00:00:00.000 --> 00:00:03.810  
Prasad, Sarthak  
Ohh Ria is here. OK, so Ria is here.

00:00:06.700 --> 00:00:08.330  
Prasad, Sarthak  
It's transcribing me.

00:00:10.570 --> 00:00:12.720  
Prasad, Sarthak  
Like real time? That's that's awesome. OK.

00:00:10.740 --> 00:00:12.080  
Speaker 1  
Yes, a good thing.

00:00:14.260 --> 00:00:18.750  
Prasad, Sarthak  
I'm sorry, I'm still getting used to of this.

00:00:20.440 --> 00:00:26.190  
Prasad, Sarthak  
OK, so uh, can should we start with a short introduction and then we can?

00:00:27.670 --> 00:00:28.300  
Prasad, Sarthak  
Talk about.

00:00:29.620 --> 00:00:30.850  
Prasad, Sarthak  
The fleet replacement plan.

00:00:31.260 --> 00:01:04.530  
Speaker 1  
Maybe we, maybe we should do just a little bit of framing for everyone who's on the call and then do the intros, if you don't mind, could I do a quick intro to the topic? So I I think so. Thank you so much for joining us everyone. I I think that you are all familiar with the fact that we have a climate commitment for our campus to be carbon neutral as soon as possible. We have a plan. It's called the Illinois Climate Action Plan and there are various topics within that in the transportation topic. We have a chapter in the most recent document, which is the ICAP.

00:00:31.290 --> 00:00:31.730  
Prasad, Sarthak  
Uh.

00:00:37.530 --> 00:00:37.900  
Prasad, Sarthak  
OK.

00:00:39.290 --> 00:00:39.600  
Prasad, Sarthak  
Sure.

00:01:04.600 --> 00:01:20.020  
Speaker 1  
2020 we updated every five years and it has specific objectives related to our transportation emissions both on campus and commuting and air trap business travel, and one of those objectives is well.

00:01:21.140 --> 00:01:51.540  
Speaker 1  
One of the efforts is to look at that transition towards more sustainable vehicles and so it's this idea to really develop a fleet management plan, a fleet replacement plan because there are so many units across campus that have their own vehicles and of course they work with Pete Varney. But they, you know, manage their own team and yours, are you guys at PRI have quite a quite a large fleet. So you're actually the first group that we're talking with directly about this.

00:01:51.770 --> 00:01:53.040  
Speaker 1  
And.

00:01:53.780 --> 00:02:06.850  
Speaker 1  
I think it's it's really much of a discussion, but that's where we're coming from and we really appreciate it and we'll do intros and and Sarthak. You can still leave the call and everything. I just wanted to get us situated. So we're all on the same page.

00:02:06.510 --> 00:02:14.660  
Prasad, Sarthak  
Yeah. No, me. I'm just going to stop presenting. I just wanted to show you the the that was the ICAP.

00:02:15.860 --> 00:02:28.260  
Prasad, Sarthak  
The Illinois Climate Action Plan from 2020. I'm sarthak Prasad. I work as the Sustainable transportation assistant at facilities and services, and I worked for Stacey de Lorenzo.

00:02:29.820 --> 00:02:32.910  
Prasad, Sarthak  
And I am the staff representative.

00:02:34.230 --> 00:02:46.480  
Prasad, Sarthak  
In the transcript transportation I CAP team and yeah, like I'm just facilitating this phone call and trying to see like if there is interest here.

00:02:47.220 --> 00:02:50.850  
Prasad, Sarthak  
Uh, OK. Pete, do you want to go next?

00:02:52.930 --> 00:03:03.130  
Varney, Peter W  
Sure, Pete Varney, director of transportation and building services and unfortunately fortunately as the one that kind of threw PRI out there is is our first Guinea pigs.

00:03:04.530 --> 00:03:34.620  
Varney, Peter W  
But that's that's a function of the fact that you as a as a unit actually consider fleet replacement. I work with Adam Daily if it seems like I'm vehicles and you do have a concept of replacing your vehicles, which is something that campus as a whole can't really say. So as the SWAT team and I see look to kind of roll this out, we figure starting with somebody that.

00:03:34.850 --> 00:03:43.050  
Varney, Peter W  
Has their foot in the door. This is gonna be easier than starting with somebody that really doesn't manage their fleet to any any extent.

00:03:44.350 --> 00:03:57.340  
Varney, Peter W  
And part of of the driver behind us as well is, you know, we talk about electric vehicles and hybrid vehicles and all that transition to reduce our dependence on on fuel and reduce our emissions.

00:03:58.520 --> 00:04:22.130  
Varney, Peter W  
But there's some other things besides just electric and hybrid vehicles, right? Just replacing a a 15 or 25 year old vehicle with a newer vehicle is inherently has less emissions, higher fuel economy as the industry just progresses and as fuel requirements overall, miles per gallon cetera just increase based on federal mandate, just replacing vehicles.

00:04:23.250 --> 00:04:27.760  
Varney, Peter W  
While it costs money, it does come along with environmental benefits as well.

00:04:31.500 --> 00:04:32.870  
Prasad, Sarthak  
Morgan, do you want to go next?

00:04:33.820 --> 00:05:06.110  
Speaker 1  
Hi, I'm Morgan white. I am the associate director for sustainability at facilities and services. I'm currently acting as capital director as well and I am the ICAP Working Group Co chair, so I'm the F&S representative on the Middle Middle team that collects the recommendations from all of these topical ICAP teams and tries to make sure that they fit into the larger campus picture in the university efforts.

00:05:06.450 --> 00:05:23.410  
Speaker 1  
I have my counterpart. I'm Co chair and the other Co chair is Jennifer Fraterrigo, who is a professor in Endres and she is the icy associate director for campus sustainability. And if you don't know, I see is the Institute for Sustainability, Energy and Environment.

00:05:24.530 --> 00:05:26.160  
Speaker 1  
I think that's all, yeah.

00:05:26.400 --> 00:05:26.910  
Prasad, Sarthak  
Ria.

00:05:28.710 --> 00:05:51.980  
Ria Kontou (Guest)  
Sure. Hi all. Uh, Andrea Contam, assistant professor in civil and environmental engineering. And actually, my research focuses on electrification, transportation, electrification, a lot of work on electric vehicles, transitions, environmental benefits from doing so, as well as the charging infrastructure that is necessary to support the operation of this type of fleet.

00:05:53.020 --> 00:05:58.670  
Ria Kontou (Guest)  
And I'm also the Co chair of the ICAP Transportation group. Nice to meet you.

00:05:59.500 --> 00:05:59.850  
Prasad, Sarthak  
Yeah.

00:06:01.890 --> 00:06:03.300  
Prasad, Sarthak  
Jeff, do you want to go next?

00:06:04.030 --> 00:06:09.240  
Stein, Jeffrey Allan  
Uh, sure. My name is Jeff Stein. I'm the interim executive director here at the Prairie Research Institute.

00:06:11.300 --> 00:06:11.830  
Prasad, Sarthak  
Sherry.

00:06:13.320 --> 00:06:19.580  
Effert-Fanta, Shari Eilene  
Hi, I'm Shari effert fanta. I am the assistant director for facilities and safety here at PRI.

00:06:22.120 --> 00:06:22.460  
Prasad, Sarthak  
Alan.

00:06:24.350 --> 00:06:27.810  
Dudley, Alan P  
Alan Dudley, I'm the assistant director for management and budget at PRI.

00:06:29.310 --> 00:06:31.010  
Prasad, Sarthak  
OK. And Adam?

00:06:38.060 --> 00:06:39.610  
Prasad, Sarthak  
Adam, can you hear us?

00:06:44.650 --> 00:06:47.190  
Prasad, Sarthak  
Uh, we can't hear you, Adam.

00:06:48.390 --> 00:06:50.380  
Prasad, Sarthak  
OK, we can come back to you.

00:06:52.070 --> 00:06:55.990  
Prasad, Sarthak  
Later. Possibly. OK. Uh.

00:06:55.690 --> 00:07:04.950  
Dudley, Alan P  
It'll it looks like Adams having problems with his microphone, but Adam denies are he's in our fiscal services group and he leads our vehicle fleet. He does the all, all the accounting for our vehicle fleet.

00:06:58.610 --> 00:06:58.950  
Prasad, Sarthak  
Yeah.

00:07:00.210 --> 00:07:00.490  
Prasad, Sarthak  
OK.

00:07:05.400 --> 00:07:05.690  
Prasad, Sarthak  
OK.

00:07:06.580 --> 00:07:11.060  
Prasad, Sarthak  
OK, OK. So as more, Morgan, uh.

00:07:12.330 --> 00:07:31.480  
Prasad, Sarthak  
Talked about the the the objective behind like having this phone call it's uh for the ICAP uh it's an I cap 2020 goal and you can actually see posted it in the chat like there is an ICAP portal where we have listed the objective and.

00:07:32.610 --> 00:07:39.390  
Prasad, Sarthak  
Uh, I think two months ago or so, like, uh, the transportation I cap team had a discussion with Pete.

00:07:39.950 --> 00:07:51.320  
Prasad, Sarthak  
Uh, about the fleet replacement plan and just as we said earlier, he suggested we should go for PRI because you guys already.

00:07:53.600 --> 00:08:03.790  
Prasad, Sarthak  
Have regular uh interaction about about fleets and we just thought like again like the.

00:08:04.830 --> 00:08:08.370  
Prasad, Sarthak  
It would be an easier task for us to get.

00:08:09.030 --> 00:08:15.060  
Prasad, Sarthak  
Or to create a new fleet replacement plan with somebody who already does that.

00:08:16.490 --> 00:08:19.470  
Prasad, Sarthak  
Even though, like we don't have a written up plan.

00:08:20.930 --> 00:08:37.510  
Prasad, Sarthak  
It would be easier and then we can go to, let's say, housing or document services and say, look, Bri has a fleet replacement plan and FNS has a fleet replacement plan and we would really like to have a.

00:08:39.760 --> 00:08:44.070  
Prasad, Sarthak  
A document that talks about how you are going to.

00:08:44.860 --> 00:08:45.300  
Prasad, Sarthak  
Ohh.

00:08:47.200 --> 00:08:56.860  
Prasad, Sarthak  
Look at this aspect. How will you help us achieve our climate commitment goal for fleet replacement plans and yeah.

00:08:58.290 --> 00:09:04.200  
Prasad, Sarthak  
So that's that's. That's the objective behind. And if you want I can share.

00:09:04.870 --> 00:09:05.540  
Prasad, Sarthak  
The.

00:09:07.480 --> 00:09:15.060  
Prasad, Sarthak  
I don't think I have shared the F&S fleet. Uh plan with you guys yet, but I can share it here.

00:09:20.730 --> 00:09:21.360  
Prasad, Sarthak  
OK.

00:09:24.130 --> 00:09:29.940  
Prasad, Sarthak  
Well, so this is the document that I'm talking about, like, uh, Peet's group like beat.

00:09:30.790 --> 00:09:31.330  
Prasad, Sarthak  
Uh.

00:09:31.980 --> 00:09:34.050  
Prasad, Sarthak  
Has this document and I will.

00:09:35.040 --> 00:09:35.880  
Prasad, Sarthak  
I will just.

00:09:38.040 --> 00:09:40.750  
Prasad, Sarthak  
Share it with the group Shelly.

00:09:43.760 --> 00:09:54.830  
Prasad, Sarthak  
OK. Uh, so that that was basically my pitch about this, about this plan. I'm going to stop presenting because I don't know. Yes.

00:09:58.540 --> 00:09:58.890  
Deany, Adam  
Is that?

00:09:58.950 --> 00:10:00.640  
Speaker 1  
Punching sustainability efforts.

00:10:02.220 --> 00:10:32.050  
Speaker 1  
One of the things that our overarching sustainability efforts is that we really need it to be a All in all across campus, right? You can't. You can't change the whole world with, you know, five people in a corner. You have to have the connections and and you guys are already really huge sustainability supporters. I mean, PRI is involved in so many great things for the world and you know, just just like you've already got a lot of conversations about how to renew your fleet. We also would like to.

00:10:32.250 --> 00:10:35.600  
Speaker 1  
Partner with you to really develop a plan for you guys.

00:10:36.630 --> 00:10:45.020  
Speaker 1  
Pete's Green Fleet plan was what? When did you develop that, Pete? Like 560 and then updated?

00:10:43.150 --> 00:10:43.710  
Varney, Peter W  
Just.

00:10:44.690 --> 00:10:46.090  
Varney, Peter W  
Yeah, we just renewed it.

00:10:47.310 --> 00:11:14.560  
Varney, Peter W  
So what that is is I do belong to the National Association of Fleet administrators in AFA and they initiated a a Green fleet certification process. I was on the, the, the, the Board that sort of developed that and the University of Illinois was a charter member to that group. The facilities and services fleet was a charter member to that group and part of that certification is is developing a.

00:11:14.820 --> 00:11:21.870  
Varney, Peter W  
A replacement cycle, a green fleet plan and that's kind of the the bones of of where this came from.

00:11:23.440 --> 00:11:31.900  
Speaker 1  
And and just like the concept of a cash for Clunkers, right, newer vehicles are more energy efficient.

00:11:32.580 --> 00:11:34.520  
Speaker 1  
And so.

00:11:35.560 --> 00:11:47.350  
Speaker 1  
I think the the first question is, are you guys comfortable in working with us to develop a green fleet plan and then we can work through what that really you know or even you know?

00:11:48.400 --> 00:11:56.600  
Speaker 1  
I'm I guess I'm just sort of assuming you're open to it, but could you confirm that for us? And then we can we we can send the details a little?

00:11:54.800 --> 00:11:55.550  
Stein, Jeffrey Allan  
Yeah.

00:11:56.270 --> 00:11:56.880  
Stein, Jeffrey Allan  
Yeah.

00:11:57.770 --> 00:12:29.560  
Stein, Jeffrey Allan  
I'm glad to jump in here. I think the answer to the question is the Devils in the details, right? You you hit several notes that obviously lead to a yes, we would love to explore this. I think we do wanna look at how PRI can craft this kind of plan without sacrificing of course some of our unique needs for vehicles for the type of work we do. And so and that's what I mean by the devil is in the details so.

00:12:29.700 --> 00:13:00.090  
Stein, Jeffrey Allan  
Umm, you know, there's two examples of that on the top of my mind and I know that the purpose of this meeting is in to resolve those today, but I'll just lay them on the table. 11 is our research programs across our institute are very reliant on travel and and they'll and the bulk of that travel involves driving and involves driving with equipment and people. And so at the same time.

00:13:00.170 --> 00:13:32.560  
Stein, Jeffrey Allan  
If I look out four or five years from now, my aspiration for PRI is that the scale of our research enterprise will grow over time. And so how does a research enterprise that relies so heavily on a large fleet to do certain specialized jobs grow in a plan where there's no net growth in vehicles or in the environment and the negative environmental impacts of that fleet? So those are questions we'll have to wrestle with.

00:13:32.670 --> 00:13:33.080  
Stein, Jeffrey Allan  
Right.

00:13:34.520 --> 00:13:52.850  
Stein, Jeffrey Allan  
And and sort of, you know connected to that. And I think I threaded it in there a little bit is the feasibility of the current infrastructure and perhaps this is where rias expertise is gonna be very helpful of the ability of the current technology of vehicles and the charging infrastructure that's in place.

00:13:53.720 --> 00:13:58.930  
Stein, Jeffrey Allan  
Can can be at a level that will accommodate our research enterprise so.

00:14:01.370 --> 00:14:16.670  
Stein, Jeffrey Allan  
So yes, we want to work on this. I think no one around our team has is going to say I can't imagine we have other other minds, but the devil will be in the details. We will have to work out carefully how PRI positions itself for this in the future as it goes forward.

00:14:19.340 --> 00:14:21.350  
Deany, Adam  
Hi, this is Adam. Can you guys hear me now?

00:14:21.810 --> 00:14:22.310  
Prasad, Sarthak  
Yes.

00:14:22.070 --> 00:14:22.560  
Stein, Jeffrey Allan  
Hey, Adam.

00:14:23.720 --> 00:14:38.140  
Deany, Adam  
So I just wanted to add on to what Jeff has said about this as well. A lot of the use of these vehicles may involve off road driving where we need 4 by 4 capability we need.

00:14:38.870 --> 00:14:41.390  
Deany, Adam  
Larger trucks that can tow boats.

00:14:42.690 --> 00:14:50.270  
Deany, Adam  
A lot of our research has done on the rivers and and lakes in Illinois and around the around the state.

00:14:51.170 --> 00:14:57.230  
Deany, Adam  
Umm, so those are a couple big things. We do have some smaller SUV's.

00:14:58.490 --> 00:15:09.960  
Deany, Adam  
Which those are primarily used to transport people to field sites, not necessarily need to be 4 by 4, but sometimes those tend to be used for field work.

00:15:10.680 --> 00:15:11.280  
Deany, Adam  
Uh, so?

00:15:11.950 --> 00:15:14.990  
Deany, Adam  
They do a lot of travel. They haul a lot of people.

00:15:15.720 --> 00:15:21.000  
Deany, Adam  
Umm but yeah, my my main concern was the infrastructure.

00:15:21.780 --> 00:15:29.880  
Deany, Adam  
Charging vehicles or if we were talking about something more along the lines of hybrid and kind of phasing into the all electric.

00:15:31.980 --> 00:15:40.390  
Deany, Adam  
That's another, you know, another thought? I don't know. I didn't see the the fleet plan yet that Pete had, but.

00:15:41.380 --> 00:15:49.770  
Deany, Adam  
You know, if that's, if that's kind of phase one is kind of converting to something along those lines. And you know I I think we're.

00:15:50.680 --> 00:15:52.770  
Deany, Adam  
We're open to suggestions.

00:15:53.540 --> 00:15:59.790  
Deany, Adam  
And you know, I work with Pete on all vehicle purchases here at PRI, so.

00:16:01.700 --> 00:16:18.090  
Deany, Adam  
I know Pete can help me kind of make sure that we are buying the right type of vehicle as well. I I usually give him an idea and then he has some standard spec sheets that we go through and make sure that you know it will meet our needs.

00:16:19.820 --> 00:16:49.590  
Varney, Peter W  
So Adam and Jeff, you know, just to kind of answer address your concerns which are are valid is and and again why you know I I threw PRI out there is is you you think the right way we we work together to perform the the correct things to get your folks and your staff they do have unique requirements and and I'm always you know the first job I've got is assisting departments get the vehicle they need.

00:16:49.920 --> 00:17:21.160  
Varney, Peter W  
Alright, now the vehicle I want or Morgan wants, right? It's gotta be the vehicle that you need and that applies within F&S as well is, you know, when mafia came out with their green fleet certification, they'll let you know. You know, being a professional in the industry, one of the last things I'm thinking is how can F&S have a sustainable fleet, right. We've got nothing but big, old nasty garbage trucks and dump trucks and four wheel drive vehicles. We never go anywhere. Right. We're on campus all the time. So we have the worst possible environment.

00:17:21.250 --> 00:17:37.320  
Varney, Peter W  
For vehicles yet we are a tier two fleet out of out of four, which is not great, but it's not horrible either, right? So there are many things we can do and you know when Sarthak and the students came to me, you know I I've always said, you know, I can't.

00:17:37.990 --> 00:18:07.810  
Varney, Peter W  
By an electric garbage truck, right? They don't exist, right? But there are still things we can do. So some of the things we looked at was, yes, replacing that garbage truck, replacing that, you know, 2001 garbage truck with a newer garbage truck, which is inherently cleaner emissions, better fuel economy. Right. But there's other things we can do. We looked at our routes, right. And rather than having five trucks a day, five days a week, we're down to four trucks a day. Right.

00:18:07.950 --> 00:18:38.530  
Varney, Peter W  
You want the same work we just analyzed our route, so there are other things you can do other than buying electric vehicles other than buying hybrid vehicles. Yeah, I had them. Your, your folks. You know, I don't know how many we've got, what, 3, three quarter ton? 4 by 4 trucks headed your way here in the near future, right? Those use a lot of fuel, right? But there were placing older vehicles. Right. And again, there's other things we can do rather than only buying electric or only buying hybrid vehicles. Look at your utilization.

00:18:38.690 --> 00:19:04.360  
Varney, Peter W  
Right. You know, if you've got vehicles that are not used to the extent, maybe there's something we can do there. And I'm willing to to work with you and go through everything that NASA looks at to to give you ideas. But it's not just about buying smaller vehicles, electric vehicles or hybrid vehicles. It's looking at how you use the vehicles that you do use, the vehicles you have appropriately.

00:19:04.640 --> 00:19:36.190  
Varney, Peter W  
Umm behaviors driver behaviors, simple training, and driver behaviors. There's lots of things that can that can be done as far as the replacement plan goes, the bones of it just don't let your vehicles get to be 25 years old, right? This is just update them as possible right and and have a plan in place that. And then I think, Adam, you and I, we've talked about this, the trucks that are arriving this week and next week. You know you need to replace them. They're not gonna last forever. So start that thought process now and based on your use.

00:19:36.300 --> 00:20:04.400  
Varney, Peter W  
The plan is, is those 2022 F two 50s right? You need to sit down and come 2032, right? Someone needs to start talking about how we're going to replace them and have that documented right. So it's more than just buying electric vehicles because no, that's not gonna work for your staff. And and the things that you do. So it's getting the right vehicles to the right people with other things. Everything we can do put in place to help or do some missions overall.

00:20:05.730 --> 00:20:11.750  
Deany, Adam  
Yeah. And I appreciate those thoughts, Pete. One of the the things that I also wanted to mention is we.

00:20:11.800 --> 00:20:11.970  
Deany, Adam  
He.

00:20:13.470 --> 00:20:16.740  
Deany, Adam  
Procure our vehicles from some different sources so.

00:20:17.920 --> 00:20:21.210  
Deany, Adam  
A lot of them are through self supporting fund.

00:20:21.850 --> 00:20:25.170  
Deany, Adam  
And then we charge back to projects for usage.

00:20:26.050 --> 00:20:29.490  
Deany, Adam  
Other ones are purchased directly with grant funding.

00:20:30.880 --> 00:20:39.190  
Deany, Adam  
So those typically they pay for all of the maintenance, all of the fuel, everything directly on that fund.

00:20:40.620 --> 00:20:52.720  
Deany, Adam  
They also buy the vehicle on that fund, so then what we're looking at is a lot of our research programs, they receive segments of funding each fiscal year.

00:20:53.420 --> 00:21:00.470  
Deany, Adam  
So this particular segment, Jeff has one that I think has gone on for about 37 years now.

00:21:01.070 --> 00:21:03.310  
Deany, Adam  
Umm, so I mean.

00:21:04.190 --> 00:21:12.940  
Deany, Adam  
We can buy vehicles on those funds, but sometimes it's budget constraints, so maybe you know, we bought it on that grant funding.

00:21:13.680 --> 00:21:14.650  
Deany, Adam  
Eight years ago.

00:21:15.300 --> 00:21:27.260  
Deany, Adam  
And there's nothing in the state budget or in his budget that will be coming in the next couple of years to replace that vehicle. So that might put some bottlenecks in some of the replacement plans.

00:21:28.670 --> 00:21:38.690  
Deany, Adam  
But sometimes there are monies that are freed up and it's it's helpful to use. You know those those grant funding to replace vehicles that way.

00:21:39.570 --> 00:21:44.950  
Deany, Adam  
We try to do as much as we can with the self supporting fund because it provides us with the most flexibility.

00:21:45.630 --> 00:21:51.280  
Deany, Adam  
We can use those vehicles on multiple projects rather than one specific project then.

00:21:53.300 --> 00:22:07.380  
Deany, Adam  
But yeah, I I I definitely see what you're saying as far as, you know, these bigger trucks that are coming in, they should be. I mean, they're newer, so they should have a lot of newer technology.

00:22:07.990 --> 00:22:15.330  
Deany, Adam  
Umm I I imagine that they have to be better than the older trucks that we're replacing them with so.

00:22:15.900 --> 00:22:25.640  
Deany, Adam  
Uh, yeah, I I think Pete's always a great resource to go to and I I know that he can help us if we, you know, pursue plan like this.

00:22:26.040 --> 00:22:53.670  
Speaker 1  
Can I just ask a question because one of the things on in the sustainability conversations was related to some restrictions from like if you have an NSF grant for example, you are not allowed to use it to buy carbon offsets for your trap, for your related travel like it's specifically not allowed. Do you know of any restrictions because of the your funding sources from the grant side about?

00:22:54.660 --> 00:22:55.950  
Speaker 1  
The vehicles.

00:22:57.220 --> 00:23:04.720  
Deany, Adam  
I am not aware I I'm not aware of anything like that. Most of the vehicles that we purchased or purchased on state funding.

00:22:57.900 --> 00:22:59.710  
Speaker 1  
This is not allowed to get electric.

00:23:06.670 --> 00:23:09.040  
Deany, Adam  
3rd The the PRD J grants.

00:23:09.770 --> 00:23:11.920  
Deany, Adam  
Umm but yeah.

00:23:12.590 --> 00:23:21.140  
Deany, Adam  
A lot of a lot of these grants are not as restrictive as they're not so much the NSF funded or federal funded grants.

00:23:24.310 --> 00:23:24.940  
Speaker 1  
OK.

00:23:28.450 --> 00:23:34.640  
Speaker 1  
So maybe could we go through what's in the the Ethan S Green Fleet plan?

00:23:36.050 --> 00:23:40.010  
Speaker 1  
That be a useful, you know, let's get us all on the same page about that.

00:23:41.270 --> 00:23:45.070  
Speaker 1  
So I think will you make it about the width of your screen please.

00:23:46.630 --> 00:23:48.220  
Speaker 1  
Yeah, that works for me.

00:23:51.200 --> 00:23:55.030  
Speaker 1  
And and Pete, do you want to walk them through since you actually did this?

00:23:55.520 --> 00:24:20.760  
Varney, Peter W  
Yep, I can do that. So again, this started because it's it's so like lead or anything else in order to be a sustainable fleet according to nafa you you know there's a number of different sections and you get different amounts of points per section, right, with the goal of. And I don't have it here in front of me, but the goal to reach Tier 4, we're on Tier 2.

00:24:21.460 --> 00:24:30.290  
Varney, Peter W  
Uh, so like I said, we looked at lots of different things the the green fleet plan is simply a portion of the overall sustainable plan.

00:24:30.990 --> 00:24:44.760  
Varney, Peter W  
Uh, and this part is basically just a, you know, a summary introduction regarding the F&S fleet. Again, we applied based on facilities and services, not the entire University of Illinois fleet.

00:24:46.150 --> 00:25:16.340  
Varney, Peter W  
But the goal, you know, for sustainability according to Napa summarize as best as I can as use less fuel, right? That's that's the crux of it. Right. And and you can get points like I said for other other many other things but using less fuel is the driver here, right? So you can go down just a little bit more, more. So there's four primary points to to our fleet, right? And it's again it's all going to what we can do.

00:25:17.360 --> 00:25:47.010  
Varney, Peter W  
To use less fuel overall. So the first thing fewer vehicles generally use less fuel, so F&S within F&S. Up until this, if you had the money within a, you know a finesse if the the carpenters need an additional vehicle and they had the funding, we just went ahead and proceeded with that right. So if the user had funding we we added vehicles with the fleet plan is as we that's not necessarily the case. The executive director of F&S has to approve any additions to the fleet.

00:25:47.270 --> 00:25:52.940  
Varney, Peter W  
We have added vehicles in the fleet, right, but it's just one extra step to make sure there's a coherent.

00:25:53.720 --> 00:26:03.180  
Varney, Peter W  
Well thought out plan that yes, this work is required and we do require a vehicle for it rather than just we have money. We want another vehicle, right.

00:26:03.400 --> 00:26:17.070  
Speaker 1  
And I I think that that's if we could pause there, that's actually something Jeff had brought up was this, you know, how do you grow without growing and and we have the same conversation going on about space across campus you know we.

00:26:12.110 --> 00:26:12.300  
Varney, Peter W  
Yep.

00:26:16.700 --> 00:26:20.780  
Varney, Peter W  
And that's why I got this idea from. Is the space that space.

00:26:20.010 --> 00:26:21.530  
Speaker 1  
Wait, we need to not grow.

00:26:21.780 --> 00:26:22.100  
Varney, Peter W  
Right.

00:26:22.550 --> 00:26:34.720  
Speaker 1  
Except when we, you know, add an entire College of Medicine, and maybe we should grow or or there's $100 million from DPI, OK, maybe we should accept it. Right? So. So there's there's.

00:26:35.780 --> 00:27:00.070  
Speaker 1  
We currently in the space side just say with approval from a certain process you can expand here it says with approval from the executive director, perhaps you might wanna say you know these are the things to consider that this is what the Executive director would would need to evaluate you know this based on the ideas behind XY and Z you could add that or you could just leave it open to.

00:26:49.750 --> 00:26:50.020  
Varney, Peter W  
Mm-hmm.

00:27:01.020 --> 00:27:02.650  
Speaker 1  
You know, don't grow without permission.

00:27:05.370 --> 00:27:28.440  
Varney, Peter W  
The next is a simply collecting the data right and and and and reviewing it. And there's multiple types of data we can collect. Simple looking at your fuel economy, miles per gallon, right? That tells you things. We've looked at utilization. We looked at idle time. You skipped ahead there. Start talking. You go back to 124. Thanks. So #2 is to collecting the data.

00:27:29.790 --> 00:27:40.360  
Varney, Peter W  
Many different types of data to collect, and my goal, just like all of you, I don't wanna do additional work with no purpose right now. So we do look at what type of data we're collecting.

00:27:42.250 --> 00:27:43.740  
Varney, Peter W  
And we're not gonna just.

00:27:43.080 --> 00:27:43.490  
Speaker 1  
Is this?

00:27:44.390 --> 00:27:55.330  
Speaker 1  
Yeah, this is something that your team at at transportation and building services would do. The data collection, Pete, or is this something that PRI staff would need to contribute to?

00:27:44.580 --> 00:27:44.850  
Varney, Peter W  
Go ahead.

00:27:55.110 --> 00:28:24.940  
Varney, Peter W  
That's something we could talk about and walk through. And like I said, what data do we want to collect? It might simply be, you know, gallons of fuel usage annually and try to set a threshold. And what we want to do with that, it can be down to idle time on vehicles, right, vehicles. I I know you need vehicles. You need to travel, right. But having that vehicle and and after that, Lord knows we're guilty of it, right. We have vehicle sitting all the time running, right? That's a waste. That's.

00:28:25.060 --> 00:28:32.330  
Varney, Peter W  
You know, that's a missions and we're wasting fuel. So there's a cost to that. There are things we can do to track your idle time.

00:28:34.270 --> 00:28:45.730  
Varney, Peter W  
Is that what we want to do? I don't know. That's going to depend on your department and and what you're willing to go through to accumulate the data. And then if you're going to do something with the data, right.

00:28:47.450 --> 00:28:58.720  
Varney, Peter W  
F&S, you know, we've tried lots of things. You know, we have looked at idle time, but we haven't necessarily been willing to go to the next step and and actually try to enforce some limits.

00:29:00.120 --> 00:29:20.310  
Varney, Peter W  
As you just like you, we have some unique needs as well and we do have vehicles that have to run but not going anywhere, but they're powering equipment, right? It could be a worker that's working outside and needs in winter time and needs a warm space to return to right when they get too cold. So they you know.

00:29:21.720 --> 00:29:23.600  
Varney, Peter W  
There, there's things to look at.

00:29:24.360 --> 00:29:42.630  
Varney, Peter W  
And and analyze we just want to make sure we're not doing it just to collect a number, right? We wanna be able to make sure we can do something for with it, reduce the use of petroleum based fuels. That was a commitment we've made. We haven't been entirely successful with it, but we wanted to at least acknowledge our fuel use, our fuel consumption.

00:29:44.040 --> 00:29:52.990  
Varney, Peter W  
Even though our number of vehicles are going up as you use more fuel efficient vehicles, you know it can offset that to an extent, right?

00:29:54.700 --> 00:29:58.540  
Varney, Peter W  
Adam, are we buying you a small hybrid? Are you getting one of those Mavericks?

00:30:00.430 --> 00:30:07.310  
Deany, Adam  
Yeah, we I believe we decided to get one of those for one of our groups here at INHS.

00:30:07.590 --> 00:30:24.120  
Varney, Peter W  
OK, so you know you're adding a vehicle that's not replacing a vehicle, that's an additional vehicle, but it's a small fuel efficient hybrid pickup truck, right? It's not an F-250, it's it's the appropriate vehicle for that staff member. But it's a fuel efficient vehicle.

00:30:25.750 --> 00:30:43.320  
Varney, Peter W  
And and then finally incorporate new technologies when appropriate. We're always on the lookout whether it's a hybrid vehicle or electric vehicle or just another monitoring device or reporting device, right. We can put GPS in vehicles that will alert somebody this that's been running for six hours and hasn't gone anywhere.

00:30:44.240 --> 00:30:55.220  
Varney, Peter W  
Maybe that's appropriate, maybe not, right, but at least it's a proactive measure to to to at least notice that and observe that and record that.

00:30:56.990 --> 00:31:11.360  
Varney, Peter W  
This does go back a few years, so we use 140,000 gallons annually over the last three fiscal years and and we just want to not increase that. We want to do what we can to decrease that, thereby decreasing emissions.

00:31:12.860 --> 00:31:13.440  
Varney, Peter W  
Next page.

00:31:17.980 --> 00:31:32.620  
Varney, Peter W  
And this is again more specifics about those same points. Fleet size exceptions may only be granted by the executive director of F&S, right? So and the collecting the data, reducing the use of petroleum based fuels.

00:31:35.810 --> 00:31:36.860  
Varney, Peter W  
You can keep on going.

00:31:38.340 --> 00:32:09.510  
Varney, Peter W  
And our corporate new technology and that's where the again where the the significant, the replacement plan comes in place is newer vehicles are inherently more fuel efficient less and produce less emissions than a an older vehicle. And we do look at vehicles when we replace them, we don't always just because a particular Shah had a V8 Ford pickup truck, maybe they don't really need that right, we're not. Again I've told you we're not going anywhere, right.

00:32:09.600 --> 00:32:29.240  
Varney, Peter W  
I'll get the smallest engine possible, right? Because it's not at highway speeds. It's just got to get 20 miles an hour, and so we can get across campus. So just because they had this type of vehicle doesn't mean we were place it with that type of vehicle. Maybe it's needed and maybe it's not, but we try to look at each one and and.

00:32:29.950 --> 00:32:32.720  
Varney, Peter W  
Provide the operator with the vehicle they need.

00:32:33.430 --> 00:32:34.420  
Varney, Peter W  
Just open.

00:32:35.500 --> 00:32:41.830  
Varney, Peter W  
To what's available now versus what was available 15 years ago, right? Just make sure we're making the right choice.

00:32:47.190 --> 00:32:52.040  
Varney, Peter W  
So this was so we did renew the plan and these were kind of the steps.

00:32:53.690 --> 00:32:57.780  
Varney, Peter W  
As we went through each year and just if if we achieve we wanted to do.

00:32:59.460 --> 00:33:04.590  
Varney, Peter W  
And just kind of a scorecard for for nafa, so they could evaluate our plan.

00:33:16.230 --> 00:33:21.090  
Varney, Peter W  
Well, if there's any questions, but again, this is not a template, this is just an idea.

00:33:22.270 --> 00:33:27.440  
Varney, Peter W  
You know, we can incorporate whatever is best for, for PRI and and for your operators.

00:33:34.600 --> 00:33:40.170  
Deany, Adam  
So the the fuel level that you calculate there, you have the.

00:33:41.500 --> 00:33:52.140  
Deany, Adam  
Set at 140,000 and then you show how you reduced it. Do you track all of that through the WEX cards and the gas has purchased there at the?

00:33:53.140 --> 00:33:53.910  
Deany, Adam  
At the palms.

00:33:53.190 --> 00:34:12.000  
Varney, Peter W  
So for after that's like said, we don't go anywhere. We don't have WEX cards and our vehicles and occasionally you know someone will go up to Chicago with the van or something. But for us it's fairly easy because it's all in house on through our fuel master system. But it's it's available either way, right? We can get the information.

00:33:57.150 --> 00:33:57.460  
Deany, Adam  
OK.

00:34:13.710 --> 00:34:22.950  
Varney, Peter W  
Based on org code by down to the vehicle number itself so that the date is in there just a little bit of of you know, manipulation to get it out.

00:34:23.860 --> 00:34:25.970  
Varney, Peter W  
But it is when we set up our system here.

00:34:27.090 --> 00:34:36.110  
Varney, Peter W  
We knew that fuel is is critical for the fleet. So we are set up to pull out fuel data specifically.

00:34:37.530 --> 00:34:41.040  
Varney, Peter W  
But a lot of it still manual. You know how many miles did you drive, etcetera?

00:34:44.150 --> 00:34:53.420  
Deany, Adam  
Yeah. And I I see, you know, along with Jeff's comment earlier about, you know, us wanting to grow our research enterprise, you know setting.

00:34:54.370 --> 00:35:05.640  
Deany, Adam  
That sort of a a CAP or a, you know, a fuel consumption Max that we're trying to reach or trying to stay under.

00:35:06.840 --> 00:35:07.650  
Deany, Adam  
Just being.

00:35:08.800 --> 00:35:13.150  
Deany, Adam  
Maybe a moving target? In a way it it'll all kind of.

00:35:14.010 --> 00:35:15.160  
Deany, Adam  
You know, depend on.

00:35:16.050 --> 00:35:18.690  
Deany, Adam  
How much we grow and how quickly we grow.

00:35:19.860 --> 00:35:25.990  
Deany, Adam  
But yeah, I I do. I do see, you know, some of these things are good ideas that we can.

00:35:26.690 --> 00:35:27.980  
Deany, Adam  
Definitely look into.

00:35:29.180 --> 00:35:47.490  
Varney, Peter W  
And this was I mean, honestly this is my first stab at it. This was NAFTA is revising or reviewing this on on team that's that's looking at it. So the the sustainable fleet plan is evolving, right because nothing stays put forever and and maybe fuel consumption isn't where.

00:35:47.570 --> 00:35:53.930  
Varney, Peter W  
PRI PRI needs to be. Maybe it's it's looking at maintaining or reducing fuel economy.

00:35:54.610 --> 00:36:13.580  
Varney, Peter W  
Right, so you're using more fuel, but your overall fuel economy is increasing over time, right? So again, there's, there's this is what we came up with when it comes time to renew, again, I'm gonna look at my team here within F&S and will revise and update and move forward.

00:36:14.660 --> 00:36:20.630  
Varney, Peter W  
Again, the there's not a cookie cutter approach. It has to be based on the users and the users needs.

00:36:21.790 --> 00:36:35.080  
Varney, Peter W  
The sustainable fleet is is for education. We've got utilities out there, there's pharmaceutical companies. I mean it's it's designed to be very flexible and it's also designed to.

00:36:35.950 --> 00:36:52.660  
Varney, Peter W  
You know, for you to create it for your operation and even amongst the universities were different, right? And I I wanna say there's four or five of us that have been certified and and you know, we talked to each other but everybody's got different goals and different ways to approach it.

00:37:01.840 --> 00:37:06.350  
Stein, Jeffrey Allan  
So what would would your advice be for our next step in this process?

00:37:09.890 --> 00:37:42.490  
Varney, Peter W  
I I think it comes down to, you know one taking a look at your fleet, right, you know identifying what all and and you know I know in theory what you all have is probably you know sitting down and actually looking at your entire fleet what it's use is is this for a specific project or you know is this a shared vehicle etcetera and kind of get that initial snapshot of where you are currently and where you think you're going and then we can just you know bounce some ideas I can share some of the.

00:37:42.760 --> 00:37:54.970  
Varney, Peter W  
The mafia information with you. But this is, you know, this is not me telling you what to do. I don't think this is Morgan telling you what to do. This is something that we want to grow throughout.

00:37:53.930 --> 00:38:00.440  
Speaker 1  
I wouldn't. I wouldn't never tell someone what to do. Never. Ever. No, I don't do that.

00:38:00.980 --> 00:38:01.240  
Varney, Peter W  
No.

00:38:03.280 --> 00:38:06.270  
Speaker 1  
No, I just, I I. Yeah, I'm sorry. I was mean to cut you off.

00:38:03.340 --> 00:38:03.930  
Varney, Peter W  
You know.

00:38:06.910 --> 00:38:07.990  
Varney, Peter W  
That's alright. I mean it's.

00:38:08.490 --> 00:38:25.980  
Speaker 1  
Yeah. It's it's you to work together. I think the question is, do all of you wanna participate directly and and how can we support that? I don't expect that I'll be in a lot of the calls just because I'm doing a lot of other stuff and this is really more.

00:38:08.970 --> 00:38:11.370  
Varney, Peter W  
It's just talking through it, right and what you.

00:38:27.300 --> 00:38:27.540  
Speaker 1  
You know.

00:38:28.180 --> 00:38:58.620  
Speaker 1  
Pete's Pete's knowledge, but we are also I just wanna bring it up while I'm chatting right here that we are also working on and getting started on electric vehicle task force. And it's gonna have two, two components. One is on campus logistics and the other is the larger scale community. You know, how can the community at wide support the transition to electric vehicles? There's so much going on in the fleet.

00:38:58.900 --> 00:39:17.070  
Speaker 1  
Or the the vehicle industry transitioning to electric that we're just trying to make sure that we're prepared for that and ready to to jump on board. So if so, if that if you guys want to be involved in that conversation, you can let me know.

00:39:17.860 --> 00:39:24.310  
Speaker 1  
And Rea and Pete and Sarthak and I will all be on those committees, those two committees.

00:39:26.080 --> 00:39:27.830  
Speaker 1  
As we go through the process too.

00:39:26.620 --> 00:39:26.880  
Prasad, Sarthak  
And.

00:39:28.180 --> 00:39:38.540  
Prasad, Sarthak  
Yeah. And another thing that I would like to add is like if you want any help with let's say collecting data or even drafting or?

00:39:39.970 --> 00:39:52.770  
Prasad, Sarthak  
A plan, I'm sure like the transportation. I cap team again. Like I don't want to volunteer the students from the I CAP team, but I'm sure they would be very interested in.

00:39:53.050 --> 00:39:56.130  
Prasad, Sarthak  
Uh. Participating and.

00:39:57.370 --> 00:39:59.400  
Prasad, Sarthak  
Helping out in this project.

00:40:03.150 --> 00:40:06.040  
Stein, Jeffrey Allan  
I think for me, this conversation is.

00:40:06.110 --> 00:40:20.540  
Stein, Jeffrey Allan  
It's been helpful and understanding what the overall the overall context of the of the of creating a plan is about and has highlighted some of the questions we need to think about. So I think.

00:40:21.280 --> 00:40:29.130  
Stein, Jeffrey Allan  
Our next step would be to internally just have a conversation about how we see ourselves in this space and then come back.

00:40:29.850 --> 00:40:32.420  
Stein, Jeffrey Allan  
And perhaps share that with you all and.

00:40:33.980 --> 00:40:44.510  
Stein, Jeffrey Allan  
See where we're at there about proceeding in terms of how quickly to proceed in the kind of data we might need to look at for an initial analysis and that sort of thing that I don't wanna sit down with the team here and kinda.

00:40:45.980 --> 00:41:00.090  
Stein, Jeffrey Allan  
In strategize around how to how to how to frame this project, which we would be creating is to you know create this plan, put a team together and and set the goals for that and worked that out internally and come back to.

00:41:03.050 --> 00:41:03.280  
Prasad, Sarthak  
Cool.

00:41:04.850 --> 00:41:12.770  
Speaker 1  
That sounds good. Why don't we have, you know, Sarthak can reach out and next couple months if you if you haven't been able to get back to us just so we don't drop.

00:41:09.570 --> 00:41:09.870  
Prasad, Sarthak  
Yeah.

00:41:14.050 --> 00:41:18.710  
Speaker 1  
You know, I we know that this is it's one of those things that's important but not urgent.

00:41:19.920 --> 00:41:25.580  
Speaker 1  
So we're we're keep the urgency just by asking about it and.

00:41:26.470 --> 00:41:33.460  
Speaker 1  
And anything we can do to to help out you. You do have this file. Sorry. I think email, while we were talking, so you should.

00:41:31.180 --> 00:41:31.420  
Prasad, Sarthak  
Yeah.

00:41:33.000 --> 00:41:34.210  
Stein, Jeffrey Allan  
Yes. Yeah.

00:41:37.160 --> 00:41:37.530  
Prasad, Sarthak  
Cool.

00:41:38.270 --> 00:41:38.600  
Speaker 1  
You know.

00:41:38.380 --> 00:41:48.900  
Prasad, Sarthak  
Uh. Other than that, I don't have anything else to add. This was again like this was just a basic introductory phone call to give you guys the idea. Like what we're.

00:41:49.660 --> 00:41:54.810  
Prasad, Sarthak  
What we wanted to talk about, if you have any other questions, just please let us know.

00:41:55.710 --> 00:41:56.500  
Prasad, Sarthak  
And.

00:41:57.710 --> 00:42:01.640  
Prasad, Sarthak  
Or if you have any question right now, you can. Uh, you should please.

00:42:03.110 --> 00:42:24.640  
Prasad, Sarthak  
Let us know, but other than that, thank you so much for joining us today. I will send the meeting recording as well as soon as I find out where it's going, how I can do all that. But I will send out the meeting recording to everybody who was invited to this call and.

00:42:25.490 --> 00:42:32.810  
Prasad, Sarthak  
Uh, I'll also post it to the ICAP portal Morgan just for our record on that end.

00:42:34.940 --> 00:42:35.180  
Speaker 1  
OK.

00:42:37.570 --> 00:42:41.060  
Prasad, Sarthak  
Cool. Thank you so much, everyone. And you all have a great day.

00:42:39.850 --> 00:42:42.190  
Stein, Jeffrey Allan  
Well, thank you again for bringing us together. Appreciate it.

00:42:42.740 --> 00:42:43.490  
Prasad, Sarthak  
Yeah. Thank you.

00:42:42.970 --> 00:42:43.460  
Ria Kontou (Guest)  
Thank you.

00:42:44.170 --> 00:42:44.500  
Stein, Jeffrey Allan  
Bye bye.

00:42:45.020 --> 00:42:45.340  
Prasad, Sarthak  
Like.

00:42:45.160 --> 00:42:45.780  
Speaker 1  
Thank you.

00:42:45.300 --> 00:42:45.610  
Deany, Adam  
Thank you.