

<div>UNC School of the Arts</div>			<div>1533 S. Main Street</div> <div>Winston SalemNC27127</div>			<div>Chris Boyd</div> <div>(336) 770 3322</div> <div>boydc@uncsa.edu</div>																																																																																																																										
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# UNC School of the Arts

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Petroleum Displacement	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	Initial Cost	Yearly Cost
1.20%	Reduce number of trips to Raleigh for surplus property transfer. Increase sale activity on campus.						
1.50%	Annual training and targeted public announcements for conservation.						
3.33%	Substitute 4 gasoline powered utility vehicles for 4 full sized pick up trucks for new maintenance positions.						
1.30%	Replace 1 existing gasoline vehicle with 1 electric.						
1.30%		Replace 1 existing gasoline vehicle with 1 electric.					
1.73%		Reduction in miles driven by Maintenance staff by implementing PM program that allows vehicle sharing.					
3.00%			No electric or alt fuel vehicles were able to be purchased due to budget limitations. Actual miles will be reduced as a result of budget limitations.				
				No electric or alt fuel vehicles will be purch. due to budget limitations			
<b>Totals</b>	<b>7.33%</b>	<b>10.36%</b>	<b>13.36%</b>	<b>13.36%</b>			

## Possible additional vehicle purchases from 2006 - 2010

Year	Quantity, Vehicle Type and Description	Purpose	Fuel / Hybrid		Additional Cost
2007	1 FFV		E85		
2007	1 Electric		Electric		
2008	1 FFV		E85		
2008	1 Electric		Electric		
2009	1 FFV		E85		
2009	1 Electric		Electric		
2010	1 FFV		E85		
2010	1 Electric		Electric		

# UNC School of the Arts

## Fleet and Fuel Reporting

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Fleet Information	2005-2006		2006-2007		2007-2008		2008-2009		2009-2010		2010-2011	
Vehicle Type	Total #	Miles	Total #	Miles	Total #	Miles	Total #	Miles	Total #	Miles	Total #	Miles
Gasoline	44	156,499	47	151,066	44	174,997	46	142,342	45	134,761	57	121,709
Diesel	8	19,968	8	19,818	7	17,403	7	15,686	7	17,651	7	18,439
Hybrid	-	-	-	-								
Flex-fueled Vehicles	-	-	-	-								
Comp Natural Gas	-	-	-	-								
Propane	-	-	-	-								
Electric	-	-	-	-							2	1,326
Emergency/Ed (10%)	-	-	-	-								
<b>Totals</b>	<b>52</b>	<b>176,467</b>	<b>55</b>	<b>170,884</b>	<b>51</b>	<b>192,400</b>	<b>53</b>	<b>158,028</b>	<b>52</b>	<b>152,412</b>	<b>66</b>	<b>141,474</b>
	<b>0%</b>	<b>0%</b>	<b>6%</b>	<b>-3%</b>	<b>-2%</b>	<b>9%</b>	<b>2%</b>	<b>-10%</b>	<b>0%</b>	<b>-14%</b>	<b>27%</b>	<b>-20%</b>

Fuel Information	2005-2006		2006-2007		2007-2008		2008-2009		2009-2010		2010-2011	
Fuel Type	Gal	Petr.	Gal	Petr.	Gal	Petr.	Gal	Petr.	Gal	Petr.	Gal	Petr.
Gasoline	14,834	14,834	14,314	14,314	14,003	14,003	13,571	13,571	12,847	12,847	-	-
E10	-	-	-	-		-			-	-	13,126	11,813
E85	-	-	-	-		-				-		-
Diesel	3,263	3,263	3,239	3,239	2,895	2,895	2,759	2,759	2,320	2,320	2,306	2,306
B5	-	-	-	-		-				-		-
B20	-	-	-	-		-				-	-	-
B100	-	-	-	-		-				-		-
CNG	-	-	-	-		-				-		-
Propane	-	-	-	-		-				-		-
	<b>Qrts</b>		<b>Qrts</b>		<b>Qrts</b>		<b>Qrts</b>		<b>Qrts</b>		<b>Qrts</b>	
Petroleum Motor Oils	201	50	251	63	278	70	127	32	93	23	259	65
Syn & Rec Motor Oils	-	-	-	-		-				-	-	-
<b>Total Petroleum Use</b>		<b>18,147</b>		<b>17,616</b>		<b>16,968</b>		<b>16,362</b>		<b>15,190</b>		<b>14,184</b>
<b>% Change in PDP</b>		<b>0%</b>		<b>-3%</b>		<b>-6%</b>		<b>-10%</b>		<b>-16%</b>		<b>-22%</b>

PDP goal by 2011: -20.0%

all PDP participating fleets results to 2009-10

Overall Results from all participating fleets			
	FY 2004-05	FY 2009-2010	
Fuel Type	thousand of gallons	thousand of gallons	% change
Gas	14,935	3,165	-79%
E10	598	11382	1803%
E85	242	398	64%
Diesel	8,526	1602	-81%
B5	-	7	
B20	1,870	8157	336%
B100	-	2	
Total Biodiesel as B20	1,870	8,167	337%
CNG	3	0	-92%
Propane	56	5	-91%
Petroleum Motor Oils	48	35	-27%
Syn & Rec Motor Oils	3	6	115%
Total Fuel	26,283	24,760	-5.8%
Total Petroleum	25,581	21,638	-15.4%
T.Fuel (adj. for growth)	26,877	24,760	-7.88%
T.Petro (adj for growth)	26,153	21,638	-17.26%

vehicles reported in PDP			
	FY 2004-05	FY 2009-2010	
Vehicle Types	#	#	% change
Gasoline	10,816	9,436	-13%
Hybrid	78	129	65%
Flex-fueled Vehicles	4,752	7,018	48%
Comp Natural Gas	14	5	-64%
Diesel	4,498	5,066	13%
Propane	192	150	-22%
Emergency/Ed (10%)	6,007	5,871	-2%
Electric	13	199	1431%
Total	26,370	27,874	6%

Of the Overall 17.5 % petroleum reduction:
3.95% displaced by reduced mileage (conservation)
4.01% displaced through E10 use
0.49% displaced through E85 use
4.7% displaced through biodiesel use
4.3% displaced through efficiency

Your organization result to date													
UNC School of the Arts			results to date (2009-10)		% Reductions Caused by PDP Actions (by FY 09-10 as reported)								
% of Goal	State Organization	Petro Use	Petroleum Displacement Achievements	PDP Actions (Petroleum Reduction)	Miles	E10	E85	B5	B20	B100	CNG	Prop	Syn Moil
81%	NC School of the Arts	-16%	well toward goal	mileage decreased (budget) no alt fuel use	-13.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

your organization plan to date							
UNC School of the Arts				report progress	plan next year and forward		
Petroleum Displacement	2005 thru2007	2007-2008	2008-2009	2009-2010		2010-2011	beyond 2011
Actual	-3%	-6%	-10%	-16%		-22%	
-13.6%	reduced miles has contributed significantly toward PDP			Campus Police purchased 2 NEVs		Campus Police purchased hybrid SUV	Facilities to continue NEV purchases
				Mileage reduced due to budget reductions		Facilities purchased 2 NEV trucks	Increase conservation awareness
Previously Noted						Facilities purchased 2 UTVs to reduce	Budget reductions will continue to
1.20%	Reduce number of trips to Raleigh for surplus property transfer. Increase sale activity on campus.					use of full size trucks	force mileage reductions
1.50%	Annual training and targeted public announcements for conservation.					Film purchased 1 NEV	
						Increase conservation awareness	
PLAN						Budget reductions will continue to force	
3.33%	Substitute 4 gasoline powered utility vehicles for 4 full sized pick up trucks for new maintenance positions.					mileage reductions	
1.30%	Replace 1 existing gasoline vehicle with 1 electric.						
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1.73%		Reduction in miles driven by Maintenance staff by implementing PM program that allows vehicle sharing.					
3.00%			No electric or alt fuel vehicles were able to be purchased due to budget limitations. Actual miles will be reduced as a result of budget limitations.				
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The NC legislature approved specific funding for Campus Safety and resulted in the addition of 5 Campus Police Officers at UNCSA. With the new hires the amount of patrols has increased resulting in an increase in fuel consumption in that area. Overall, this has meant an increase of 2% in fuel consumption for our campus. In addition, more of the same type of Campus Safety funding may be approved in the next legislative session and thus negatively impact overall conservation figures.

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08-'09	09-'10	10-'11
9.72	9.72	
9.66	10.030	
-0.62%	3.19%	

### defining steps taken to reduce petroleum consumption

In the process of reporting PDP results we have been able to directly attribute petroleum use changes due to: mileage; alternative fuel use; number of vehicles; use of synthetic or recycled motor oil. Indirectly we have been attributing any other change to "change in efficiency", a positive change may be called "conservation". To better define what portion of PDP performance is due to "change in efficiency or conservation" Please answer the following:

Has your agency/ department/ organization initiated any steps, **not previously reported**, intended to improve fleet vehicle efficiency? Please place "X" as appropriate

2009-'10	2010-'11

2009-'10	2010-'11
	x

**what** did you change? Place "X" in appropriate box(es)

examples: a mechanical change could include equipment changes to vehicles or fueling infrastructure to make them more efficient. New hybrid autos or new fuel card reader systems would be mechanical. Process change could be an accounting system change, vehicle reassignment, or a carpooling system. Behavior could be drivers improving fuel economy by driving more efficiently or drivers combining errands or carpooling to reduce mileage.

behavior		2009-'10		2010-'11	
		yes	no	yes	no
3a	trained drivers on economical driving				
3b	reminded drivers to save fuel				
3c	set policy on idle reduction				
3d	evaluate driver behavior (on economy)				
3e	carefully observe speed limit				
3f	reward economical driving or punish inefficient driving				
3g	other behavior change				

**when** did you first change it? Place "question #" in box best marking when process began. There may be multiple marks.

	behavior
before 2005	
FY 04-05	
FY 05-06	
FY 06-07	
FY 07-08	
FY 08-09	
FY 09-10	
FY 10-11	

**How** did you change it? Please note question # you are referring to.

examples may include new procedures, training, or directives affecting vehicle choice or vehicle use; installation of new equipment to dispense fuel or account for its use.

mechanical

***new in FY 2010-'11:***

process

***new in FY 2010-'11:***

behavior

***new in FY 2010-'11:***

From your Results Noted tab you are now aware of what portion of your PDP performance change (positive or negative) was attributed to efficiency and conservation last year.

Your '09-'10 PDP report indicated 3.19% was attributed to change in efficiency. Of the noted changes in each of these three categories what part will you attribute to current and future activities in each?

Your answers may total 0% if not applicable, otherwise the total will be 100%.

FY	2009-10	behavior	
FY	2010-11	behavior	
FY	2011-12	behavior	