Group 1-5

Fleet Management: Emission/Cost Efficiency

Ryan Arnold, Adeena Ahmed, Chris Eng, David Orpen, Philip Caggiano, Justin Wain, Hafsah Shaik

arnoldr3@tcnj.edu, engc4@tcnj.edu, orpend1@tcnj.edu, caggiap1@tcnj.edu, ahmeda17@tcnj.edu, shaikh1@tcnj.edu, wainj1@tcnj.edu

Inception: Executive Summary

TCNJ, the customer (or the stakeholder)'s needs are getting aid in completing their carbon footprint reduction initiative, so the school can become a carbon neutral campus by the year 2040. Specifically, they are looking for a way to change up their current vehicle fleet to a completely eco-friendly vehicle fleet while minimizing as many economic costs as reasonably possible. Ewing is another stakeholder that, like other townships, need to reduce their impact on carbon emissions.

The global sustainability project market needs a system for testing the possibilities towards reaching this goal. Other projects, including colleges and universities are seeking to reduce emissions as well including Rutgers University's GHG Protocol Product Life Cycle Accounting and Reporting Standard. However, these are more guidelines and not an algorithmic management tool, which is what TCNJ is specifically seeking. Though, other colleges, or any school for that matter, would benefit from such a software to help reduce emissions nationwide with a little tweaking (if necessary).

Our approach to addressing these needs is by gathering empirical data about the vehicles costs (financial) and the emission amounts/emission types (nonfinancial) and applying it to our system. Our produced system will allow for an easy method of testing with quick results and predictions for the outcomes of switching vehicles in the vehicle fleet towards a zero-emissions solution.

Our system's benefits for the stakeholders most obviously include a much more efficient vehicle fleet system in the future. Using the information gained from our system, the vehicle fleets will be less costly in the long run by optimizing the purchase cost with the maintenance, insurance, repair, and fuel costs associated with them. And with minor tweaking, it can be used again for further decision-making in the future. There would also be a geographical cleaner-air benefit across Ewing Township and its surrounding communities. This will craft a higher reception for both the school and the area among the state of New Jersey.

These benefits succeed the competition and other alternatives because our software is more flexible. It can be applied to different types of sources of energy usage with simple numerical readjustments. Plus, our system is not based around comparison between other schools/buildings, but catered to whatever options the user is already deciding between. Thus, we have a much more open algorithm than the competition. The only cost of implementing such a service is the cost of creating a new website to make the software publicly accessible.

Elaboration: Project Proposal and Specifications

Problem statement

In the push for improving the current state of the environment, many businesses have made it a goal to reduce their impact on the environment as a whole. In the case of TCNJ, the goal is to become carbon neutral by 2040, and one of the steps in this process is to reduce the carbon impact of the vehicle fleet. However, there needs to be a plan of action when considering the costs of performing this transition and what the best course of action could be.

Objective of the module

The objective of our module is to build a tool that will help us determine the most cost effective solution in which the College can reach its goal of net 0 emissions by 2040. This process can be done by analyzing the costs of owning different types of vehicles and the amount of emissions they create at different points in time. Some potential questions our module could help answer are:

- Should the college move to transition its fleet immediately or later in our time frame?
- What is the most economical composition of the TCNJ's vehicle fleet both today and at annual milestones?
- What is the most environmentally benign composition of the TCNJ vehicle fleet both today and at annual milestones?
- Which is the best way that the College can minimize its real cash outflows in insurance costs, maintenance costs, etc.?
- How can we balance both the financial and environmental impact of transitioning to zero emission alternate vehicles?

Desired End Product

- We wish to create a model of the current TCNJ fleet where vehicles and vehicle factors can be changed and costs/carbon effects can be calculated and displayed over our time frame.
- Users can therefore test different replacement/transition strategies to find the best possible strategy for the transition both financially and environmentally.
- Possible metrics:
    - Maintenance Cost
    - Average MPG
    - Annual Emissions, GHG
    - Annual Emissions, Pollutants
    - Usage Frequency (Get from interviewing)

Other similar systems/approaches that exist

- GREET Fleet Footprint measures GHG emissions associated with medium and heavy-duty vehicles, whereas our system can be applied to various types of vehicles making it more flexible. Additionally, our method also takes cost into consideration.
- The Energy Star program's system is linked to your electric bills and is applied strictly to buildings while determining solutions based on more successful buildings. Our system can do both cars and buildings (with slight modification) and offers ideas based on options that TCNJ has already determined viable
- AASHE's tool is designed for comparison between other schools and generating data for reporting purposes. Our system provides data for analytical purposes
- Systems used by other colleges
    - "Scope 3 emissions fluctuate year to year based on both employee behavior and slight changes in data collection methods to improve accuracy" (33)
    - "The GHG Protocol Product Life Cycle Accounting and Reporting Standard helps understand the emissions associated with a product and identify greenhouse gas reduction opportunities through its life cycle. Using this standard, Rutgers can measure the greenhouse gasses associated with the full life cycle of the products we procure, including raw materials, manufacturing, transportation, storage, use and disposal" (37)
    - Rutgers is specifically looking to eliminate greenhouse gas emissions in their program

Importance and Need for Module

We cannot jump to a solution for the carbon neutral problem without a system for testing the possibilities towards reaching this goal. Before TCNJ even begins spending time and money on potential environmental efforts, our system will provide algorithmic information to help determine which option the school should take.

Plan for Researching

- Start with data from the excel files in Canvas
- Search other reports/studies about carbon emissions (TCNJ's virtual library)
- Find newspaper/magazine/journal articles about carbon neutral efforts and difficulties (Virtual/physical library)
- Look for statements from car manufacturers about their efforts to reduce carbon emissions from their vehicles
- Gain ideas from other existing measurement systems

Other Potential Applications

- Can be used for on campus buildings, data would just need to be changed since it's a sustainability testing system
- The application doesn't have to just apply to TCNJ, other schools or even other companies could benefit from a sustainability testing system

Performance

- To ensure strong performance, efficient search algorithms need to be implemented
- Internal code will be optimized to reduce nested loops which slow down computation time when running through calculations for fleet of vehicles.
- Good database design can ensure optimal performance
- Design a user-friendly interface with easily identifiable displays of data and understandable inputting features
- Caching data to increase performance

Security

- The system will be protected through a two-step authentication with username and password login followed by security codes
- Three schema architecture → separation of user applications & physical database

Backup and recovery

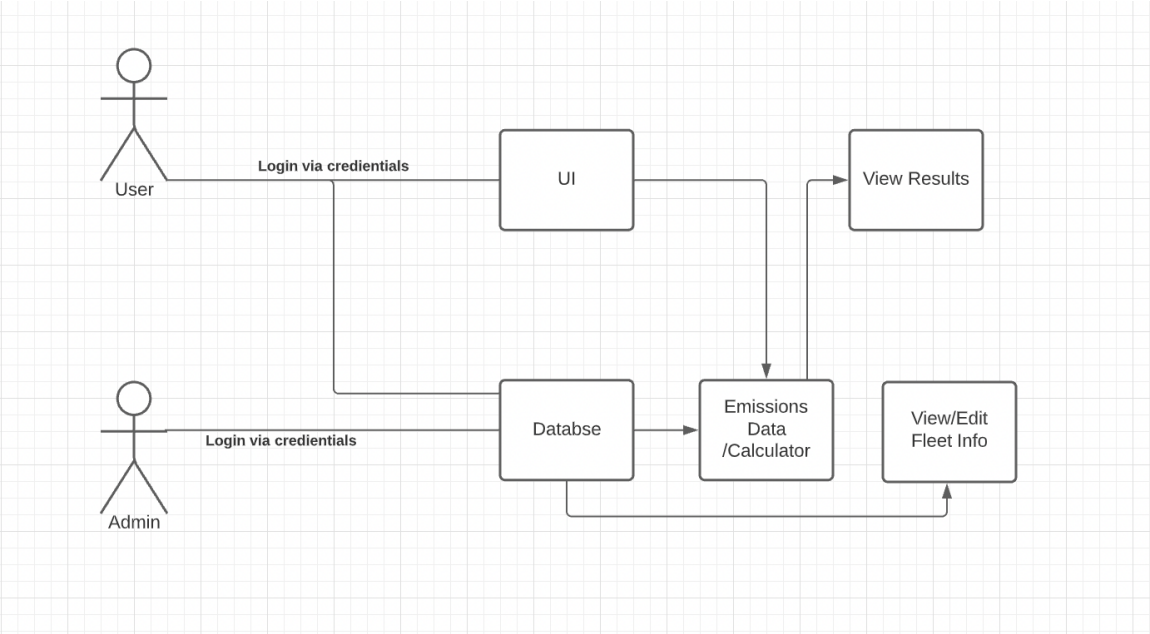
- All data will be uploaded to TCNJ servers for backup and ease of access
- Users will be required to submit credentials to access this information
- When this project leaves Github, facilities will have main access and will live on the TCNJ servers

Technologies/Database concepts we need to learn:

- Excel
- Python + Flint
- Optimal Database Design with PostgreSQL
- Querying our database in an efficient manner
- Securing & Backing up our data

Diagrammatic representation

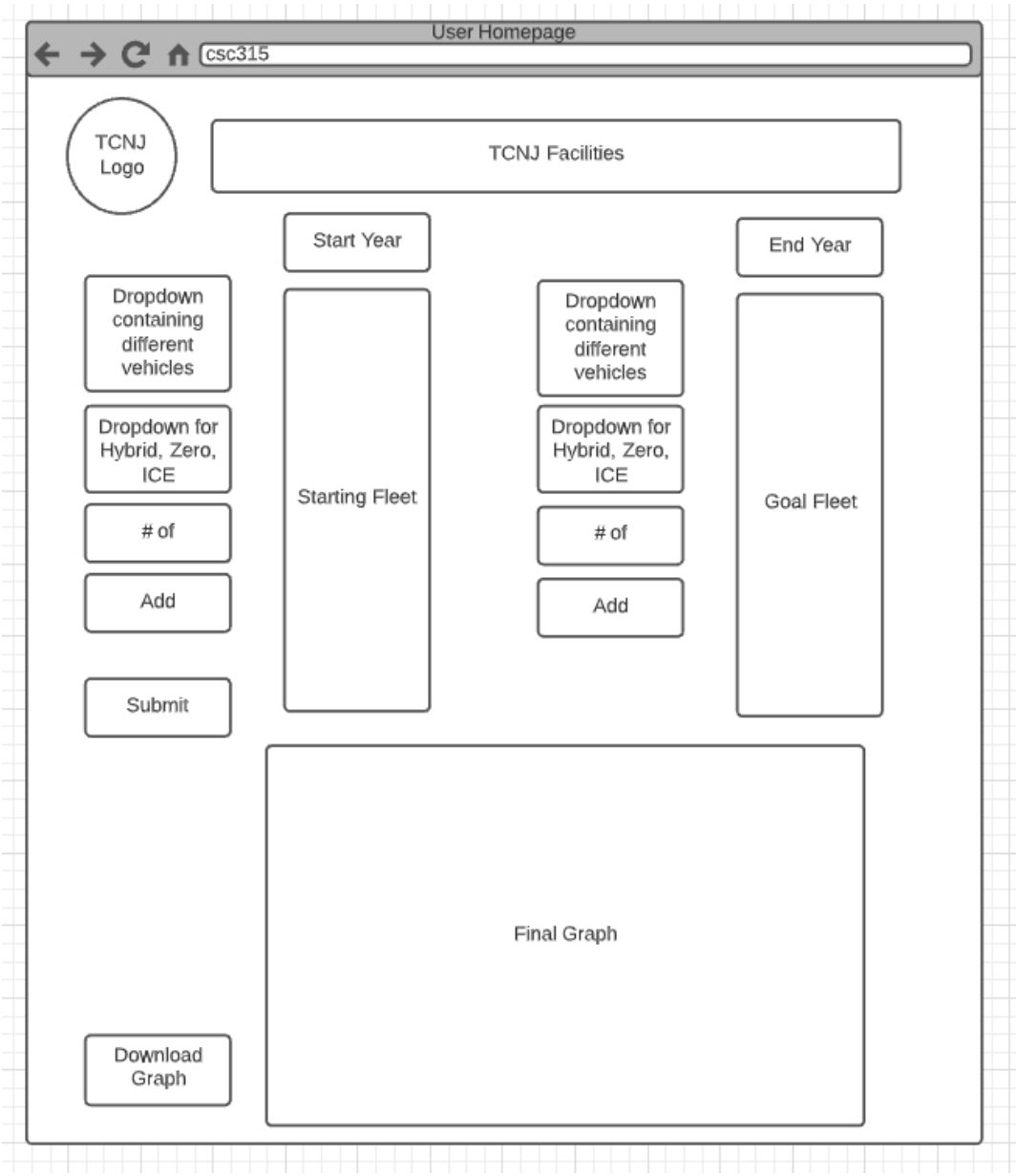
https://lucid.app/lucidchart/94cf8f07-9e04-4b84-8c95-eb41dba7f04b/edit?page=0_0&invitationId=inv_6dccc0ec-06b9-4f7e-bb22-64f91a8f5439#



Use Case Description:
User:
The user would be able to enter their current fleet by vehicle category (Passenger, Public Safety, Pick up Truck, etc.) and their vehicle type (ICE, Hybrid, Zero). The user would then enter their end year and the fleet they would like to have by that year. The user can then hit submit and our application would generate a graph and/or report showcasing the most optimal path the user could take while keeping emissions and costs in mind.

Admin:
Able to view and edit the database, as well as use the emissions calculator. Will also be able to see who has access to the UI and just monitor activity.

User Interface Mock-Up:
https://lucid.app/lucidchart/637b77ea-e95f-4350-ac98-278fefe5cd8a/edit?page=0_0&invitationId=inv_e1346c13-59a9-41a4-b6eb-bef2747b71a4#


User Homepage
csc315
TCNJ Logo
TCNJ Facilities
Start Year
End Year
Dropdown containing different vehicles
Dropdown for Hybrid, Zero, ICE
of
Add
Submit
Starting Fleet
Dropdown containing different vehicles
Dropdown for Hybrid, Zero, ICE
of
Add
Goal Fleet
Final Graph
Download Graph

1-page quad chart

Need *What are the customer and market Needs?* - To become carbon neutral by 2040 - Determine the most cost-effective method of meeting this need - Utilize a system for testing the possibilities towards reaching this goal	**Approach** *What is your unique approach for addressing this need?* - Gathering empirical data in order to provide accurate information - Our produced system will allow ease of method testing with quick result and predictions for the outcomes of switching vehicles in the vehicle fleet towards a 0 emissions solution
Benefit *What are the specific benefits for the Stakeholders?* - Ewing and the surrounding communities will benefit from the reduction of emissions from the College - The College of New Jersey will benefit from a more efficient fleet in the long run	**Competition** *How are the benefits superior to the competition and the alternatives?* - Our system is flexible and can be applied to various types of sources of energy usage (with some modification) - Our system is not based around comparison between other schools/buildings, but catered to what options the user is already picking between

Proposal Pitch Presentation

Group 1-5 Pitch

Fleet Management

By

Ryan Arnold, Adeena Ahmed, Chris Eng, David Orpen, Philip Caggiano, Justin Wain, Hafsah Shaik

Problem Statement

- In the push for improving the current state of the environment, many businesses have made it a goal to reduce their impact on the environment as a whole.
- In the case of TCNJ, the goal is to become carbon neutral by 2040, and one of the steps in this process is to reduce the carbon impact of the vehicle fleet.
- However, there needs to be a plan of action when considering the costs of performing this transition and what the best course of action could be.

TCNJ
THE COLLEGE OF NEW JERSEY

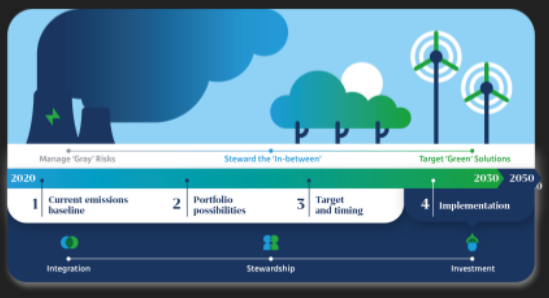
CARBON NEUTRAL CO_2 NEUTRAL CARBON NEUTRAL

Objective

- What is the most cost effective solution in which the College can reach its goal of net 0 emissions by 2040?
- This process can be done by analyzing the costs of owning different types of vehicles and the amount of emissions they create at different points in time.
- Should the College move to transition its fleet to zero emission alternates immediately or later in our time frame?

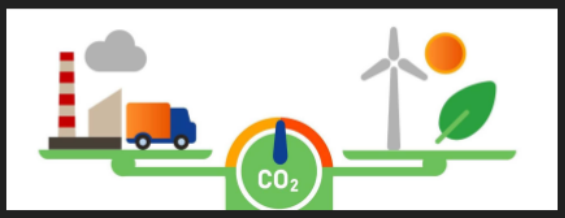
Desired End Product

- We wish to create a model of the current TCNJ fleet where vehicles and vehicle factors can be changed and costs/carbon effects can be calculated and displayed.
- Users can therefore test different replacement/transition strategies to find the best possible strategy for the transition both financially and environmentally.



Importance and Need

- We cannot jump to a solution for the carbon neutral problem without a system for testing the possibilities towards reaching this goal.
- Our produced system will allow ease of method testing with quick results and predictions for the outcomes of switching vehicles in the vehicle fleet towards a 0 emissions solution.



Plan For Research

- We will first start with the data from the excel files in Canvas.
- We will then search other reports/studies about carbon emissions (Maybe from the TCNJ's virtual library).
- Next, we will find newspaper/magazine/journal articles about carbon neutral efforts and difficulties (Virtual/physical library).
- Look for statements from car manufacturers about their efforts to reduce carbon emissions from their vehicles.
- We would also try to gain ideas from other existing measurement systems to improve our module.

Other Systems

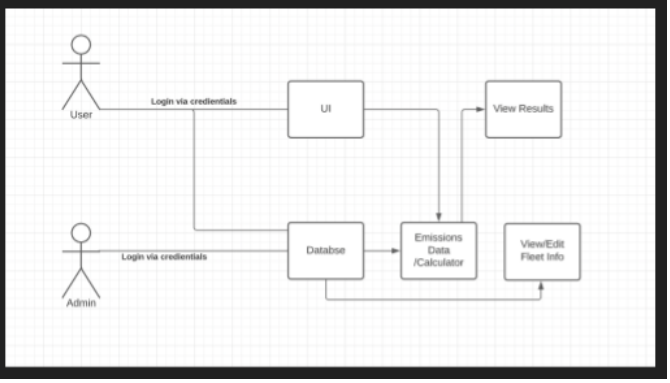
- GREET Fleet Footprint: measures the GHG emissions associated with medium and heavy-duty vehicles. Our system can be applied to various vehicles. Additionally, our method also takes cost into consideration.
- The Energy Star program's system is linked to your electric bills and is applied strictly to buildings while determining solutions based on more successful buildings. Our system can do both cars and buildings (with slight modification) and offers ideas based on options that TCNJ has already determined viable
- AASHE's tool is designed for comparison between other schools and generating data for reporting purposes. Our system provides data for analytical purposes

Other Applications

- We believe that our module can be used for campus buildings; the data would just need to be changed since it's a sustainability testing system.
- The application doesn't have to just apply to TCNJ, other schools or even car companies could benefit from a vehicle sustainability testing system.

Technology/Database Concepts + Diagram

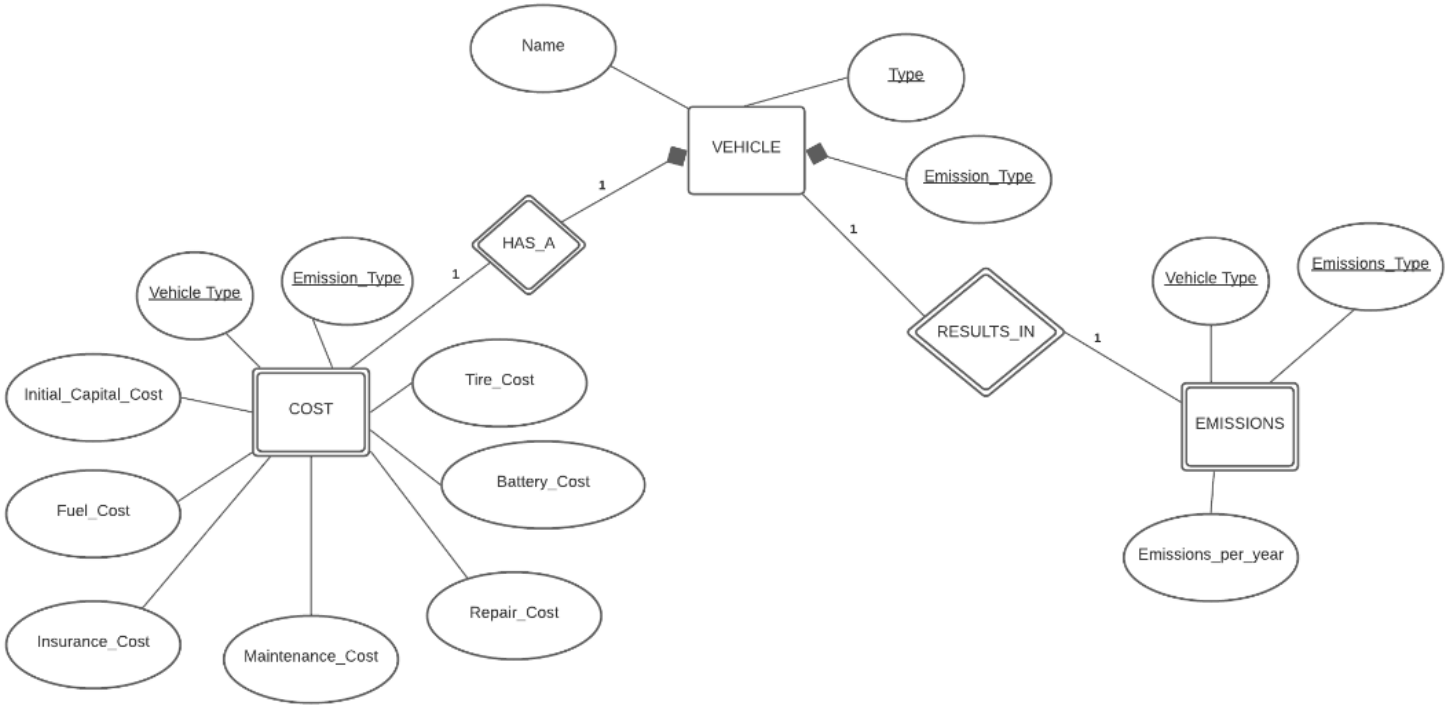
- We will need to understand how to use and view Excel files in order to keep track of our data.
- Some technologies & database concepts we will need to learn:
  - Optimal Database Design with PostgreSQL
  - Querying our database in an efficient manner
  - Securing & Backing up our data



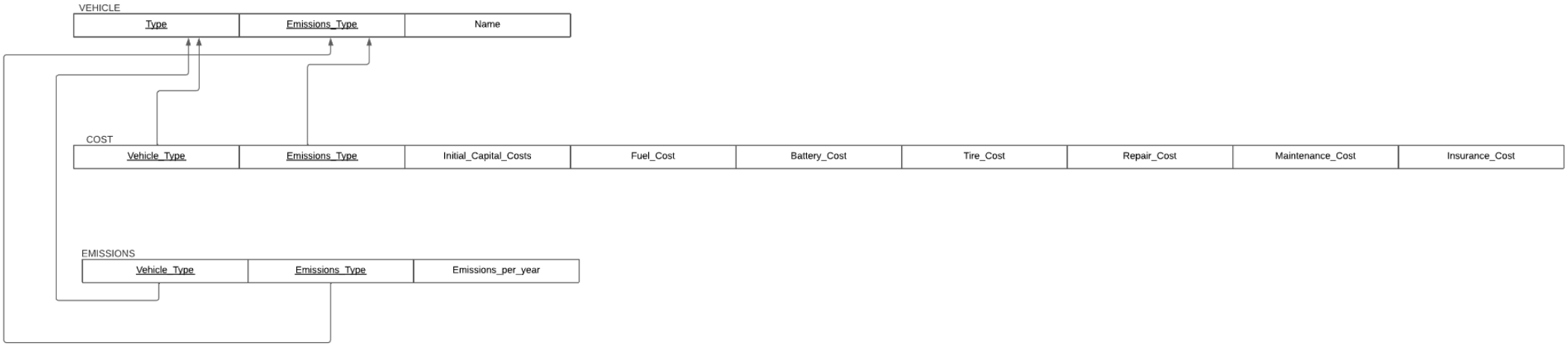
The End

Elaboration: Design

ER Diagram



Relational Schema



- **Initial database size (approximate number of records)**
  - VEHICLE: 18 tuples, one for each combination of vehicle type and emissions type
  - COST: 18 tuples, one for each combination of vehicle type and emissions type
  - EMISSIONS: 18 tuples, one for each combination of vehicle type and emissions type

- **Types and average number of searches:**
  - In order to calculate the costs and emissions associated with each vehicle type & vehicle emissions type in the fleet, we will need to fetch its corresponding tuple in both the COSTS & EMISSIONS relations.
  - Since there are only 18 combinations of Vehicle type and Vehicle Emissions type, we will only need to perform at most 18 searches per year.
  - However, as fleet composition changes each year, we may need to perform these 18 searches repeatedly.

Mid-Semester Project Presentation

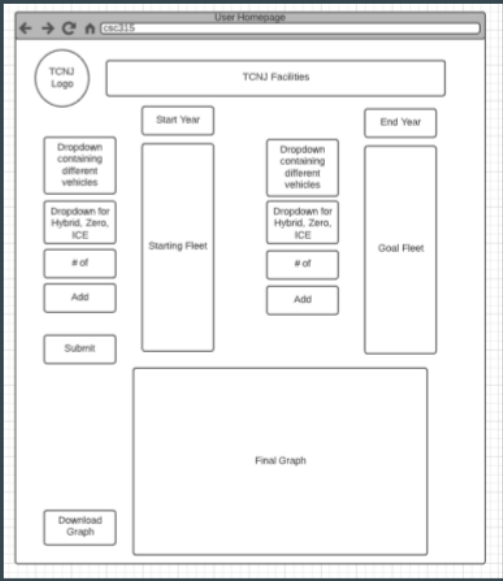
Group 1-5
Mid-Semester Project Presentation

Ryan Arnold, Adeena Ahmed, Chris Eng, David Orpen, Philip Caggiano, Justin Wain, Hafsah Shaik

Our Project

- Using data provided to us through Microsoft Excel, we plan to create an application that can successfully predict how the TCNJ vehicle fleet will adapt to meet the College's emissions standards.
- Users will have an interactive interface to obtain a visual model in order to test different solutions.
- For today, we will give an idea of our plans for the database model, in terms of design as well as what we believe the best path will be to calculate the emissions over time when transitioning the TCNJ vehicle fleet to carbon neutral standards.

What it will look like



Supported User Queries:

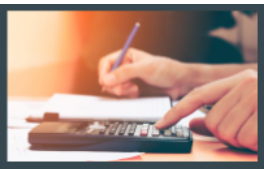
User:

1. The user would be able to enter their current fleet by vehicle category (Passenger, Public Safety, Pick up Truck, etc.) and their vehicle type (ICE, Hybrid, Zero).
2. The user would then enter their end year and the fleet they would like to have by that year.
3. The user can then hit submit and our application would generate a report showcasing the most optimal path the user could take while balancing emissions and costs.

Admin

1. The admin will be able to view and edit the database, as well as use the emissions calculator.

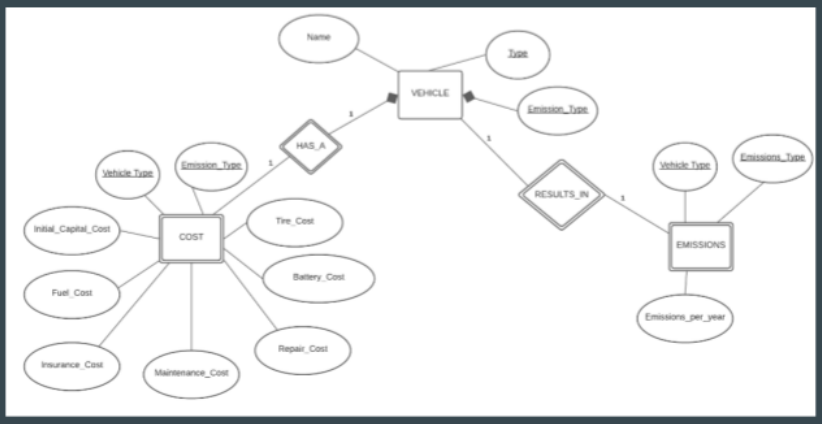
How will we calculate the best path?



- Two charts, both with a X-axis representing “Start year” to “End year”, Y-axis = “Cost” or “Emissions”
- The system will automatically calculate the cost/emission at Start Year and End Year using the Excel data provided
- To illustrate the transition from the Start Year’s vehicle fleet to the End Year’s vehicle fleet, the system will assume a straight-line adjustment for each year (Ex: replace one start-year specific vehicle with a vehicle of similar Initial Capital Cost)
- This, in turn, will calculate how to find the best path to transition in terms of which vehicles need to transition to carbon neutral options over time

ER Diagram

- Strong entity:
  - Vehicle
- Weak entities:
  - Cost
  - Emissions



Relational Schema

Thank You

Questions, comments?

What do you believe to be the best path in transitioning the vehicle fleet into a carbon neutral future?

Construction: Tables, Queries, and User Interface

Create.sql

```
CREATE TABLE VEHICLE (
Vehicle_type VARCHAR(255),
Emissions_type VARCHAR(255),
```

```
Anticipated_mileage INT,
Miles_per_gallon INT,
PRIMARY KEY (Vehicle_type, Emissions_type)
);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Passenger_Vehicle','ICE',12000,30);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Passenger_Vehicle','Zero',12000,0);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Public_Safety_Vehicle','ICE',12000,17);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Public_Safety_Vehicle','Hybrid',12000,24);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Public_Safety_Vehicle','Zero',12000,0);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Pick_Up_Truck_Light_Duty','ICE',12000,15);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Pick_Up_Truck_Light_Duty','Zero',12000,0);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Pick_Up_Truck_Med_Heavy_Duty','ICE',6000,10);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Pick_Up_Truck_Med_Heavy_Duty','Zero',6000,0);
```

```
INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Van_Cargo','ICE',12000,16);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Van_Cargo','Zero',12000,0);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Van_Passenger','ICE',12000,16);
INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Van_Passenger','Hybrid',12000,24);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Van_Passenger','Zero',6000,0);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Low_Speed_Utility','ICE',6000,27);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Low_Speed_Utility','Zero',6000,0);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Low_Speed_Passenger','ICE',6000,27);

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Low_Speed_Passenger','Zero',6000,0);

select * from vehicle;
CREATE TABLE COST (
Vehicle_type  VARCHAR(255),
Emissions_type  VARCHAR(255),
```

```
Initial_capital INT,
Fuel_cost_per_mile float(2),
Battery INT,
Insurance INT,
Repair INT,
Maintenance_cost_per_mile float(2),
PRIMARY KEY (Vehicle_type, Emissions_type)
);

ALTER TABLE COST
ADD FOREIGN KEY (Vehicle_type, Emissions_type) REFERENCES VEHICLE(Vehicle_type,
Emissions_type)
ON DELETE CASCADE ON UPDATE CASCADE;
INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Passenger_Vehicle','ICE',25555,0.20,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Passenger_Vehicle','Zero',36500,0.05,7500,800,5500,0.06);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Public_Safety_Vehicle','ICE',38000,0.20,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Public_Safety_Vehicle','Hybrid',42000,0.15,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Public_Safety_Vehicle','Zero',42000,0.05,7500,800,5500,0.06);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Pick_Up_Truck_Light_Duty','ICE',35200,0.20,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Pick_Up_Truck_Light_Duty','Zero',42000,0.05,7500,800,5500,0.06);
```

```
INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Pick_Up_Truck_Med_Heavy_Duty','ICE',51380,0.20,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Pick_Up_Truck_Med_Heavy_Duty','Zero',51380,0.05,200,800,5500,0.06);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Van_Cargo','ICE',38215,0.20,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Van_Cargo','Zero',44900,0.05,7500,800,5500,0.06);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Van_Passenger','ICE',42600,0.20,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Van_Passenger','Hybrid',42600,0.15,200,800,5500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Van_Passenger','Zero',42600,0.05,200,800,5500,0.06);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Low_Speed_Utility','ICE',19100,0.20,100,0,2500,0.10);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Low_Speed_Utility','Zero',16000,0.05,5400,0,2500,0.06);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Low_Speed_Passenger','ICE',19100,0.20,100,0,2500,0.10);
```

```
INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Low_Speed_Passenger','Zero',16000,0.05,5400,0,2500,0.06);
select * from cost;
CREATE TABLE EMISSIONS (
Vehicle_type  VARCHAR(255),
Emissions_type  VARCHAR(255),
ECE float(2),
PRIMARY KEY (Vehicle_type, Emissions_type)
);

ALTER TABLE EMISSIONS
ADD FOREIGN KEY (Vehicle_type, Emissions_type) REFERENCES VEHICLE(Vehicle_type,
Emissions_type)
ON DELETE CASCADE ON UPDATE CASCADE;
INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Passenger_Vehicle','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Passenger_Vehicle','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Public_Safety_Vehicle','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Public_Safety_Vehicle','Hybrid',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Public_Safety_Vehicle','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Pick_Up_Truck_Light_Duty','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Pick_Up_Truck_Light_Duty','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Pick_Up_Truck_Med_Heavy_Duty','ICE',23.5);
```

```
INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Pick_Up_Truck_Med_Heavy_Duty','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Van_Cargo','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Van_Cargo','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Van_Passenger','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Van_Passenger','Hybrid',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Van_Passenger','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Low_Speed_Utility','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Low_Speed_Utility','Zero',0.32);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Low_Speed_Passenger','ICE',23.5);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Low_Speed_Passenger','Zero',0.32);
select * from emissions;
CREATE VIEW VEHICLE_COSTS AS
SELECT *
FROM COST
NATURAL JOIN VEHICLE;

CREATE VIEW VEHICLE_EMISSIONS AS
SELECT *
FROM EMISSIONS
NATURAL JOIN VEHICLE;
```

```
CREATE VIEW VEHICLE_COSTS_EMISSIONS AS
SELECT *
FROM VEHICLE_EMISSIONS
NATURAL JOIN VEHICLE_COSTS;

select * from vehicle_costs;
select * from vehicle_emissions;


/*\s create.sql */


drop.sql
drop view vehicle_costs;
drop view vehicle_emissions;
drop table cost;
drop table emissions;
drop table vehicle;
/*\s drop.sql */

transactions.sql
SELECT Vehicle_Type
FROM VEHICLE;

SELECT *
FROM VEHICLE_COSTS
WHERE VEHICLE_TYPE = 'Low_Speed_Utility' AND EMISSIONS_TYPE = 'Zero';

SELECT *
FROM VEHICLE_EMISSIONS
WHERE VEHICLE_TYPE = 'Low_Speed_Utility' AND EMISSIONS_TYPE = 'Zero';
UPDATE VEHICLE
   SET Miles_per_gallon = 22
   WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

UPDATE COSTS
   SET Battery = 1000
   WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

UPDATE EMISSIONS
```

```
   SET ECE = 24
   WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

DELETE FROM COST
WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

DELETE FROM EMISSIONS
WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

DELETE FROM VEHICLE
WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Low_Speed_Utility','Zero',6000,0);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Low_Speed_Utility','Zero',16000,0.05,5400,0,2500,0.06);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Low_Speed_Utility','Zero',0.32);
SELECT Vehicle_Type
FROM VEHICLE;

SELECT *
FROM VEHICLE_COSTS
WHERE VEHICLE_TYPE = 'Low_Speed_Utility' AND EMISSIONS_TYPE = 'Zero';

SELECT *
FROM VEHICLE_EMISSIONS
WHERE VEHICLE_TYPE = 'Low_Speed_Utility' AND EMISSIONS_TYPE = 'Zero';
UPDATE VEHICLE
   SET Miles_per_gallon = 22
   WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

UPDATE COST
   SET Battery = 1000
   WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';
```

```
UPDATE EMISSIONS
   SET ECE = 24
   WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

DELETE FROM COST
WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

DELETE FROM EMISSIONS
WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

DELETE FROM VEHICLE
WHERE VEHICLE_TYPE='Low_Speed_Utility' AND EMISSIONS_TYPE= 'Zero';

INSERT INTO VEHICLE (Vehicle_type, Emissions_type, Anticipated_mileage,
Miles_per_gallon)
VALUES ('Low_Speed_Utility','Zero',6000,0);

INSERT INTO COST (Vehicle_type, Emissions_type, Initial_capital, Fuel_cost_per_mile,
Battery, Insurance, Repair, Maintenance_cost_per_mile)
VALUES ('Low_Speed_Utility','Zero',16000,0.05,5400,0,2500,0.06);

INSERT INTO EMISSIONS (Vehicle_type, Emissions_type, ECE)
VALUES('Low_Speed_Utility','Zero',0.32);

/*\s transactions.sql */
```

Transition: Maintenance

https://github.com/TCNJ-degoodj/cab-project-01-5

Final Project Demonstration (includes pics of user interface)

Fleet Management

Chris Eng, Philip Caggiano, Ryan Arnold, David Orpen, Justin Wain, Adeena Ahmed, Hafsah Shaik

Need

The stakeholders of this project are:

- Ewing and the Surrounding communities
- The College of New Jersey
  - Students
  - Faculty
  - Staff

The market of this project would be:

- Global sustainability projects

The goal is to become carbon neutral by 2040

- Try to determine the most cost-effective method of meeting this need

Approach

- We cannot jump into a solution for the carbon neutral problem without a system for testing the possibilities towards reaching this point. There needs to be a plan of action when considering the costs of performing this transition and what the best course of action could be.
- Our unique approach for addressing this need is the gathering of empirical data in order to provide accurate information. Our produced system allows you to calculate costs and emissions associated with a vehicle type and its emissions type. Additionally, you can calculate the annual costs and emissions associated with a fleet. Using these functionalities, informed decisions can be made about TCNJ's vehicle fleet now and in the future.

Benefits

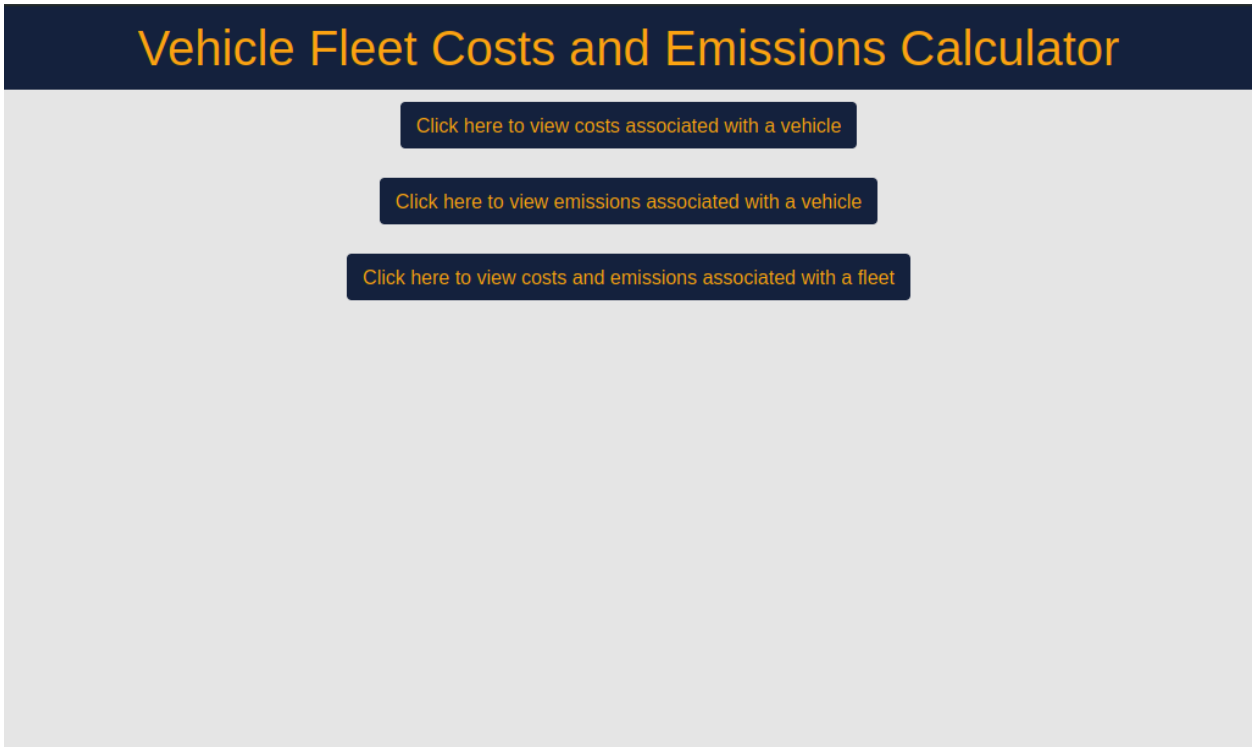
- The benefits include a much more sustainable and efficient vehicle fleet system, which will also lead to a cleaner-air environment across the TCNJ campus and the general Ewing community

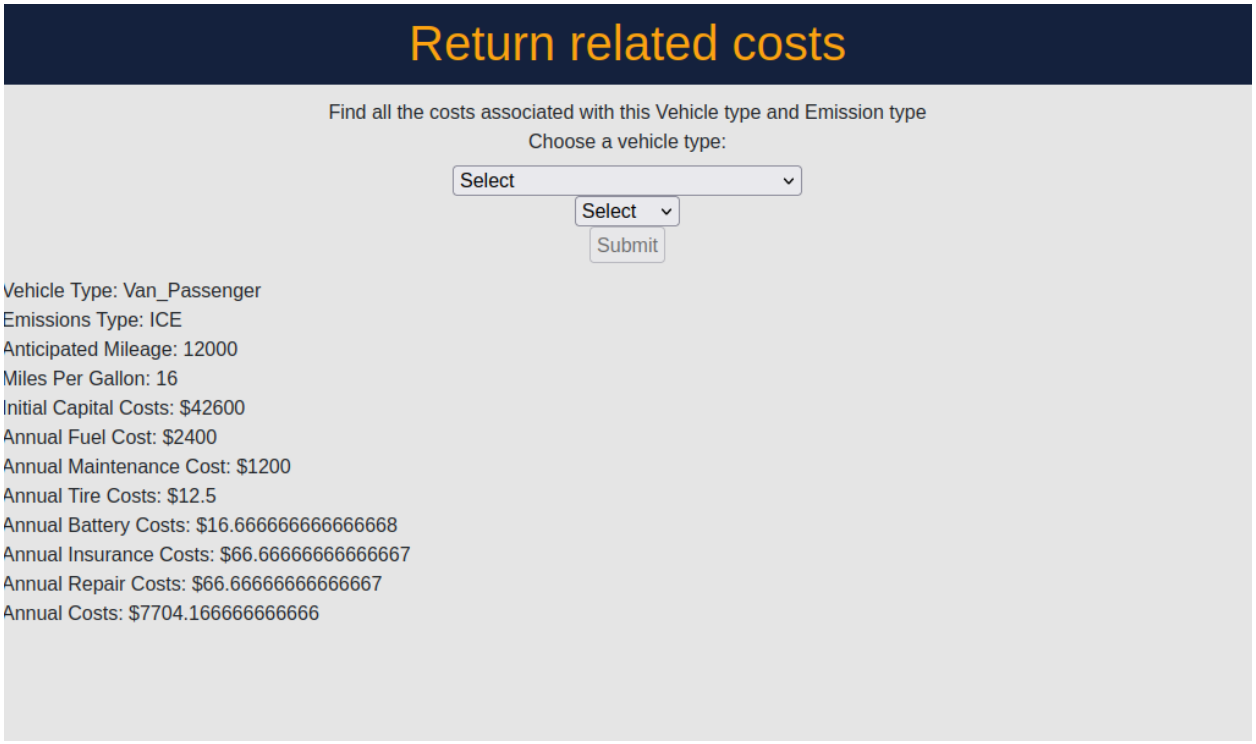
Costs

- The main cost of implementing our database is creating a new website to house the database and make the software associated with it available to the public

The End

User Interface





Return related emissions

Find all the emissions information associated with this Vehicle type and Emission type

Choose a vehicle type:

Select

Select

Submit

Vehicle Type: Van_Passenger
Emissions Type: Hybrid
Anticipated Mileage: 12000
Miles Per Gallon: 24
Estimated Carbon Emissions: 23.5
Annual Emissions: 11750

Fleet Costs and Emissions Calculator

Public_Safety_Vehicle

ICE 10 Hybrid Zero

Van_Passenger

ICE 14 Hybrid Zero

Van_Cargo

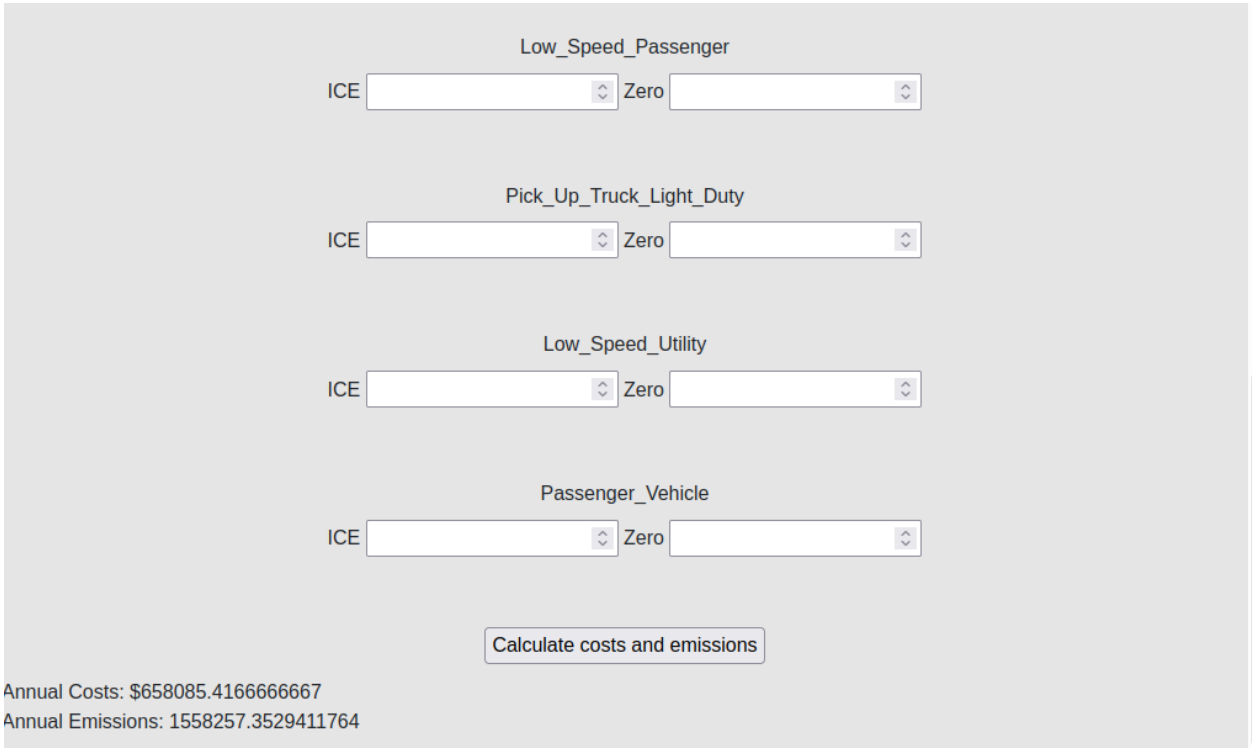
ICE 65 Zero

Pick_Up_Truck_Med_Heavy_Duty

ICE Zero

Low_Speed_Passenger

ICE Z



Transition: Product Hand Over

https://github.com/adeena210/FleetVehicleManagement