

Facilities & Services Green Fleet Plan

Introduction

The Illinois Climate Action Plan (iCAP) outlines a path for the University of Illinois at Urbana-Champaign to achieve carbon neutrality by the year 2050. The Campus committed to this ambitious goal when it signed the American College and University Presidents' Climate Commitment (ACUPCC) on February 22, 2008. One aspect of the iCAP includes reducing emissions from University operated vehicles. Facilities & Services (F&S) at the University of Illinois at Urbana Champaign operates a fleet of nearly 300 vehicles supporting maintenance activities across this campus. F&S is making a commitment to lead the University in reaching the iCAP goals related to University motor vehicle transportation.

The primary F&S fleet, the Truck Pool, meets two main criteria that allow it to lead the University in attaining the transportation related iCAP goals:

- Large and varied – the Truck Pool consists of vehicles ranging from small pickup trucks to large dump trucks. This range of vehicle types provides opportunities to enact pilot programs using small numbers of vehicles in order to validate assumptions.
- Centrally managed – the Truck Pool is centrally administered by a fleet professional knowledgeable in transportation related sustainability efforts and industry best practices.

Even in these uncertain, fiscally constrained times, F&S can pursue the following green fleet measures. This plan is expected to result in a financial savings to the unit by reducing the amount of fuel consumed each year. This savings will allow a portion of the existing Truck Pool budget to be set aside to specifically fund projects associated with this Green Fleet Plan and future initiatives that may be appended to the original plan.

There are four primary aspects to the Green Fleet Plan:

1. Freeze vehicle fleet at current levels
2. Collect data, establish a baseline and report
3. Reduce use of petroleum based fuels
4. Incorporate new technologies when appropriate

F&S has averaged over \$400k (140k gallons) annually in fuel costs over the last 3 fiscal years. Reducing consumption is both good for the environment and good for the financial bottom line. These benefits can be realized with good planning, communication, and a strong commitment by our employees to follow the Green Fleet Plan.

Implementation Plan

Fleet Size

Increasing the number of vehicles has a direct effect on the amount of fuel used, and therefore emissions produced. F&S will not increase the size of the Truck Pool beyond the current number of 270 vehicles. Based on the iCAP goal of 'no net increase in space' the F&S fleet will not increase in size. Vehicles will continue to be purchased as part of the normal replacement cycle as discussed below.

Exceptions to this policy may only be granted by the Executive Director of F&S.

Collect Data and Report

F&S has the capability to track vehicle use (mileage driven) and fuel consumed. New vehicles will be fitted with devices that will also record the amount of time vehicles idle. All of this information will be collected, analyzed, communicated and used to identify additional measures that can be taken to reduce emissions on a bi-annual basis.

F&S actively participates in the creation and update of the iCAP. The information collected by F&S will be shared with members of the iCAP team and could be used as a basis for a larger, University wide fleet initiative.

Reduce Use of Petroleum Based Fuels

The prime focus of this plan is to reduce vehicle emissions and the quickest way to accomplish this goal is to reduce the consumption of petroleum based fuels. Previous initiatives have confirmed that F&S vehicles spend a significant amount of time idling. A resumption of monitoring idle time and reporting and communicating the importance of reducing idle time will be a cost effective method for reducing fuel consumption.

All new large trucks can be programmed to limit the amount of time spent idling. These limits will be activated on existing trucks as well as any new purchases.

In addition, driver education programs will be initiated in order to increase awareness about fuel efficiency measures that drivers can take which result in further reductions in fuel consumption.

Incorporate New Technologies When Appropriate

A critical part of this plan is to maintain (or reduce if possible) the scheduled replacement cycle for existing vehicles. The Truck Pool is generally on a 12-14 year replacement cycle. Technological improvements within the automotive industry ensure that fuel efficiency improves and emissions decline with each (like for like) vehicle replacement. Postponing vehicle replacement negates the ability to take advantage of these fuel economy and emission improvements and effectively increases fuel consumption.

In conjunction with maintaining the routine replacement cycle, strong efforts will be taken to replace vehicles with smaller, more fuel efficient, vehicles whenever possible. Examples would be replacing a full size cargo van with a smaller minivan, or replacing a V8 pickup truck with a smaller V6 provided the necessary performance can be maintained.

Specific Goals and Review

The following timeline and goals are set through Fiscal Year 2018.

FY 2015

- Truck Pool baseline data established
 - Fleet size capped at 270
 - Baseline fuel consumption set at 140k gallons

FY 2016

- Announce plan and intent
- Establish process regarding vehicle use data collection
 - Idle time
 - Fuel efficiency
 - Miles driven
- Develop driver education materials
- Fuel consumption, target not to exceed FY2015 level

FY2017

- Decrease fuel consumption by 10% over FY2015 level (not to exceed 126k gallons)
- Review progress to date and determine FY2019 and beyond goals

FY2018

- Decrease fuel consumption by 15% over FY2015 level (not to exceed 119k gallons)