </tr> <tr> <td>2007</td> <td>35,000</td> <td>1,000</td> <td>5,000</td> <td>13,000</td> <td>54,000</td> </tr> <tr> <td>2011</td> <td>43,000</td> <td>2,000</td> <td>5,000</td> <td>16,000</td> <td>66,000</td> </tr> <tr> <td>2012</td> <td>45,000</td> <td>2,000</td> <td>5,000</td> <td>18,000</td> <td>70,000</td> </tr> <tr> <td>2013</td> <td>46,000</td> <td>2,000</td> <td>5,000</td> <td>19,000</td> <td>72,000</td> </tr> <tr> <td>2014</td> <td>47,000</td> <td>2,000</td> <td>5,000</td> <td>20,000</td> <td>74,000</td> </tr> </tbody> </table>		Year	Commute (MT)	SMH Commute (MT)	Fleet (MT)	Air Travel (MT)	Total (MT)	1990	55,000	2,000	8,000	11,000	76,000	2000	63,000	1,000	5,000	11,000	80,000	2007	35,000	1,000	5,000	13,000	54,000	2011	43,000	2,000	5,000	16,000	66,000	2012	45,000	2,000	5,000	18,000	70,000	2013	46,000	2,000	5,000	19,000	72,000	2014	47,000	2,000	5,000	20,000	74,000
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<p>Objective: Achieve a 50% mode split for alternative transportation modes for UCLA employees no later than 2014 and maintain that split through 2020</p>	 (51.8%)
<p>Strategies:</p>	<p>Progress Rating</p>
<p>Provide a comprehensive and effective transportation demand management (TDM) program that utilizes a variety of modes, serves diverse populations, and covers many geographic areas</p> <ul style="list-style-type: none"> ➤ <i>Efforts continue to expand TDM program offerings, with a special focus on active transportation modes. Further, Metro EZ Pass was offered in the suite of TDM product offerings in Fall 2014</i> 	<p style="background-color: yellow;"> </p>
<p>Educate new hires about the value and convenience of TDM to encourage them to commute to campus via an alternative mode</p> <ul style="list-style-type: none"> ➤ <i>Some progress has been made in providing information at onboarding</i> 	<p style="background-color: yellow;"> </p>
<p>Maintain strong customer service within the TDM programs in order to retain alternative mode commuters</p> <ul style="list-style-type: none"> ➤ <i>TDM Program Retention rate (% participation) (sorry no data yet: PPTS to run calc on this)</i> 	<p style="background-color: gray;"> </p>
<p>Identify, incentivize, and promote the most effective TDM measures for particular demographic groups and geographic areas</p> <ul style="list-style-type: none"> ➤ <i>Significant efforts in market segmentation and specialized offers to those segments including origin-based transit promotions, destination-based transit promotions, and parking structure specific promotions</i> 	<p style="background-color: yellow;"> </p>
<p>Represent the University as a Participating Agency for all transportation projects that impact the University</p> <ul style="list-style-type: none"> ➤ <i>UCLA has been well represented for all local transportation projects</i> 	<p style="background-color: green;"> </p>
<p>Work with transit agencies on honing and increasing service to campus</p> <ul style="list-style-type: none"> ➤ <i>Concerns about Big Blue Bus efforts to reduce service to campus have been allayed, as BBB has agreed not to reduce transit service to UCLA</i> 	<p style="background-color: green;"> </p>

<p>Work with local municipalities to improve bicycle and pedestrian infrastructure proximate to campus</p> <ul style="list-style-type: none"> ➤ <i>Efforts to encourage the City of L.A. to study bike lanes in Westwood have been rebuffed; bike share partnership with Santa Monica in progress</i> 	
<p>Objective: Reduce or offset greenhouse gas emissions associated with UCLA-sponsored travel</p>	
<p>Strategies:</p>	<p>Progress Rating</p>
<p>Educate University departments and employees on the environmental impacts of potential travel modes</p> <ul style="list-style-type: none"> ➤ <i>Several infographics have been produced and placed on the green commuter blog but that has been the only progress so far</i> 	
<p>Promote rideshare, video, and teleconferencing, as well as other alternatives to air travel</p> <ul style="list-style-type: none"> ➤ <i>A video conferencing equipment survey in inventory has been completed for the campus, however nothing else has come with that</i> 	
<p>Promote the bus connections to the LAX airport and Amtrak train station Penny</p> <ul style="list-style-type: none"> ➤ <i>This is routinely done especially for peak period travels for Thanksgiving, winter break, and spring break</i> 	
<p>Goal: Minimize vehicle trips to and around campus for quality of life purposes</p>	



Objective: Maintain the campus' vehicle trip count below the trip caps established in 1990 of 139,500 vehicles per day, 24,320 for the AM peak period, and 37,122 for the PM peak period.



Strategies:

Progress Rating

Provide discounted, occasional parking to TDM program participants so that they do not feel compelled to obtain a parking permit for when they must drive to campus

- *The Bruin commuter park pay station pilot is successful and full deployment will occur in the near future*

Annually monitor vehicle traffic at all campus entrances and exits and produce a formal cordon count report



- *Cordon count completed annually*


<p>Encourage carpooling via policy, price setting, and matching services</p> <ul style="list-style-type: none"> ➤ <i>Commuter café type carpool promotion underway Summer 2015; policy and price setting remain unchanged</i> 	
<p>Maintain market-priced permit parking on campus to aid control of parking demand</p> <ul style="list-style-type: none"> ➤ <i>Parking demand at a very high level</i> 	
<p>Encourage compressed work week schedules, telecommuting, and scheduling policies that promote commute trips outside of peak travel hours</p> <ul style="list-style-type: none"> ➤ <i>Alternative work schedules have proved difficult to sell to management across campus</i> 	
<p>Work with campus departments in their efforts regarding remote work sites, including residential distribution analysis of their employees</p> <ul style="list-style-type: none"> ➤ <i>Two analyses have been completed, one for CFS, and one for Occupational Health</i> 	
<p>Objective: Reduce midday vehicle trips below 0.2 trips/person/day</p>	No data
<p>Strategies:</p>	Progress Rating
<p>Create a park-once environment that limits midday trips and intracampus vehicle miles traveled</p> <ul style="list-style-type: none"> ➤ <i>Standard policy okay, however EV charging policy engenders some extra driving on campus</i> 	
<p>Maximize the potential of BruinBus to capture midday trips</p> <ul style="list-style-type: none"> ➤ <i>Lacking a shuttle stop in the village likely reduces the ability of BruinBus to maximize midday trip capture</i> 	
<p>Encourage bicycle usage for intra-campus and commute trips through the Bruin Bikes Program, by improving bicycle infrastructure and establishing a bike share system on and near campus</p> <ul style="list-style-type: none"> ➤ <i>Bruin Bikes program expansion and infrastructure installations have progressed, however, the bike share system is still on the horizon</i> 	



<p>Promote walking, particularly related to personal health, as the primary means to travel on-campus by ensuring pedestrian safety and convenient access to campus destinations</p> <ul style="list-style-type: none"> ➤ <i>Efforts to improve the pedestrian environment continue via infrastructure upgrades and a new challenge/reward program for active transportation is almost in place</i> 	
<p>Improve parking wayfinding on campus in order to reduce vehicle miles traveled (VMT)</p> <ul style="list-style-type: none"> ➤ <i>Parking wayfinding has been improved especially with the deployment of the green 'P' and a formal wayfinding study by a wayfinding consultant</i> 	
<p>Optimize shuttle deployment across campus routes and encourage people to use the shuttle via the provision of real time bus location information</p> <ul style="list-style-type: none"> ➤ <i>Shuttle routes will likely be tweaked in the future, and a refreshed campaign for the 'Know Before You Go' app is likely on the horizon</i> 	

Goal Area: Operations


Direct Internal Transportation Activities and Practices

<p>Goal: Reduce, right-size, and conserve the resources associated with University business activity.</p>	
<p>Objective: Right-size the fleet and reduce vehicle miles traveled associated with fleet activities.</p>	 <p><i>Fleet Number Increased</i></p>
<p>Strategies:</p>	<p>Progress Rating</p>
<p>Provide current vehicle lessees with alternatives to dedicated vehicles leases Clinton</p> <ul style="list-style-type: none"> ➤ <i>Departmental car share not yet set up</i> 	
<p>Provide UCLA community members with viable alternatives to vehicle use</p> <ul style="list-style-type: none"> ➤ <i>BruinBus provides midday mobility on campus; Bike share system not yet set up</i> 	
<p>Reduce vanpool mileage by limiting non-commute use of the vans</p> <ul style="list-style-type: none"> ➤ <i>De minimis vanpool miles have been significantly reduced</i> 	
<p>Objective: Conserve land and financial resources by limiting the construction of new parking structures.</p>	
<p>Strategies:</p>	<p>Progress Rating</p>

<p>Limit mobility between parking areas/structures to maximize structure occupancy, thereby reducing the need to construct additional parking</p> <ul style="list-style-type: none"> ➤ <i>Standard policy okay, however EV charging policy engenders some extra driving on campus</i> 	
<p>Complete a business case analysis for any proposed parking structure construction, including a fiscal comparison of providing access via TDM programs versus the provision of additional parking spaces on campus</p> <ul style="list-style-type: none"> ➤ <i>No proposed parking structure at this time</i> 	
<p>Limit resident student parking to those that demonstrate need</p> <ul style="list-style-type: none"> ➤ <i>Ratio of resident students parked continues to be at historic lows</i> 	
<p>Objective: Deploy alternative mode resources to match commuter needs</p>	
<p>Strategies:</p>	Progress Rating
<p>Effectively collect and manage data concerning travel by all modes</p> <ul style="list-style-type: none"> ➤ <i>There is significant data behind all TDM programs, and a new/coming system to capture active transportation mode use</i> 	
<p>Develop a centralized TDM program management system</p> <ul style="list-style-type: none"> ➤ <i>Does not yet exist, however efforts to create a customer portal are underway</i> 	
<p>Seek funding from external sources for alternative transportation projects in order to reduce impact on university resources</p> <ul style="list-style-type: none"> ➤ <i>No significant, recent funding for projects or capital has been acquired</i> 	
<p>Determine and maintain the most cost-effective TDM mix to serve commuter needs</p> <ul style="list-style-type: none"> ➤ <i>While subsidy level discrepancies exist, recent steps have been taken to pass transit agency price increases (for far-flung transit agencies) directly to customers, essentially moving E&T towards a subsidy dollar limit</i> 	

Goal: Provide, promote, and support green options for vehicles	
Objective: Increase the use of alternative fuel vehicles	
Strategies:	Progress Rating
Educate customers on the environmental benefits of green vehicles <ul style="list-style-type: none"> ➤ <i>Fleet Services' Alternative Fuel Vehicle program does provide such info to prospective customers, however there is no major Departmental effort in this regard</i> 	
Incentivize alternative fuel vehicle use <ul style="list-style-type: none"> ➤ <i>Clean fuel permit discounts are available, however not much else is underway</i> 	
Maintain a "carbon tax" for non-alternative fuel fleet vehicles and their environmental impact <ul style="list-style-type: none"> ➤ <i>Already in place in a sense, although not directly termed as such</i> 	
Expand the Fleet Alternative Fueled Vehicle Program <ul style="list-style-type: none"> ➤ <i>Efforts continue and alternative fuel vehicles have increased, however challenges remain in convincing departments to go with AFVs</i> 	
Objective: Provide the necessary infrastructure for the fueling of alternative fuel vehicles, including fleet, permit holder, and visitor vehicles	
Strategies:	Progress Rating
Deploy campus electric vehicle charging infrastructure for both fleet vehicles and parking customers/visitors	

<ul style="list-style-type: none"> ➤ <i>ChargePoint level II chargers and Engineering's chargers are typically fully consumed, however efforts are underway to create level 1 charging pods for permit holders</i> 	
<p>Provide access to the Fleet Yard's compressed natural gas station for both Fleet and the general public</p> <ul style="list-style-type: none"> ➤ <i>This is already in place</i> 	
<p>Work with the College of Engineering regarding installing a hydrogen fueling station at UCLA</p> <ul style="list-style-type: none"> ➤ <i>This has been shelved as of 2015</i> 	


<p>Goal: Practice green techniques and implement sustainable policies for all operational activities.</p>	
<p>Objective: Green daily departmental operations by conserving resources, implementing environmentally preferable practices, and increasing conservation and recycling efforts.</p>	
<p>Strategies:</p>	<p>Progress Rating</p>
<p>Maintain a Green Shop for Fleet Maintenance</p> <ul style="list-style-type: none"> ➤ <i>This is already in place</i> 	
<p>Limit water usage in cleaning practices and control runoff when used</p> <ul style="list-style-type: none"> ➤ <i>This is already in place</i> 	
<p>Improve the sustainability of office operations by reducing waste and promoting the use of green office equipment and supplies</p> <ul style="list-style-type: none"> ➤ <i>Efforts underway with moderate progress thus far</i> 	
<p>Specify the use of green building materials in rehab of structures</p>	
<p>Provide energy efficient lighting within parking structures</p> <ul style="list-style-type: none"> ➤ <i>Almost all parking structures have had their lighting upgraded</i> 	



Evaluate and implement effective clean energy generation such as solar trees, carport solar panels where feasible, and solar power for parking pay stations

- *Implementation of solar energy projects has not yet commenced, but studies are underway and installations are imminent*


Goal Area: Civic Engagement



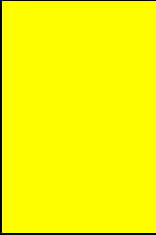
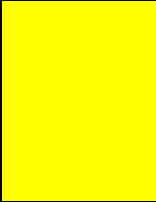
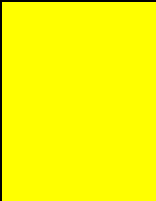
Moving Sustainable Transportation from Ideas to Practice

<p>Goal: Incorporate sustainable transportation into the fabric of the UCLA campus</p>	
<p>Objective: Create a culture of sustainable travel on campus and a community of lifelong sustainable commuters and travelers</p>	
<p>Strategies:</p>	<p>Progress Rating</p>
<p>Elevate awareness of transportation issues, stimulate discussion, and disseminate information throughout the UCLA community</p> <ul style="list-style-type: none"> ➤ <i>Transportation issues are a common topic at UCLA and UCLA Transportation makes an effort to push out info to various media chains</i> 	
<p>Engage the campus community in transportation discussions via the web, blogs, and social media</p> <ul style="list-style-type: none"> ➤ <i>There is significant focus on social media as an info channel for Transportation</i> 	
<p>Promote green travel options via traditional advertising and tabling at campus events</p> <ul style="list-style-type: none"> ➤ <i>Tabling at campus events is a primary function of BCS</i> 	
<p>Imbue students with an understanding of sustainable transportation that remains with them throughout their lifetime and sets precedent for their personal travel behavior</p> <ul style="list-style-type: none"> ➤ <i>While there is significant TDM program offerings on campus, there is less of the explanation of why we invest in such programs</i> 	
<p>Objective: Provide engagement opportunities for students on sustainable transportation projects that both benefit the University and enrich the student's learning experience</p>	
<p>Strategies:</p>	<p>Progress Rating</p>

<p>Sponsor appropriate graduate student Client Projects</p> <ul style="list-style-type: none"> ➤ <i>Typically at least one graduate student client project gets sponsored per year (e.g., AY 14-15 there were two client projects focused on bike and ped infrastructure and participation on campus)</i> 	
<p>Work with the Education for Sustainable Living Program and engage student Action Research Teams to complete sustainable transportation projects</p> <ul style="list-style-type: none"> ➤ <i>Typically at least one ART team project is sponsored per year (e.g., in AY 14-15 the ART team focused on bicycling at the residence halls)</i> 	
<p>Engage with various other student groups on campus in all things that are transportation-related and encourage advocacy effort</p> <ul style="list-style-type: none"> ➤ <i>This is done on an ad hoc basis; recent efforts include presentations to the GSA and University Apartments South related to transit services.</i> 	
<p>Objective: Ensure that campus land use and design are coordinated with transportation.</p>	
<p>Strategies:</p>	Progress Rating
<p>Provide consultation to maximize alternative transportation LEED points for both new construction and existing building LEED certification efforts</p> <ul style="list-style-type: none"> ➤ <i>This routinely occurs in a collaborative process with the capital programs department</i> 	
<p>Provide consultation regarding appropriate transportation and circulation infrastructure design</p> <ul style="list-style-type: none"> ➤ <i>This routinely occurs in a collaborative process with the capital programs department</i> 	
<p>Review access and mobility facets of construction projects, including maintenance of traffic for both vehicles and pedestrians</p> <ul style="list-style-type: none"> ➤ <i>This routinely occurs in a collaborative process with the capital programs department and the facilities department.</i> 	
<p>Objective: Maintain a leadership role in community and regional transportation issues.</p>	

<u>Strategies:</u>	Progress Rating
Leverage the University’s position as a center of knowledge to further sustainable transportation best practices <ul style="list-style-type: none"> ➤ <i>Transportation staff are routinely engaged with other UC campuses and other UC campuses to promulgate other sustainable transportation best practices</i> 	
Codify and promulgate these best practices at both the local and national level, including conference attendance, disseminating press releases, and article publication <ul style="list-style-type: none"> ➤ <i>Conference attendance, presentations, press releases, and articles are a common occurrence for transportation</i> 	

<u>Goal:</u> Leverage the funding opportunities and research capabilities at UCLA and elsewhere to further sustainable transportation initiatives.	No data
<u>Objective:</u> Work with the UC Office of the President and other University of California campuses to create a green fund for carbon reduction mitigation.	
<u>Strategies:</u>	Progress Rating
Determine an accurate system for cataloging the travel-related emissions of University departments <ul style="list-style-type: none"> ➤ <i>A single professionally accepted methodology does not yet exist for this</i> 	
Establish a process for assessing and collecting carbon fees <ul style="list-style-type: none"> ➤ <i>Air travel carbon offset pilot is being developed.</i> 	
Identify requirements and procedures for administering a green fund <ul style="list-style-type: none"> ➤ <i>This will be part of the air travel carbon offset pilot effort</i> 	

<p>Objective: Identify opportunities for partnerships with University departments and external entities</p>	
<p>Strategies:</p>	<p>Progress Rating</p>
<p>Utilize the talents of UCLA faculty and staff to further the sustainable transportation initiatives and goals of the Department</p> <ul style="list-style-type: none"> ➤ <i>There is increasing interplay between Transportation and members of the faculty, e.g. Public Health, Engineering, and Architecture</i> 	
<p>Work with student groups and student funding sources to match their resources with sustainable transportation initiatives</p> <ul style="list-style-type: none"> ➤ <i>Typically this follows the pursuit of TGIF funding. While this occurred in the past, this did not occur in AY 14-15</i> 	
<p>Seek public-private partnerships that further environmental and transportation objectives</p> <ul style="list-style-type: none"> ➤ <i>No action currently</i> 	
<p>Explore non-traditional transportation funding opportunities such as public health grants for bicycle and pedestrian efforts</p> <ul style="list-style-type: none"> ➤ <i>No action currently</i> 	
<p>Seek grant or partnership opportunities for Fleet alternative fuel vehicle acquisitions</p> <ul style="list-style-type: none"> ➤ <i>Fleet & Transit typically has a good handle on available grant opportunities.</i> 	