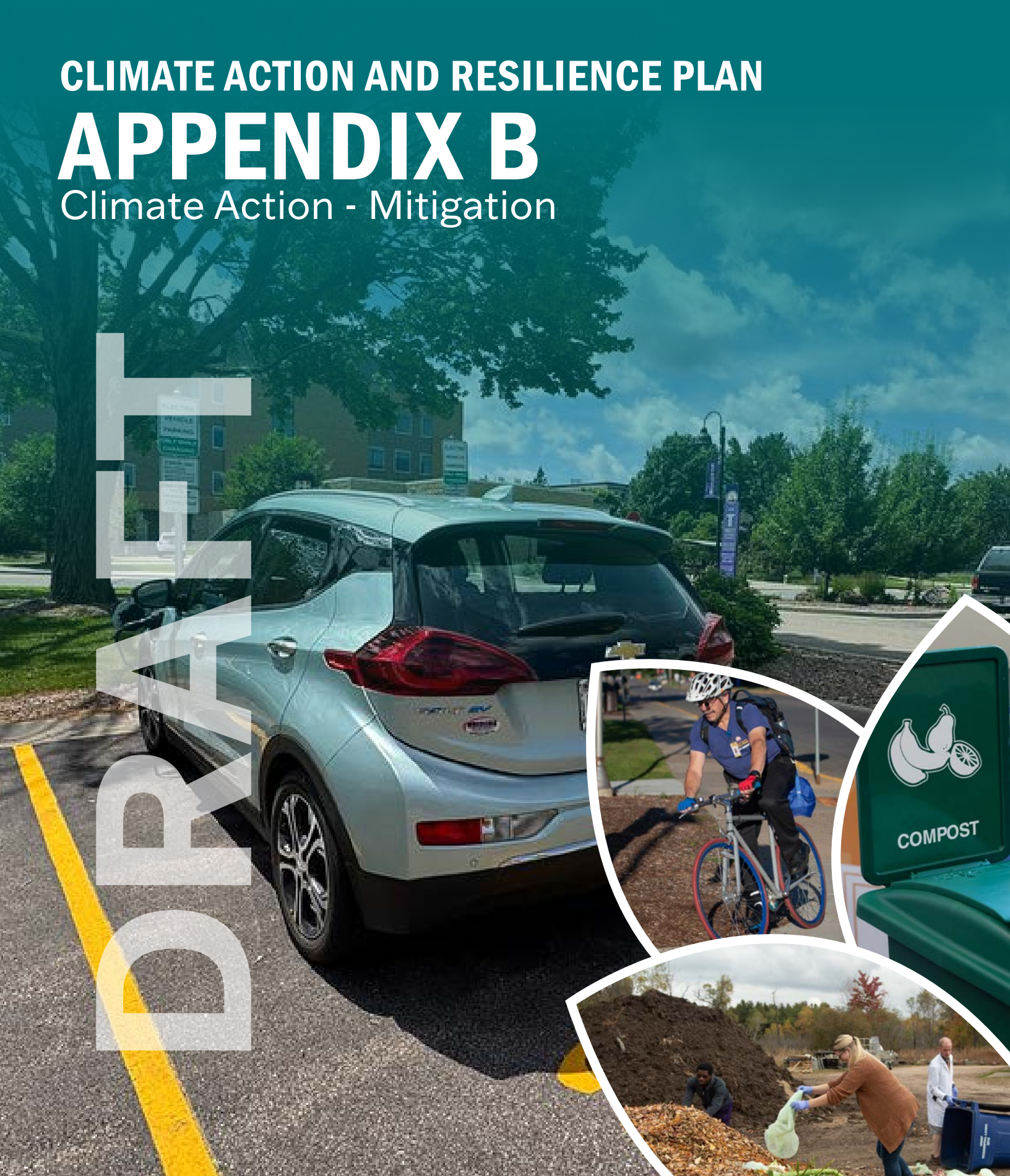


# CLIMATE ACTION AND RESILIENCE PLAN

# APPENDIX B

## Climate Action - Mitigation



**DISCOVER  
YOUR PURPOSE**

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DRAFT



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APPENDIX B

# Climate Action - Mitigation



DISCOVER  
YOUR PURPOSE

## Appendix B

# Update the Carbon Neutrality Plan

### Background

By signing Second Nature's carbon commitment in 2007 and the climate commitment in 2023, the University of Wisconsin-Stevens Point has pledged to reach carbon neutrality by 2050. As part of the Climate Action and Resilience Plan, the Office of Sustainability has begun updating the 2011 carbon neutrality plan and will publish an updated version to ensure that campus reaches crucial benchmarks related to carbon neutrality.

### Plan

UW-Stevens Point will focus on the following 10 carbon neutrality strategies. More information can be found in the updated carbon neutrality plan.

- Electrification
- Energy efficiency and retrofitting buildings
- Alternative transportation
- Renewable energy adoption
- Sustainable supply chains
- Environmentally responsible waste management
- Water conservation
- Equitable land usage
- Responsible computing
- Onsite energy storage

### Project Owners

Sustainability Research Coordinator

### Timeline

- 3-6 months: Draft updated Carbon Neutrality Plan for public feedback. Estimated costs should include the cost of implementing the 10 carbon neutrality strategies.
- 1-2 years: Publish final version.
- Ongoing: Use the Carbon Neutrality Plan to guide decarbonization efforts

# Use interior space more efficiently

## Background

Efficient space usage is of particular interest to our stakeholders. Not only does efficient space usage reduce energy consumption, it can generate large cost savings. One UW campus reduced energy use by 2,336,553 kWh and saved approximately \$750,000 in the first year of implementing a space usage plan.

## Plan

UW-Stevens Point could pursue a space usage project focused on strategies such as:

- Complete energy audits of buildings.
  - Develop plans and cost estimates for improving building efficiency and reducing long term operational costs
- Adjust time-of-day scheduling to reduce heating and cooling loads.
- Implement night setback, weekend and holiday adjustments of heating and cooling.
- Consolidate usage to fewer buildings, especially over the winter and summer seasons. This should also consider options for how remote work can support this initiative.
- Use occupancy analytics to assess usage.
- Improve energy efficiency in campus labs.

Additional Action Steps from the Carbon Neutrality Plan

- Air Sealing Buildings: Create an inspection and maintenance process to check individual buildings for potential air leaks. This can be done once per academic year or once per heating/cooling season (winter/summer).
- Computing Policy: Implement and enforce university computer settings to ensure regular sleep/hibernation occurs to reduce energy when not in use.
- Appliances: Convert major appliances to high efficiency electric options (heat pump dryers, HE2 washers, induction stove tops).
- Procurement Policy: Establish UW-Stevens Point policy to ensure future appliance purchases meet or exceed certain energy efficiency standards (EnergyStar, WaterSense).
- Air Sourced Heat Pumps: While the main goal will be to electrify the heating plant, air sourced heat pumps can help begin electrification sooner and reduce some of the capacity demand on the heating plant.
- Energy Manager: Create delegate, fund and give resources to this role accordingly to support energy reduction use across all locations.

## Project Owners

Vice Chancellor for Finance and Administration

- Facilities Planning Director
- Facilities Planner
- Facility Services Associate Director

Vice Chancellor for Student Affairs

- Housing and Residence Life Director

Provost and Vice Chancellor for Academic Affairs

- Dean of the College of Natural Resources
- Dean of the College of Letters and Science
- Chemistry Biology Building Manager
- Trainer Natural Resources Building Manager

## Timeline

- 6-18 months: Complete energy audits across all campus buildings to discover areas for improvement. Estimated costs should include the cost of an energy audit, weekend and night adjustments of heating and cooling, using fewer buildings during winter and summer and improving energy efficiency in labs and other considerations from the Carbon Neutrality Plan.
- 1-2 years: Close gaps discovered during energy audits and adjust HVAC systems for optimal performance.
- 3 Years: Continuously audit buildings on all campuses and field stations and update as needed to make incremental energy improvements and reduce operational costs over time.

## Appendix B

# Transition fleet vehicles to EV

### Background

Gasoline and diesel usage make up a small but important part of our Scope 1 emissions. With 95 gasoline vehicles (shuttle vans, passenger sedans, and work trucks), three diesel-based buses and a handful of smaller low speed vehicles (LSV) used for facilities and mail delivery, there is a sizable fleet used across campuses.

### Plan

UW-Stevens Point can replace gasoline vehicles with electric vehicles or feasible alternatives when gasoline vehicles reach their end-of-life.

UW-Stevens Point may create a procurement policy that standardizes the process of transitioning to electric vehicles as our current fleet ages and moves into obsolescence. Within this plan, standards such as vehicle function, MPGe requirement (75 MPGe minimum), charging standard (NACS/CCS), and minimum electric range (200-mile minimum range and cost (\$60,000 USD maximum) can be established in order to ensure that the needs of UWSP are met while also moving towards a fleet that has zero-tailpipe emission that will also be less costly to maintain.

Some usage may require conventional hybrid and plug-in hybrid vehicles to ensure that the needs across the university are met while maintaining a focus on electrification, reduced emissions and overall reduced cost of transportation across the university's transportation needs.

In addition to the procurement policy, explore possibilities to expand charging station infrastructure throughout the campus. Aim for ensuring parking lots have a minimum amount of charging stalls (~5%) accessible to faculty, staff, students and visitors, with more robust infrastructure available on facilities lots.

This policy should also have practical application at all campuses and all relevant field stations.

### Project Owners

Vice Chancellor for Finance and Administration

- Fleet and Office Manager
- Sustainability Research Coordinator
- Sustainable Transportation Coordinator
- Procurement Director

### Timeline

- 1-2 years: Create plans and policies for infrastructure and procurement. Estimated costs should include the cost of electrification for university vehicles, charging stations and developing a plan for infrastructure to meet the electrification needs.
- 2-3 years: Obtain funding for and install EV charging infrastructure to support fleet transition.
- 3-4 years: Begin purchasing EV fleet vehicles and retire aging gas and diesel vehicles.
- 4+ years: Evaluate success and plan for further fleet electrification.

# Update Bicycle and Pedestrian Plan

## Background

The 2018 Bicycle and Pedestrian Plan laid the foundation for the Stevens Point campus to receive bronze recognition from the League of American Bicyclists in 2019 and the continuous work following that award led to a silver designation in 2023. The Bicycle and Pedestrian Plan should be updated in conjunction with the goals of the Climate Action and Resilience Plan.

## Plan

Update the plan for the Stevens Point campus and seek support and feedback from the campus and community on these updates. There will be value in expanding this plan to include all forms of local transportation, while maintaining the pedestrian aspect of mobility. Coordination with the City of Stevens Point should be emphasized.

The plan can also create goals for infrastructure changes on the campus, especially as it relates to the development of new capital projects. The plan could also take into account changes in mobility choice, including but not limited to electric scooters and bikes. This revision could also include a plan for a regular review of this document to remain current in coordination with the League of American Bicyclists (LAB) and Bike Friendly University (BFU) certification cycles.

## Project Owners

Vice Chancellor for Finance and Administration  
- Sustainability Research Coordinator  
- Sustainable Transportation Coordinator

## Timeline

- 6-12 months: Draft the updated Bicycle and Pedestrian Plan for release in spring 2026. Estimated costs should include the costs to update the current bike and pedestrian plan and League of American Bicyclists (LAB) and Bike Friendly University (BFU) certification.
- Ongoing: Review the Bicycle and Pedestrian Plan every 5 years and update as needed to remain relevant to the campus environment. Coordinate regularly with the city of Stevens Point around sustainable transportation topics.

## Appendix B

# Improve bike infrastructure

### Background

Improving bicycle infrastructure is crucial for successfully encouraging the type of low-carbon transportation that will also be included in the Bicycle and Pedestrian Plan. UWSP has developed a reputation for being bike friendly over the last decade. Having been certified as a Bike Friendly University, there have been ongoing efforts to maximize this reputation to ensure safe and reliable transportation/mobility for students and staff. Following this, there has been development of additional biking amenities such as bike storage, bike repair stations and ongoing biking events.

### Plan

The update of the Bicycle and Pedestrian Plan for the Stevens Point campus will focus on infrastructure improvements. Facilities planning and management can be impactful in developing these plans. UW-Stevens Point can improve signage to designate bike lanes, paths, parking as well as pedestrian-only pathways. UW-Stevens Point can collaborate with the city to introduce additional bike lanes to further improve the bicycle experience and safety while raising awareness of bicyclists on the road.

A committee can develop policies and recommendations that prioritize bike infrastructure as it relates to capital projects and major campus renovations. This policy can develop guidance for maintaining bike access in prominent locations in all seasons.

While the Bicycle and Pedestrian Plan will likely focus on the Stevens Point campus, these tactics and goals can be expanded to all campuses.

### Project Owners

Vice Chancellor for Finance and Administration

- Campus Planner
- Sustainable Transportation Coordinator
- Grounds and Custodial Superintendent

Vice Chancellor for Student Affairs

- Housing and Residence Life Director
- Student Government Association
- Environmental and Sustainability Affairs Director

### Timeline

- 1-2 years: Develop policies and recommendations. Estimated costs should include costs associated with updating current bike infrastructure (signs, bike lanes, paths and parking) and the maintenance of current and future bikes lanes for all seasons.
- 2-3 years: Work on procuring funds and developing infrastructure improvements.
- +3 years: Implement changes where applicable.
- Ongoing: Collaborate with the City of Stevens Point.

# Expand the bike share program

## Background

The 2018 bike share program eventually phased out because our provider chose to move from bicycles to motorized scooters that did not meet campus needs. There remains a high interest in creating a successful program.

A bike share program offers users a free or heavily subsidized option to ride bikes in their local community without having to worry about storage, maintenance or overnight theft. These benefits make riding bikes substantially more accessible to the campus community and should be seen as a quality-of-life improvement and also as an approach to decarbonization. The Office of Sustainability, University Library and the student-led Green Fund committee have raised more than \$20,000 in funding to launch a new bike share program on campus.

## Plan

Rollout the plans established by the Office of Sustainability and ensure that the bike share is accessible to all who choose to use it.

Focus on education and awareness strategies around the bike share program.

While the bike share program is currently available on the Stevens Point campus, bike share programs could be explored for other campuses.

## Project Owners

Vice Chancellor for Finance and Administration  
- Sustainable Transportation Coordinator  
Provost and Vice Chancellor for Academic Affairs  
- Dean of University College  
- Libraries Director

## Timeline

- 6-12 months: Rollout bike share program in collaboration with the UW-Stevens Point library. Estimated costs should include the cost to educate and grow the bike share program.
- Ongoing: Maintain bikes in collaboration with local bike repair shops, expand or grow as needed based on demand and use.

## Appendix B

# Implement traffic calming measures

### Background

Traffic calming has seen a resurgence across the globe over the last few years to protect bicyclists and pedestrians without halting car traffic entirely in any given area. One of the most recognized forms of traffic calming is the speed bump. This small and simple piece of infrastructure has been used to slow down traffic in high density areas or even areas where young children could be crossing the street. While effective, there are now many other options when it comes to traffic calming that meet different needs of different cities. From chicanes, bulb-outs, raised crosswalks and even roundabouts, there are many options available.

### Plan

Since the roads that intersect with the UW-Stevens Point campus are owned and maintained by the City of Stevens Point (as well as Marshfield and Wausau respectively), intentional collaboration between the campus and cities is needed. Through this collaboration, a study could be done to determine where most pedestrians experience unsafe or high-speed traffic. Recommendations for traffic calming measures, including budget analysis, can be presented to the campus and community for feedback. This plan should also include sequencing of highest to lowest priorities and a timeline for implementation of all measures to be concluded in the next 5-10 years.

Multiple stakeholders will collaborate such as:

- Shared governance
- Campus stakeholders
- City stakeholders
- City council
- City committees

Additionally, 1000 Friends of Wisconsin, the Wisconsin Bike Federation and the League of American Bicyclists could all be potential resources for collaborating in this work.

Consideration of shared costs should be discussed between campuses and cities.

### Project Owners

Vice Chancellor for Finance and Administration

- Campus Planner
- Facility Services Director
- Sustainable Transportation Coordinator

Provost and Vice Chancellor for Academic Affairs

- Dean of the College of Natural Resources
- Dean of the College of Letters and Science
- Community and Regional Planning Assistant Professor
- GIS Graduate Certificate Program Director:

Vice Chancellor for Student Affairs

- Student Government Association
- Environmental and Sustainability Affairs Director

### Timeline

- 1-2 years: Produce a traffic study and provide recommendations based on findings. Estimate costs of recommended approaches to traffic calming in collaboration with the city.
- 2-10 years: Acquire funding and implement measures.

# Improve bus route options

## Background

The Central Transportation public bus goes from downtown Stevens Point to campus every 30 minutes. This is essentially almost walkable in the same amount of time. There is a lack of taxi, Uber and Lyft services in the Stevens Point area.

The City of Stevens Point is early in the process of developing a downtown master plan, including the development of a bus transfer hub downtown. They are also planning on creating improved on-and-off transit spots when redesigning roads that go through campus. Four representatives from UW-Stevens Point are currently sitting on the city's Transportation Commission.

There is interest in building express routes to the shopping centers of the community that are currently not easily accessible to most students who do not have access to a car. This includes Target on Highway 10 and Plover Crossroad Commons, which hosts a variety of consolidated retail stores.

Long term considerations could include a daily commuting transportation option to Marshfield and Wausau campuses to minimize individual car travel. If buses could provide Wi-Fi, this could serve as work time for staff, reducing environmental impact while also returning travel time to faculty, staff and students resulting in more sustainable work life balance options for riders.

## Plan

The City of Stevens Point has expressed interest in supporting initiatives such as:

- Park and rides
- Paid busing for staff
- Intercity bus routes
- Usage studies
- Education campaigns

UW-Stevens Point can partner more intentionally with the City of Stevens Point to explore solutions that provide a more effective student experience while increasing bus ridership for Central Transportation and keep costs manageable for users and for the university.

## Project Owners

Chancellor

Vice Chancellor for Student Affairs

- Student Government Association
- Environmental and Sustainability Affairs Director
- Housing Student Engagement Coordinator

Vice Chancellor for Finance and Administration

- Sustainable Transportation Coordinator
- Campus Planner

Chair of Common Council

- Faculty Council
- Academic Staff Council
- University Staff Council
- City Council Transportation Sub-committee: UW-Stevens Point Representative

## Timeline

- 1-2 years: Conduct study to determine most impactful areas of need while improving user experience. Estimated costs should include the cost of offering paid busing for staff, education campaigns and a busing usage study.
- 2-4 years: Develop and implement routes that faculty and staff would use most regularly in conjunction with existing stops for community members and students.

## Appendix B

# Provide paid busing for faculty and staff

### Background

Since 1974, UW- Stevens Point students have been provided free rides on the City of Stevens Point public buses. Unlike students, university faculty and staff do not have access to this benefit and must pay to park on campus.

Some research has already been conducted on this topic. This academic year, students pay \$37.86 in segregated fees for free bus service, assuming they're registered full-time for fall, winter, spring and summer semesters. If the city were to extend a similar rate to staff (about 1,200), it would cost the university about \$65,000.

### Plan

Create a survey to send out to faculty and staff to gain a better understanding of the number of people who would be interested in taking public transportation to and from work.

Based on this survey we can consider working with the city and central transportation to evaluate the potential cost of providing free busing for staff.

### Project Owners

Chancellor  
 Vice Chancellor for Finance and Administration  
 - Facility Planning Office  
 - Sustainable Transportation Coordinator  
 Common Council  
 - Common Council University Affairs Committee  
 - City Council Transportation Sub-committee: UW-Stevens Point Representative

### Timeline

- 6-12 months: Develop and distribute surveys to faculty and staff to gauge interest and potential users. Develop more concrete costs around free bussing for faculty and staff.
- 1-2 years: Coordinate and develop an agreed upon price and determine funding recommendations for making ridership free for all staff.
- 3-4 years: Launch free ridership service for faculty and staff.

# Develop additional parking solutions

## Background

Universities across the nation have struggled to balance available parking to the number of students, faculty and staff that have opted to bring a car to campus. UW-Stevens Point has consistently been advised to “improve parking” on campus by various stakeholders. This feedback should be taken into consideration and solutions should be investigated. It is not simply an issue of a lack of parking spaces, but also a lack of alternatives to personal vehicles.

Improving parking can mean a variety of tactics that not only make personal car travel more approachable, but also promote resources and services that make carpooling, public transit, walking, biking, etc., more attractive options.

## Plan

UW-Stevens Point may recommend putting a “freeze” on adding parking stalls over the next 10 years. More approachable alternatives to personal car travel can reduce the need to expand car stalls and parking lot surface area. One key alternative could be to emphasize the convenience of using bicycles across the campus. This could also mean electric bikes and promoting the bike share program.

By increasing bike adoption, the need for parking will lower, and the people who still need to use their cars can maintain that option, likely with increased availability.

Additionally, efforts can be made to provide some services remotely to reduce the need to travel to campus for certain purposes. Using these tools across campus can relieve strain placed on campus parking by removing physical presence on campus, potentially even during peak time periods.

Additionally, the university can advocate for and encourage the adoption of public transportation and carpooling. If faculty, staff and students can use subsidized busing, they can minimize the strain on local parking across the university.

Finally, the university could seek to make parking a more value-added asset to the university rather than simply an impervious surface that stores private vehicles. This can take the form of solar covered parking lots, electric charging stalls and additional storm water basins. These are only a few examples of creating co-benefits with university parking lots.

## Project Owners

Chancellor

- Chief of Staff

Vice Chancellor for Finance and Administration

- Facilities Planning Director

- Parking Services Director

- Sustainable Transportation Coordinator

## Timeline

- 1-2 years: Develop plans and recommendations. This could also be supported or integrated into future versions of the campus bike and pedestrian master plan. Estimated costs should include the costs of utilizing technology to reduce the need for students, faculty and staff to commute to campus, educating students more on public transportation, installing more storm water basins, using solar covered parking and building more electric charging stalls.
- 2-5 years: Work on implementation of relevant measures and approaches.
- 5-10 years: Study and evaluate methods and approaches for success.

## Appendix B

# Develop a resource acquisition and purchasing policy aimed at reducing emissions impact

### Background

As UW-Stevens Point continues to work with the Universities of Wisconsin administration to develop state contracts that prioritize sustainability metrics, there is still a lot we can do to prioritize sustainability as an individual institution and with our existing contracts.

When considering emissions impact, products that are associated with low emissions during manufacturing are preferred; as are products that are sourced in closer proximity to campus.

### Plan

There is a need for education around what makes a product “sustainable” and what makes a product less carbon intensive. UW-Stevens Point can create purchasing guides and training that emphasize using products from the campus store, recycled products, recyclable products, etc.

A culture shift will need to occur over time, as many convenient and conventional products that the campus community has become accustomed to are carbon intensive.

UW-Stevens Point can also conduct a study, or review studies conducted by other institutions that demonstrate the overall financial benefits of sourcing more sustainable products.

### Project Owners

Vice Chancellor for Finance and Administration

- Associate Vice Chancellor and Controller
- Procurement Director
- Sustainability Director

### Timeline

- 1-2 years: Create a guide around sustainable products. Educate on other topics such as long-term cost savings.
- 2-5 years: Create an institutional procurement policy that considers purchasing around certain metrics. Develop more in-depth ways to study Scope 3 emissions and secure contracts with companies who share this goal.
- 5-10 years: System-wide adoption of sustainable vendors.

# Prioritize low-carbon food options

## Background

One initiative at UW-Stevens Point is “Mindful Meals,” which encourages students to make mindful and sustainable food choices that include vegan, vegetarian or local food options and animal protein options that have a reduced or minimized carbon footprint.

This initiative supports education around choosing less carbon intensive food options on campus. Currently, there is no baseline data to estimate the greenhouse gas emissions associated with food consumption on our campuses.

## Plan

To start calculating and tracking the carbon emissions from our food orders, it is important to create a committee. The members of this committee can include people from Dining Services, Catering Services, the Office of Sustainability and those in shared governance and other interested parties.

This committee would be responsible for the research and analysis of current vendors as it relates to the carbon impact of the food products currently being offered and if there are more sustainable options.

A plan can set goals and specific metrics for reducing the carbon impact of our food offerings and consumption. It can also include how the carbon impact of products is displayed and relayed to consumers so that they can be more mindful of their dining decisions while on campus. Lastly, the plan can also develop a cycle for review and continuous improvement of these efforts.

Additional initiatives UW-Stevens Point can adopt to decrease carbon emissions include creating a low-carbon menu for catering events, prioritizing ordering foods from regional vendors and implementing a takeout container program.

Currently, a takeout container program is in the works at Dining Services and is planned to be implemented in the spring of 2026. This new initiative will help decrease carbon emissions from dining foods by decreasing single-use packaging.

## Project Owners

Vice Chancellor for Student Affairs

- Dining Services Director
- Associate Director of Dining
- Executive Chef
- Sustainable Dining Intern
- Student Government Association:
  - Environmental and Sustainable Affairs Director
- Provost and Vice Chancellor for Academic Affairs
  - Dean of the College of Professional Studies
  - Food and Nutrition Program Director
  - Sustainable and Resilient Food Systems Coordinator

## Timeline

- 1-3 years: Develop the plan and recommendations. Committee’s estimated costs should include the cost to start calculating carbon emissions from food orders, creating a low-carbon menu for catering events, implementing a takeout container program for on campus dining, and increased education of food choice emission impacts for students that eat on campus.
- 2-5 years: Implement recommendations.
- 4-6 years: Review efforts and update for future efforts..

## Appendix B

# Develop state contracts that prioritize the selection of vendors based on sustainability metrics

## Background

Because UW-Stevens Point has various departments, colleges, field stations and campuses, our purchasing and procurement process is complex. Blended with the additional fact that UW-Stevens Point is also part of the Universities of Wisconsin and the state itself, our current contract system is incredibly robust and complicated.

For climate action to take place on a large enough scale to have an impact, many of these contracts will need to be reviewed and updated to meet the needs of our sustainability initiatives across the campus and the entire state.

We can develop a policy that requires a sustainability review of contracts to make sure sustainability goals are prioritized in our bidding and purchasing process. Some of the metrics we could consider in a policy might include if the company pays a living wage, how close is the production to the campus and what kind of energy the company uses just to name a few.

This process can begin with reviews of our RFP (Request for Proposal) and our RFB (Request for Bid) processes as these are the most critical supply chain paths within the UW-Stevens Point. The various contracts that control the goods and services entering and exiting the university will need to be assessed in order to ensure our sustainability goals are met in a timely manner and to help reduce our Scope 3 Greenhouse Gas Emissions (GHGe). As part of this review, sustainability languages, metrics, and indicators will need to be put into revisions in order to make our supply chain more sustainable overall.

## Plan

The largest contracts that are directly controlled and signed by UW-Stevens Point should be reviewed in detail as contracts come up for renewal to help determine what sustainability language can be placed within these contracts to have the largest impact.

Some items to include in contracts could be: Requiring B Corporation Certified vendors, computing devices that meet or exceed Electronic Product Environmental Assessment Tool (EPEAT) Gold standards, Energy Star Certified appliances, vehicles purchased meet or exceed the original CAFE recommendations established in 2020 or Euro 7 rules), Fair Trade USA, Food Justice Certified, etc.

This could be coordinated with the Universities of Wisconsin sustainability working groups already focused on this issue while asking budget offices to advocate prioritization of these initiatives throughout the Universities of Wisconsin. It will be critical to collaborate with other UW campuses to share best practices for sustainable procurement and to secure the most economically advantageous deals that meet our sustainability and financial goals as higher education institutions.

## Project Owners

Chancellor  
 - Athletics Director  
 Vice Chancellor for Finance and Administration  
 - Facility Services Director  
 - Universities of Wisconsin Sustainability Working Groups  
 - Universities of Wisconsin Purchasing Services Manager  
 Vice Chancellor for Student Affairs  
 - Dining Services Director  
 - Housing and Residence Life Director

## Timeline

- 1-2 years: Begin the review and audit process of current and future vendor contracts to ensure that sustainability language is included on some level. Opportunities for vendors that will help reach goals should be evaluated along with estimated costs of new contracts.
- 3-4 years: Ensure sustainability standards become a part of all future contracts not as an option but as a requirement.

# Develop green and smart labs

## Background

Lab settings are often energy-intensive due to regulatory requirements. High air flow, temperature regulation and water usage are associated with many types of labs. While the safety of researchers and quality of materials is paramount, there are many institutions that have made headway in reducing the emissions associated with lab research.

## Plan

UW-Stevens Point can complete an initial lab audit to understand what energy-intensive processes are critical to lab science on campus as well as to determine what areas can use improved and more efficient processes. There are both processes and technological solutions that can come into play. More specifically some common practices to reduce the impact of labs on campus include:

- Limit single-use items where possible and safe
- Turn off or place certain equipment in “Energy Saving Mode”
- Reduce cooling temperatures where possible
- Prefer green alternatives in chemicals and maintain accurate chemical inventory
- Share lab space and equipment when feasible to minimize energy demand
- Intentionally educate users about the implemented measures

These practices would also be critical in some RFP and RFB work as mentioned in previous initiatives.

Additionally, there are several programmatic items that the university could implement as a standard or preferred method of running labs. Specifically, My Green Lab is a California-based non-profit organization that provides training for individuals and certifications for labs across universities and organizations. We recommend that instructors or researchers who have leadership roles inside of a lab spend 1-2 hours obtaining the free My Green Lab ambassador training as a broad overview of reducing the impact of their respective labs. Finally, additional audits should take place on a consistent basis (quarterly, yearly) in order to maintain efforts implemented throughout time.

Laboratories may also be able to become a subset of the Green Recognition of Offices and Workspaces program

## Project Owners

Vice Chancellor for Finance and Administration

- Facilities Planning Director

- Campus Planner

- Sustainability GROW coordinator

Provost and Vice Chancellor for Academic Affairs

- Dean of the College of Natural Resources

- Dean of the College of Letters and Science

- Sustainability Assistant Professor, College of Natural Resources

- Chemistry Biology Building Manager

- Trainer Natural Resources Building Manager

## Timeline

- 1-2 years: Research and develop recommendations and plans for changes. Provide estimated costs to conduct a lab audit, establishing more “energy savings modes,” prioritizing green alternatives in chemicals and creating more intentional education for lab users when sustainability measures are implemented.
- 3-5 years: Work on procuring and implementing measures.
- 4-6 years: Review and update plans accordingly.

# DRAFT

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