

# 2023 Green Fleet Annual Report

March 2024



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## 1. INTRODUCTION

### Background:

Ulster County's [Sustainable Green Fleet Policy](#) provides overall goals and strategies to improve vehicle fuel efficiency and reduce greenhouse gas emissions for the Ulster County fleet.

- [Local Law #9 of 2015](#) establishing a Sustainable Green Fleet Policy, was adopted by the Ulster County Legislature in August of 2015 and approved by the County Executive in September of 2015.
- [Local Law No. 3 of 2022](#) amended the Sustainable Green Fleet Policy to update goals and strategies, including increasing the minimum green fleet goal to 20% by 2025 (from an overall goal of 5% previously).
- [Local Law No. 6 of 2023](#) amended the Sustainable Green Fleet Policy to mandate that:
  - a minimum of 20% of the fleet by 2025 are green vehicles, with at least 20% of those being zero-emission.
  - after 2025, 100% of passenger and light duty truck vehicles purchased, leased or otherwise obtained will be zero-emission vehicles.

### Reporting Requirements

The Green Fleet Policy requires that the Department of the Environment (DOE), in conjunction with relevant departments, prepares an annual report to be filed with the County Executive and the designated Ulster County Legislative Standing Committee(s). Annual reports dating back to 2015 are published on the County website at: <https://ulstercountyny.gov/environment/sustainability-energy/green-fleet-initiative>.

The Annual Report is required to include the following:

- Information addressing the intent and purpose of the law, the fleet inventory, and the Green Fleet Policy implementation strategies;
- Documentation of fuel use and emissions associated with the fleet;
- Assessment of goals as outlined in policy and whether they have been attained; and
- Recommendations regarding actions to be taken to meet the goals as well as recommendations as to specific changes or modifications to the policy.

## 2. METHODOLOGY & DATA

The monitoring and implementation of the Green Fleet Law is a collaborative effort between various Executive Departments, including the Department of the Environment, the Department of Public Works (DPW) Fleet Manager, and Ulster County Area Transit (UCAT). The information in this report was compiled from several data sources and analyzed to determine the overall fleet composition by fuel type, vehicle class, and department, as well as the average efficiency of the Ulster County fleet by individual vehicle (where a full year of data including mileage and fuel usage is available). The data contained within this report is gathered and maintained by the Department of the Environment.

The 2023 Green Fleet report reflects a significant shift in the methodology used to collect and analyze the fleet data. In part this is due to the deployment of telematics software (i.e. Samsara) in an increasing number of fleet vehicles, which will result in more accurate reporting over time. Samsara provides cloud-based, vehicle-specific data including annual mileage, fuel usage, and fuel efficiency. For the 2023 report, DOE collaborated closely with the DPW Fleet Manager and UCAT to further improve and streamline the fleet inventory and vehicle-specific data collection and analysis processes, including the addition of new fields in Asset Works (to indicate fuel type and vehicle class in alignment with the Green Fleet Policy) and the use of R (a statistical and graphics computer language) to join the various data sets and provide additional levels of analysis and supporting graphics (including the various charts included in this report).

**Primary Data Sources:**

- **Asset Works:** All fleet and transit assets, including vehicles and non-road equipment, are tracked in Asset Works software. All assets are tracked through their entire lifecycle, from acquisition to disposal. Asset Works reports are the primary data source for the overall fleet inventory evaluated in the annual Green Fleet Report, with vehicle-specific data including Samsara and Wex additionally tracking annual mileage as well as fuel usage and efficiency. Information in Asset Work includes but is not limited to: acquisition date, acquisition cost, maintenance costs, vehicle type, green fleet status, assigned department, assigned staff member if used as take home vehicle, and date of assignment as take home vehicle.
- **Samsara:** Beginning in 2023, a large portion of fleet vehicles had Samsara telematics software installed (upwards of 300 vehicles). Samsara provides cloud-based data and GPS tracking, including annual mileage and fuel usage including gallons of gas/diesel as well as electricity kWh (if applicable), and fuel efficiency. The availability of the Samasara data will significantly streamline the data collection and analysis associated with the annual Green Fleet Report in future years, and having exact annual mileage and fuel usage numbers will support more accurate fuel efficiency tracking and associated recommendations. For the 2023 Green Fleet Report a full year of Samsara data was not available yet for most fleet vehicles however.
- **WexOnline (external fuel purchases):** WexOnline® is a credit card procurement system that allows vehicle drivers to purchase fuel at commercial service stations. This system tracks transaction data including: vehicle, mileage, user, and department.
- **FuelMaster (County tanks, non-UCAT vehicles):** DPW maintains diesel fuel tanks at various Highway Substations for use with Heavy Duty vehicles, the DMV mobile unit and non-road vehicle equipment. These tanks are filled by the County’s diesel fuel vendor or through pickup at a local fuel terminal with a County-owned fuel truck. The FuelMaster system provides data on fuel dispensed from these tanks.
- **Phoenix (County tanks, UCAT vehicles):** UCAT maintains diesel and gasoline tanks on site for operation of the UCAT transit fleet. UCAT vehicles fuel from these tanks to the maximum extent possible, though occasionally UCAT vehicles also use the WexOnline® system for fueling. UCAT’s fueling management system provides data on fuel dispensed from these tanks.
- **SUNY New Paltz Fuel (UCAT, New Paltz loop bus):** Ulster County uses diesel fuel from pumps at SUNY New Paltz for the New Paltz bus loop. This fuel is procured through an agreement with SUNY New Paltz, with the usage reported quarterly to the County and included in the fuel usage totals in this report.
- **Electric Vehicle Charging Station Sessions:** Ulster County fleet and public EV charging data - for the network of EV charging station hosted by the County on County-owned facilities - is available via the following sources:
  - UCAT: EV Connect: For the UCAT transit fleet vehicles charging sessions at the UCAT bus garage (1 Danny Circle), including the Ford e-transits and battery electric/New Flyer buses (\*additionally, New Flyer data was used for the three battery electric buses as Samsara did not track their electricity usage in 2023).
  - ChargePoint: For fleet as well as public charging sessions at County-hosted ChargePoint EV charging stations.
  - Livingston: For fleet as well as public charging sessions at County-hosted Livingston EV charging stations (\*to be available starting in 2024; new Livingston charging station installations are underway at several County facilities).

### 3. FLEET INVENTORY

#### Green Vehicle Definitions

Per the Sustainable Green Fleet Policy, Green Vehicle is defined as any vehicle that employs technology that reduces fuel consumption or emissions and shall include, but is not limited to, vehicles that have electric drive trains (EVs), hybrid-electric, and hybrid vehicles that use both a rechargeable energy storage system and combustible fuel:

- Hybrid Vehicles: Hybrids have electric components but use a combustible fuel source (such as gasoline) to power the vehicle. The battery can only be recharged by operating the vehicle (i.e. no plug).
- Plug-in Hybrid Vehicles (PHEV): PHEVs have a larger battery that will enable a portion of driving range available as "all-electric" mode. The batteries can be recharged by plugging the vehicle into an electric power source.
- Battery Electric Vehicles (BEV or EV): BEVs/EVs are powered solely by electricity stored in batteries and have no internal combustion engine in the vehicle.
- Zero-emission Vehicle (ZEV): Refers to any vehicle that does not produce greenhouse gas emissions while driving, per the US Environmental Protection Agency's Fuel Economy and Environment rating methodology in which a vehicle's tailpipe carbon dioxide (CO2) emissions are rated in grams per mile for combined city and highway driving. \*At the time of this report, EVs are the only vehicles in the Ulster County fleet that meet this definition, therefore EVs serve as a stand-in towards the Policy's ZEV vehicle goals.
- Internal Combustion Engine (ICE): In this report "ICE" vehicles refer to conventional vehicles with internal combustion engines, which are either gasoline or diesel-powered. ICE is used to distinguish vehicles/fuel types that do not meet the Green Fleet Policy definition of Green Vehicle.

#### 2023 Fleet Inventory Summary

At the close of 2023 there were a total of **481** vehicles in the Ulster County Fleet. The full fleet inventory is included as Appendix A at the end of this report. The Ulster County departments with the largest number of fleet vehicles include DPW/Highway Department (30.6%), the Sheriff's Office, (21%), and UCAT (9.1%).

**TABLE 1: FLEET INVENTORY - SUMMARY BY DEPARTMENT**

Department	Number of Vehicles	Percent of Fleet
ARSON	1	0.2%
BUILDINGS & GROUNDS	34	7.1%
CENTRAL AUTO	4	0.8%
CENTRAL SERVICES	2	0.4%
CLERK	3	0.6%
COUNTY EXECUTIVE	1	0.2%
DA OFFICE	14	2.9%
DSS	34	7.1%
ECONOMIC DEVELOPMENT	1	0.2%
ELECTIONS	1	0.2%
EMERGENCY COMMUNICATION	9	1.9%
ENVIRONMENT COUNCIL	1	0.2%
FIRE CONTROL	2	0.4%
HEALTH	13	2.7%
HIGHWAY DEPARTMENT	147	30.6%
INFORMATION SERVICES	5	1.0%
JAIL	21	4.4%
MEDICAL EXAMINER	2	0.4%
OFA	8	1.7%
PROBATION	20	4.2%
PUBLIC DEFENDER	1	0.2%
SAFETY	3	0.6%
SHERIFF	84	17.5%
SHERIFF - URGENT	17	3.5%
TOURISM	1	0.2%
UCAT	44	9.1%
VETS	6	1.2%
WEIGHTS & MEASURES	2	0.4%
<b>Grand Total</b>	<b>481</b>	<b>100.0%</b>

**Vehicles In-Service & Surplused/Retired**

In 2023 50 vehicles were entered into service and 52 were surplused or otherwise retired. Appendices B and C provide full lists of these vehicles. Of the 50 fleet vehicles entered into service in 2023, 44% (22 vehicles) met the Green Fleet Policy definition of green vehicles.

**TABLE 2: NEW VEHICLES IN-SERVICE BY FUEL TYPE (2023)**

Fuel Type	Number of Vehicles	Percent
<b>EV</b>		
HEALTH	1	2.0%
OFA	2	4.0%
SHERIFF	3	6.0%
UCAT	3	6.0%
<b>EV Total</b>	<b>9</b>	<b>18.0%</b>
<b>PHEV</b>		
DSS	2	4.0%
HIGHWAY DEPARTMENT	1	2.0%
MEDICAL EXAMINER	1	2.0%
PROBATION	1	2.0%
SAFETY	1	2.0%
SHERIFF	6	12.0%
<b>PHEV Total</b>	<b>12</b>	<b>24.0%</b>
<b>HYBRID</b>		
JAIL	1	2.0%
<b>HYBRID Total</b>	<b>1</b>	<b>2.0%</b>
<b>ICE</b>		
BUILDINGS & GROUNDS	1	2.0%
CENTRAL AUTO	1	2.0%
DA OFFICE	2	4.0%
HIGHWAY DEPARTMENT	10	20.0%
JAIL	3	6.0%
SHERIFF	8	16.0%
SHERIFF - URGENT	2	4.0%
VETS	1	2.0%
<b>ICE Total</b>	<b>28</b>	<b>56.0%</b>
<b>Grand Total</b>	<b>50</b>	<b>100.0%</b>

## 4. GREEN FLEET GOALS

### Fleet Composition By Fuel Type

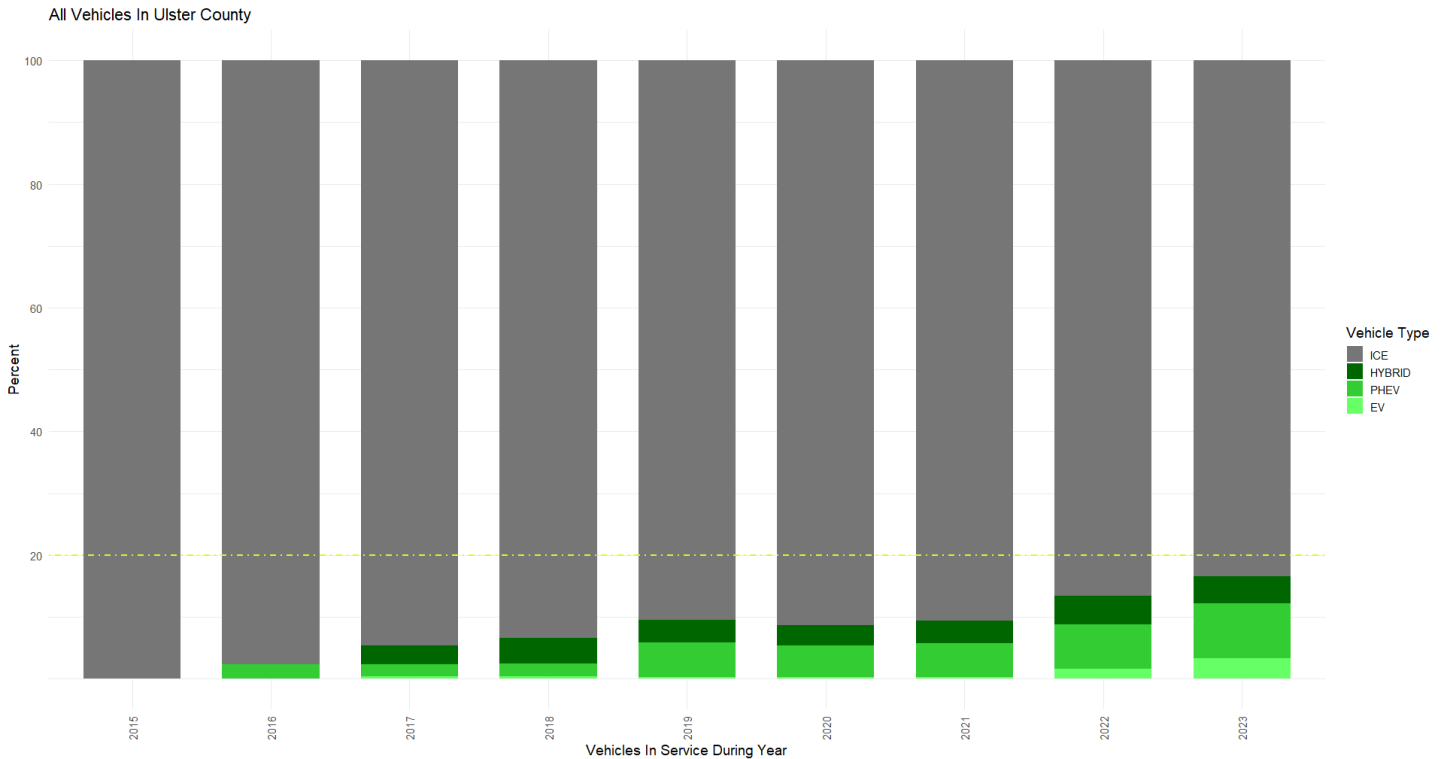
At the close of 2023, **16.6%** of the fleet was composed of green vehicles. The overall fleet composition broken down by fuel types is included in the table and charts below and is aligned with the green vehicle definitions in the Green Fleet Policy included in Section 3 of this report.

**TABLE 3: FLEET COMPOSITION BY FUEL TYPE (2023)**

FUEL TYPE	GREEN VEHICLE	NUMBER OF VEHICLES	PERCENT OF FLEET
EV - electric vehicles	yes	16	3.3%
PHEV - plug-in hybrid electric vehicles	yes	43	8.9%
Hybrid -conventional hybrid vehicles with no plug	yes	21	4.4%
ICE - conventional vehicles with internal combustion engines (gas/diesel)	no	401	83.4%
TOTAL VEHICLES		483	100%
TOTAL GREEN VEHICLES		80	16.6%

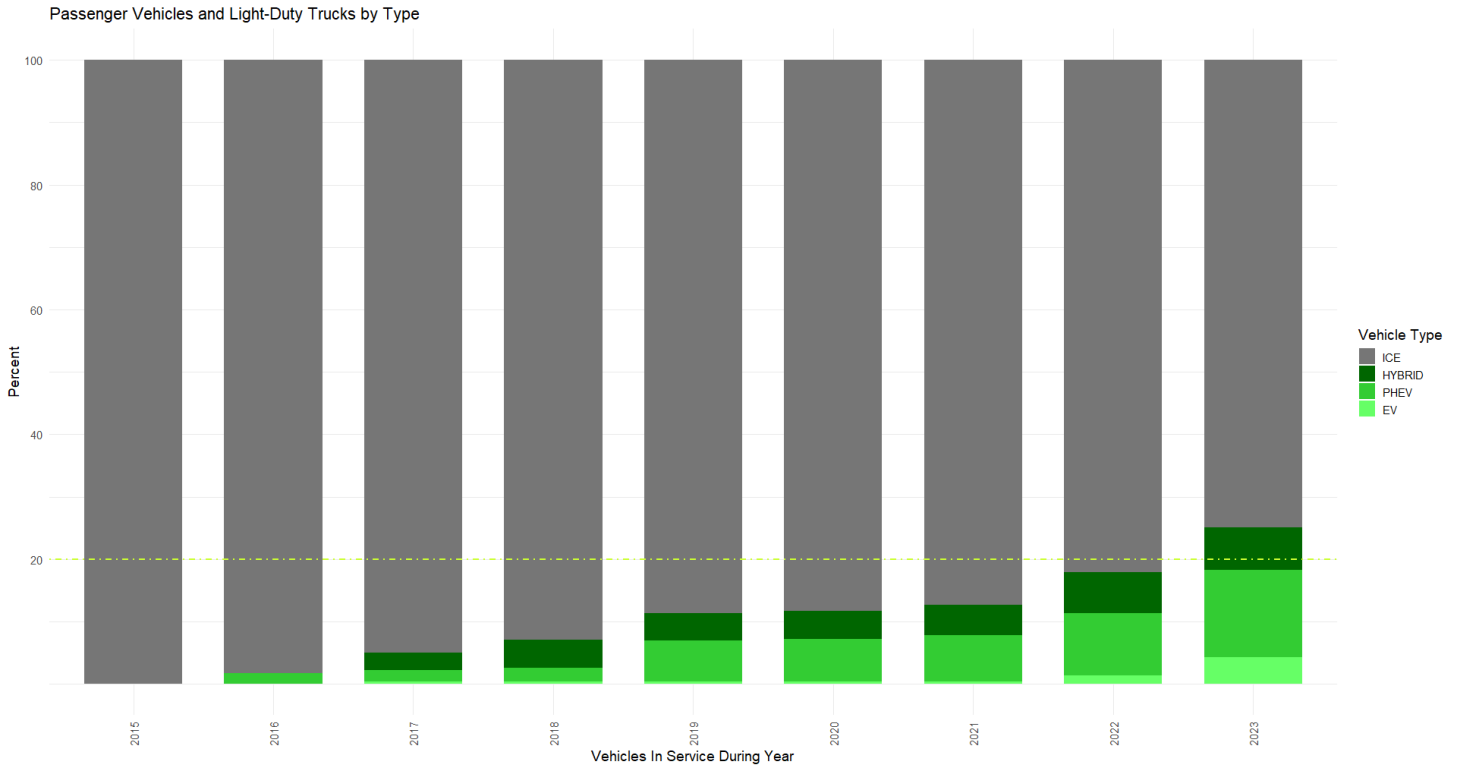
The chart below shows the County’s progress since 2015 towards the Green Fleet Policy goal of **20% green vehicles by 2025**.

**FIGURE 1: FLEET COMPOSITION BY FUEL TYPE (MULTIYEAR)**



The chart below shows that a larger proportion of the **passenger and light-duty** vehicle classes are green vehicles compared to the overall fleet composition.

**FIGURE 2: COMPOSITION BY FUEL TYPE - PASSENGER & LIGHT DUTY ONLY**



**ZEV/EV GREEN FLEET POLICY GOALS**

The Green Fleet Policy requires that, after 2025, 100% all passenger and light-duty fleet vehicles purchased and leased are zero-emission vehicles (ZEVs). As EVs are functionally the only type of ZEVs currently deployed in the Ulster County fleet, this means that **after 2025 upwards of 261 fleet vehicles could ultimately be phased in as EVs** as new passenger and light-duty vehicles are purchased or leased. The full fleet inventory is included as Appendix A in this report, and additionally includes a column showing which vehicles will be ultimately transitioned to EVs (i.e. all current passenger and light-duty vehicles).

As ICE vehicles are increasingly replaced with EVs, a key consideration will be to additionally plan for the fleet EV charging stations will need to be installed at the various County facilities where these fleet EVs are to be located – primarily where they are parked overnights – in order to ensure the successful transition to a predominantly electric fleet in the coming years. Further discussion of EV charging stations is included in Section 8 of this report.

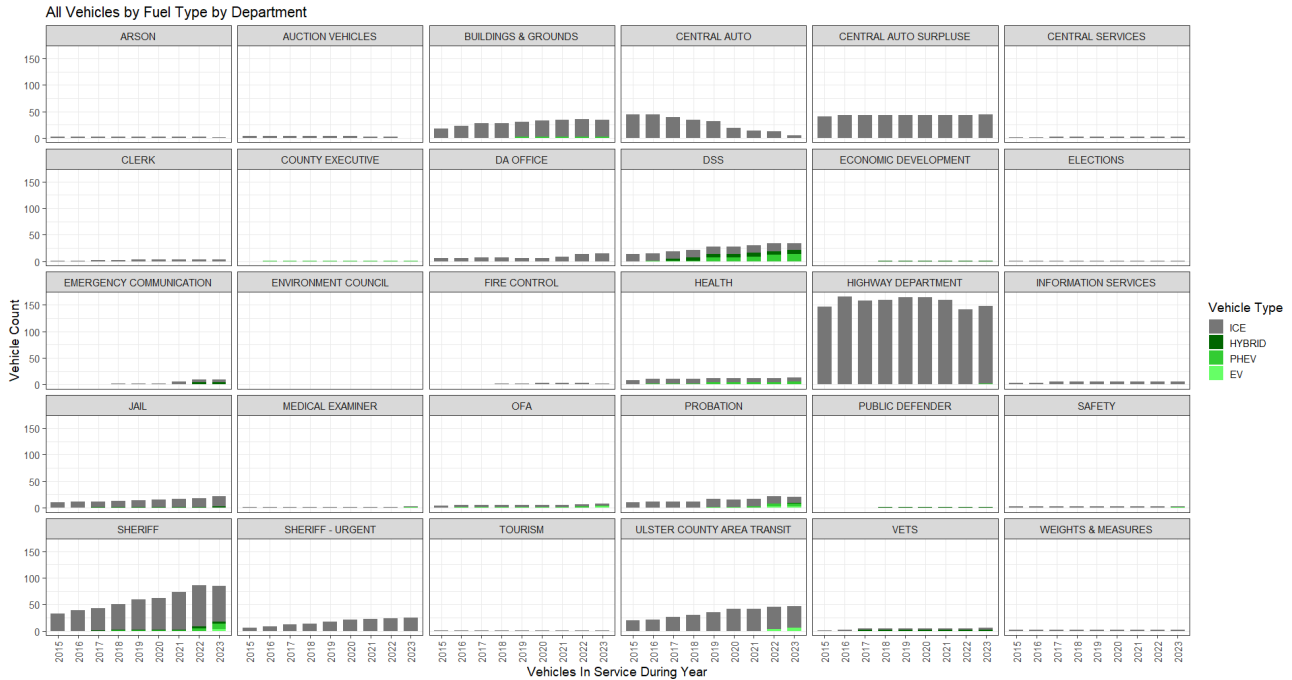
**TABLE 4: ZEV/EV GREEN FLEET POLICY GOALS**

Class	Number of Vehicles	Future EVs
Passenger Vehicle	227	= 261 fleet EVs (to be purchased/leased after 2025)
Light-Duty Truck	34	
Medium-Duty Vehicle	104	
Heavy-Duty Vehicle	116	



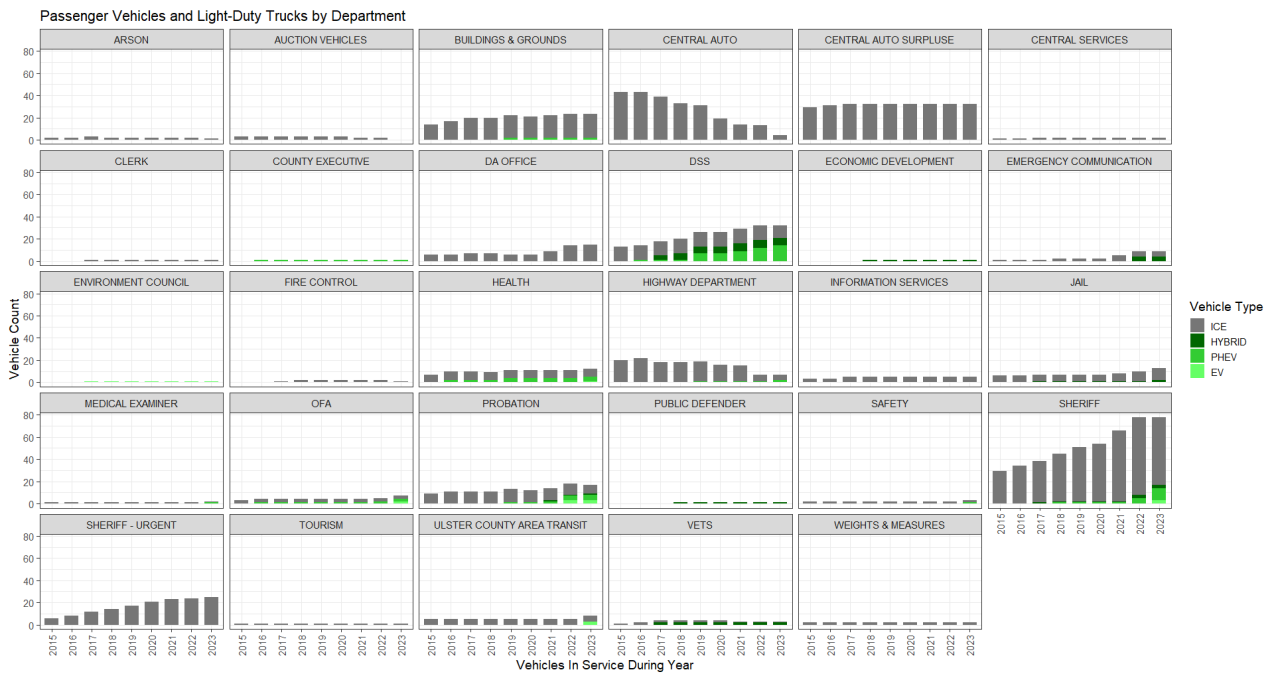
The charts below show the **overall number** of fleet vehicles, broken down by fuel type and department.

**FIGURE 3: FLEET COMPOSITION BY DEPARTMENT & FUEL TYPE**



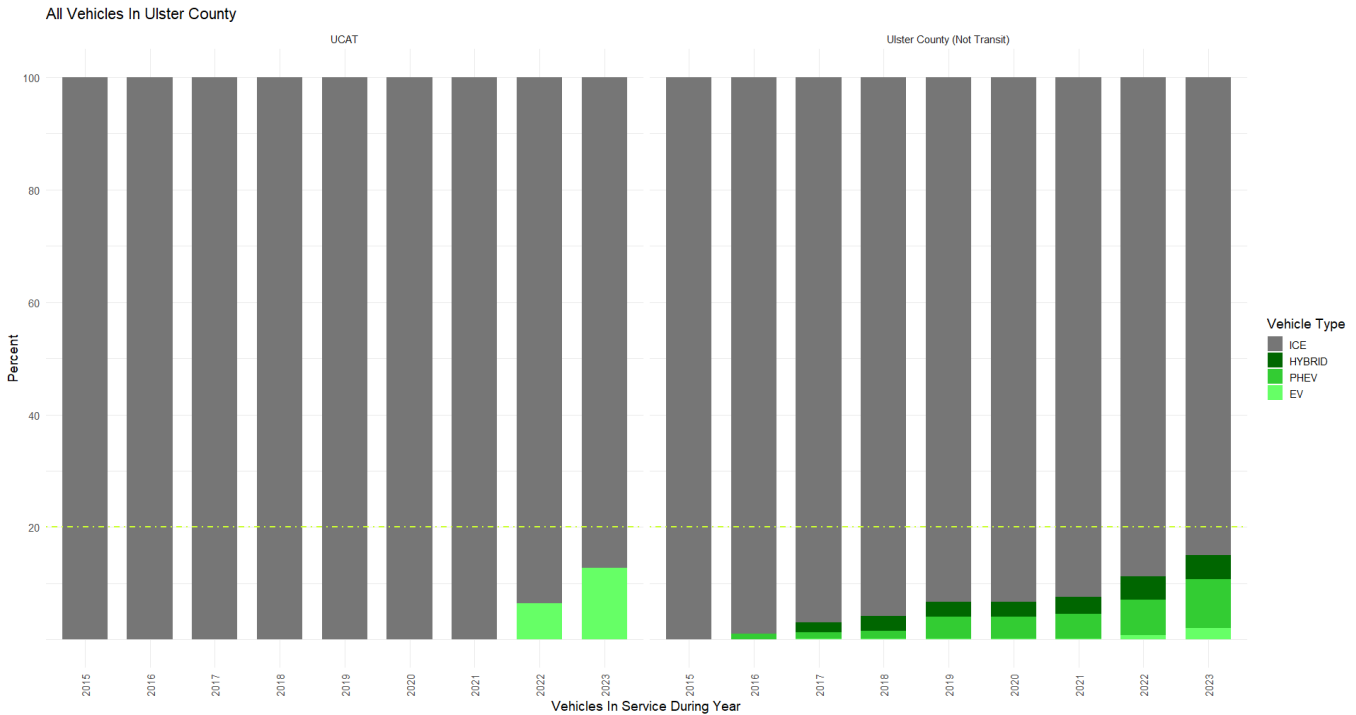
The charts below show the number of **passenger and light-duty** vehicles, broken down by fuel type and department. The ICE vehicles depicted in gray represent those fleet vehicles that will increasingly be replaced with EVs after 2025 as new vehicles are purchased or leased.

**FIGURE 4: FLEET COMPOSITION BY DEPARTMENT & FUEL TYPE - PASSENGER & LIGHT DUTY VEHICLES ONLY**



The charts below represent the overall UCAT and fleet vehicle composition percentages by fuel type, side-by-side. As compared to the rest of the Ulster County fleet, UCAT has a higher proportion of EVs in its fleet of 44 vehicles, with three battery electric buses and three Ford e-transits active in 2023, and with four more battery electric buses on order (with delivery anticipated in 2025).

**FIGURE 5: FLEET COMPOSITION BY FUEL TYPE - UCAT VS FLEET**



## 5. FUEL EFFICIENCY

Fuel efficiency was calculated for all 2023 active fleet vehicles with at least a full year’s worth mileage and fuel usage data and excludes vehicles without a full year of data or with inaccurate or missing data. Vehicle-specific fuel efficiency calculations are included in the full fleet inventory in Appendix A at the end of this report.

Fuel efficiency is tracked and calculated using data from the following sources:

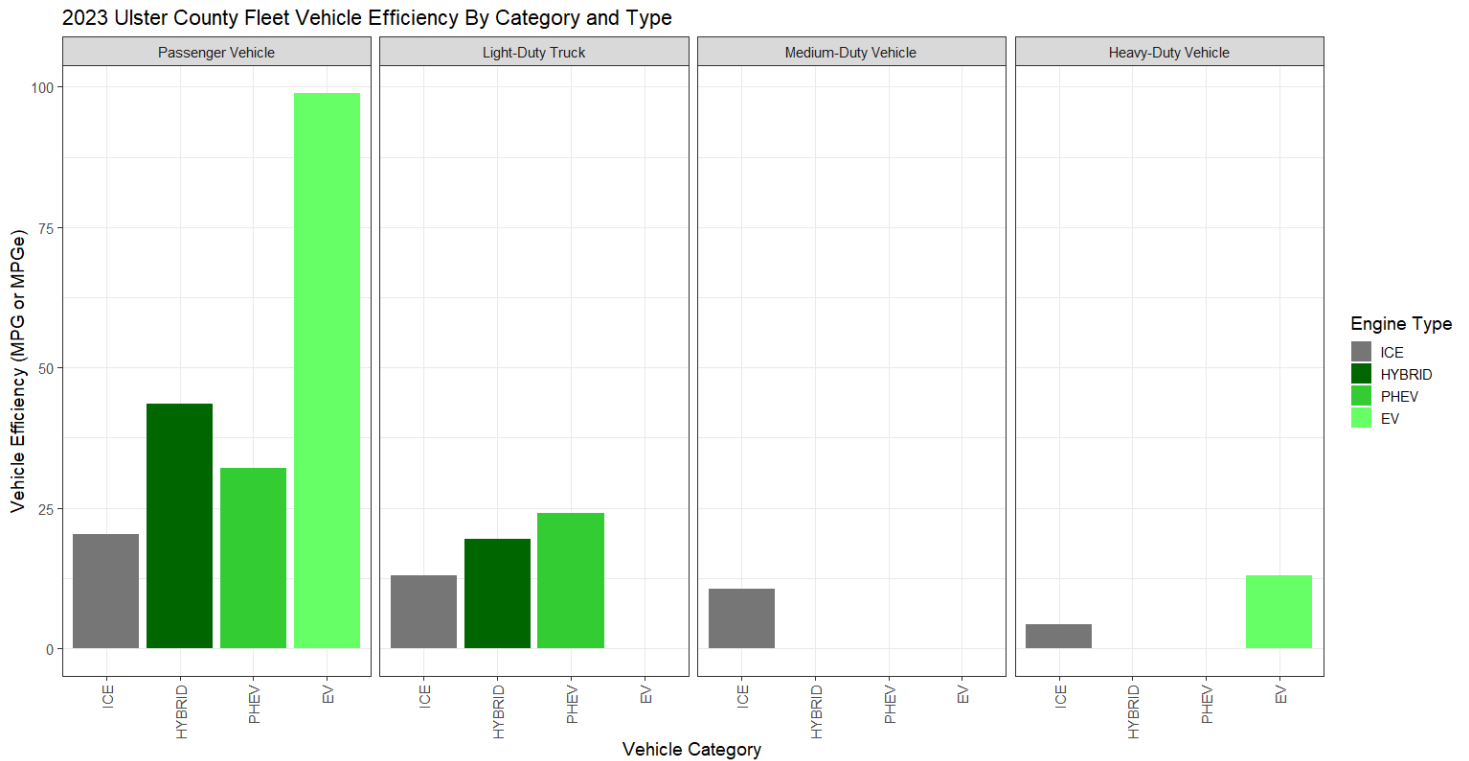
- 1) Samsara: Provides annual mileage and fuel usage including gallons of gas/diesel, kWh of electricity (if applicable), and fuel efficiency.
- 2) Wex: Includes user reported odometer readings (used to calculate annual mileage) and gallons of gas/diesel purchased.
- 3) UCAT vehicles: As Samsara does not track fuel usage for the electric UCAT vehicles (including for the battery electric buses), the bus manufacturer New Flyer data was obtained for the three BEBs. EV Connect electric vehicle charging station data can also be used in lieu of the New Flyer data, providing that vehicle-specific annual mileage can also be obtained.

Fuel efficiency numbers for individual vehicles were excluded overall fleet efficiency calculations if any of the following conditions were present:

- Vehicle entered into service or was surplus/retired in reporting year
- Accurate fuel usage data was not available (for example, Samsara does not collect electricity usage for some vehicles; where electricity usage for PHEVs and EVs was unavailable their fuel efficacy was excluded)
- ICE vehicles where MPGe was >50; those excessively high outliers are indicators of insufficient or otherwise inaccurate data

The chart below shows the overall fuel efficiency of each vehicle class, broken out by fuel types for the 427 fleet vehicles included in fleet fuel efficiency calculations. All types of passenger class green vehicles - and EVs in particular - are by far the most fuel-efficient fleet vehicles overall, as are UCAT’s battery electric buses (as indicated in the Heavy-Duty chart on the right). An unexpected finding is that passenger PHEVs are currently operating at a lower fuel efficiency than Hybrids.

**FIGURE 6: FUEL EFFICIENCY BY VEHICLE CLASS & FUEL TYPE**



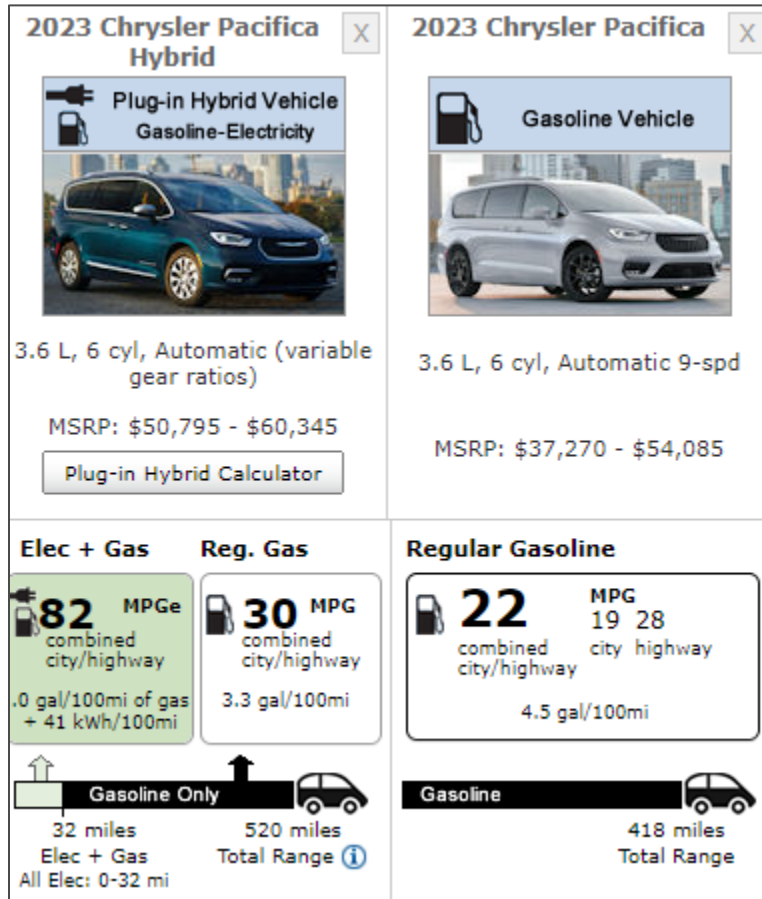
**Fuel Efficiency Calculations for EVs & PHEVS**

For the fleet PHEVs and EVs an efficiency value of MPGe (miles per gallon equivalent) was calculated using available gasoline and electricity consumption data (if applicable), using the EPA’s assumption that 33.7 kWh is equivalent to 1 gallon of conventional gasoline<sup>1</sup>. The MPGe efficiency value is a standardized way to quantify the total amount of energy required to operate the vehicle and compare its efficiency to ICE vehicles.

<sup>1</sup> More information at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revisions-and-additions-motor-vehicle-fuel>

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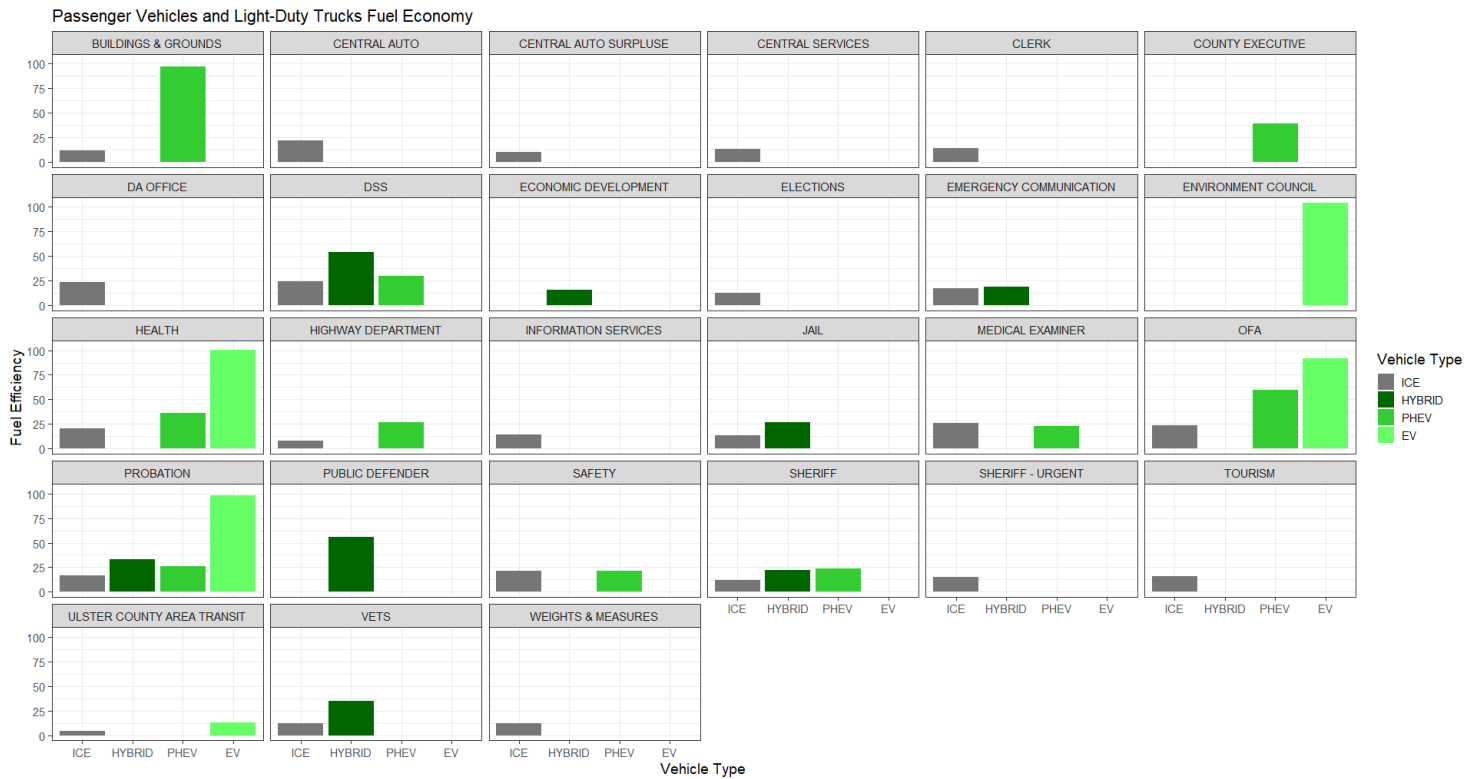
The slightly lower efficiency of passenger PHEVs as compared to Hybrids (as indicated in the FIGURE 6: FUEL EFFICIENCY BY VEHICLE CLASS & FUEL TYPE chart above) shows, in part, that they may not always be operated in full-electric mode to the greatest extent possible (or at all in some cases, based on the Samsara data). Additionally, some PHEV models may have lower average MPGe than other PHEVs, but their overall fuel efficiency would still be higher than an equivalent ICE model of the same vehicle. [Fueleconomy.gov](https://www.fueleconomy.gov) provides a tool to compare vehicles; the example below shows that the overall fuel efficiency for a 2023 Chrysler Pacifica PHEV is higher than that of an equivalent ICE model (even when operated as gasoline only). A recommendation regarding increased staff training is included in 7.0.



Ensuring that there are sufficient fleet EV charging stations available, providing staff training as needed, and monitoring progress and compliance as part of the annual reporting process will all be key in maximizing the overall efficiency of fleet PHEVs in the future;

The chart below shows the overall fuel efficiency of **passenger and light-duty** vehicles in each department, broken out by fuel types.

**FIGURE 7: FUEL EFFICIENCY BY DEPARTMENT & TYPE - PASSENGER & LIGHT DUTY VEHICLES ONLY**



## 6. FLEET FUELS (Purchased & Used)

**TABLE 5: TOTAL FLEET FUEL USAGE BY TYPE (2023)**

FUEL TYPE	FUEL USED (gallons/gallons-e)
B5 Biodiesel	59,086.5
Diesel	199,855.9
E10 Gasoline - Ethanol	29,181
E10 Gasoline - Gas	262,631
Electricity (*129,237 kWh)	3,834
<b>Grand Total</b>	<b>554,590.5</b>

- Fuel usage is the total fuel dispensed to vehicles in the calendar year reported. This accounting methodology was updated in 2023.

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- Fuel purchased is fuel delivered to an Ulster County-owned tank or purchased through the Wex fueling system. This number may differ from fuel usage in part due to the tank levels at the end of the year, fuel acquired from other sources, and other considerations.
- Biodiesel blend percentages are calculated annually due to fluctuation in ratios. In 2023, an assessment of prior methodology for calculating biodiesel blend percentages was conducted, results of which are reflected in the 2023 report table, with the 2023 ratio consisting of .45% diesel/.55% biodiesel. UCAT began using biodiesel in 2015 and began reporting usage in 2016. In 2020, the UCAT fleet did not use biodiesel blend fuel due to a large reduction in usage of diesel fuel in the spring and summer months and the need to ensure tanks were filled with conventional diesel fuel in the fall and winter months (to reduce the possibility of fuel gelling).
- Gasoline purchased at local filling stations and delivered to UCAT is assumed to be (on average) an E10 blend of 90% conventional fossil-derived gasoline and 10% renewable ethanol.
- Gasoline equivalent is calculated using the EPA conversion estimate of 33.7 kWh per gallon of gasoline (formula = kWh/33.7).
- \*The estimated average blended electricity cost for UC Buildings with EV charging stations installed for 2023 was \$0.20/kWh.
- Non-Road fuel usage consists of fuel used by:
  - a) DPW Buildings & Grounds division for grounds maintenance and other tasks using small engine equipment. This fuel is purchased and tracked through the WexOnline system and Fuel Master and transported in gas cans or a County fuel tank truck to non-road vehicles and equipment.
  - b) Sheriff's Department for boats. This fuel is purchased from local marinas and tracked via the County's financial system (New World.)

**TABLE 6: FLEET FUEL PURCHASED AND USED (2023)**

FLEET & FUEL TYPE	FUEL PURCHASED (gallons/gallons-e)	FUEL PURCHASED (\$)	FUEL USED (gallons/gallons-e)	DIFFERENCE (purchased-used)
<b>Fleet Vehicles</b>	<b>368,461.8</b>	<b>\$1,419,973.0</b>	<b>388,754.8</b>	<b>-20,293.0</b>
Diesel	120,842.9	\$524,617.0	141,135.9	-20,293.0
E10 Gasoline - Ethanol	24,666.4	\$0.0	24,666.4	0.0
E10 Gasoline - Gas	221,997.5	\$888,919.2	221,997.5	0.0
Electricity	955.0	\$6,436.8	955.0	0.0
<b>Non-Road</b>	<b>10,161.5</b>	<b>\$59,287.7</b>	<b>5,181.0</b>	<b>4,980.5</b>
Diesel	15.6	\$69.2	3,507.6	-3,492.0
E10 Gasoline - Ethanol	1,014.6	\$0.0	167.3	847.2
E10 Gasoline - Gas	9,131.3	\$59,218.5	1,506.1	7,625.2
<b>Transit</b>	<b>167,958.3</b>	<b>\$542,787.0</b>	<b>160,654.7</b>	<b>7,303.6</b>
B5 Biodiesel	62,355.5	\$204,506.5	59,086.5	3,269.0
Diesel	57,134.2	\$188,262.9	55,212.5	1,921.7
E10 Gasoline - Ethanol	4,558.9	\$0.0	4,347.6	211.3
E10 Gasoline - Gas	41,029.8	\$130,607.0	39,128.2	1,901.6
Electricity	2,879.9	\$19,410.6	2,879.9	0.0
<b>Grand Total</b>	<b>546,581.6</b>	<b>\$2,022,047.7</b>	<b>554,590.5</b>	<b>-8,008.9</b>

## 7. GREENHOUSE GAS EMISSIONS

In 2023, Ulster County fleet operations resulted in greenhouse gas (GHG) emissions of **4,641 metric tons CO<sub>2</sub>e**. 99.27% of total fleet emissions resulted from the combustion of fossil fuels, with the remaining portion of emissions (.73%) resulting from the use of renewable electricity. Biodiesel was not included in GHG emissions calculations. In accordance with the accepted protocol, this type of carbon is not included in Scope 1 emissions as the carbon concerned is of biogenic origin and would have been emitted to the atmosphere through the natural process of decay.

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Per the EPA’s carbon equivalencies calculator, Ulster County’s 2023 fleet emissions quantity is equivalent to that released by burning 25.6 railcars worth of coal or 10,734 barrels of oil. Alternatively, this amount of carbon could be offset through the annual carbon sequestration of 5,534 acres of U.S. Forest land.<sup>2</sup>

**TABLE 7: FLEET GREENHOUSE GAS EMISSIONS, SCOPE 1 & 2**

Year	Total Scope 1 - Direct Combustion Emissions (metric tons CO2e)	Total Scope 2 Emissions (metric tons CO2e)
2015	5,076.5	N/A
2016	4,883.1	0
2017	4,761.2	0
2018	5,015.3	0
2019	5,372.1	0
2020	4,318.2	0
2021	4,353.6	0
2022	5,075.1	0
2023	4,641.0	0

### Emissions Factors Disclosure:

- For 2023, emissions were calculated using the [USEPA Greenhouse Gas Equivalencies Calculator](#). Diesel fuel was converted to gasoline equivalent using a 1.15 conversion ratio (formula = diesel gallons x 1.15).
- Ulster County accounts for GHG emissions in accordance with the Local Government Operations Protocol developed by ICLEI - Local Governments for Sustainability.
- Ulster County uses emissions factors published by the EPA in the document Emissions Factors for Greenhouse Gas Inventories (last modified 4/1/2021) through the 2022 reporting year.
- 100-year global warming potential (GWP) multipliers were applied as published in the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report through the 2022 reporting year.
- Ulster County does collect and maintain data on vehicle miles traveled (VMT) for vehicle fleet and transit fleet vehicles to the extent possible. However, to simplify the accounting process for mobile combustion, Methane (CH4) and Nitrous Oxide (N2O) emissions were estimated on a per-gallon basis as described in the New York Community and Regional GHG Inventory Guidance (Version 1.0, September 2015). To do so, CO2 emission factors were multiplied by 0.1% for CH4 and 1.8% for N2O to obtain emission factors for these greenhouse gases through the 2022 reporting year.

## 8. ELECTRIC VEHICLES AND EV CHARGING STATIONS

### Electric Vehicle Charging Stations

Ulster County currently hosts over 20 publicly-available two port Level 2 (240V) EV charging stations County-wide, with additional EV charging stations designated for fleet use-only at certain County facilities. The County is continuing to expand the network of EV charging stations at County facilities, with five ChargePoint stations (ten plugs) installed in late 2023 at UCAT (1 Danny Circle) and seven Livingston stations (fourteen plugs) installed behind the Ulster County Office Complex at Development Court. Additional County facilities are being assessed in order to identify priority locations for both fleet and/or public chargers in the near future, with Level 3/DC Fast Chargers additionally under consideration at key County facilities where they may best support public and/or fleet charging needs.

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<sup>2</sup> Calculator available here: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

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Fleet Charging: Ulster County fleet charging sessions accounted for over 29 percent of energy dispensed from Ulster County Level 2 stations in 2023. The cost of this electricity is generally rolled into the electricity bills of the Ulster County properties where charging stations are located (and therefore cannot be separated accurately from the cost of the electricity consumed to operate the building). Electricity consumption associated with EV charging stations is reported as negative electricity consumption at specific facilities and buildings in the County’s annual building benchmarking report, in order to more accurately reflect each building’s energy use intensity (which is measured per square foot).

### Public EV Charging

- **Charging Fees:** The County initiated a fee for charging model starting in 2020, charging no fee for the first two hours and \$0.50 per hour beyond 2 hours. In 2023 public charging fees were updated at most locations to \$.18 kWh while charging and \$1.00 per hour for idle parking after charging is complete (with a 15-minute grace period). This change in fees serves to offset the costs to the County to host the public EV charging station network, in part, and additionally incentivizes more efficient use of the limited EV charging station parking spaces in order to support sufficient availability to the public.
- **Revenue:** In 2023 charging fees yielding over \$14,000 in revenue (an increase from 2022’s revenue of \$4,543).
- **Operating Costs to County:**
  - The County pays per-plug network subscription fees as part of the costs incurred to host public EV charging stations. In 2023, per NYS Office of General Services contract pricing, these networking fees cost \$345 (per-plug) for ChargePoint stations, for a total networking cost to the County of over \$13,000.
  - The Central Hudson blended electricity rate for 2023 is estimated at \$.20 kWh; therefore the County paid approximately \$15,490 for the ~77,450 kWh of electricity usage associated with public charging sessions.
  - These costs do not include other operational costs (including parts and labor associated with per-call repairs, among others).
- **Public Charging Station Locations:** EV drivers may use the PlugShare map available at <https://www.plugshare.com/> - as well as the accompanying smart phone application - to identify public charging stations (including those hosted by Ulster County).

### EV Charging Station Usage Reporting

Pursuant to [Resolution No. 332 of 2015](#), a detailed usage report is provided in the table below for 2023 EV Charging Station Usage broken down by Fleet and Public charging station users:

Usage Report	Fleet	Public	Total
Total Energy (kWh)	32,132.53	77,451.84	109,584.37
Total Energy Cost to County*	\$6,426.50	\$15,490.37	\$21,916.87
Revenue from Public Charging	-	\$14,477.65	\$14,477.65
Number of Charging Sessions	3,061	5,160	8,221
Average Energy Dispensed per Session (kWh)	10.50	15.01	
Average Electricity Cost per Session	\$2.10	\$3.00	
Greenhouse Gas Avoided (kg CO2e)	22,939.80	55,197.77	78,137.567
Gallons of Gas Saved	4,032.64	9,720.21	13,752.841
Median Time Charging (Hours in decimal)	3.5	3.4	3.4
Number of Unique Users	915	534	1,449

\* The estimated average blended electricity cost for UC Buildings with EV charging stations installed for 2023 was \$0.20/kWh



## 2023 Ulster County Green Fleet Report

The tables below show annual averages of charging time and session duration from 2021-2023, for all fleet versus public ChargePoint EV charging sessions. Sessions drawing (1) kWh or less of electricity have been removed from the data. Per Table 8 below, the average time spent charging increased for fleet vehicles in 2023, which aligns with the significant increase in the number of fleet EVs in 2023, while it decreased for the public, which coincides with the increase in public charging fees in 2023.

**Table 8: AVERAGE CHARGING TIME PER SESSION 2021-2023 (hours: minutes)**

Year	fleet	public
2021	1:49	3:23
2022	1:47	3:23
2023	2:37	2:55
<b>Grand Total</b>	<b>2:00</b>	<b>3:10</b>

Per Table 9 below, the average charging session duration in 2023 was significantly higher for fleet vehicles over that of the public, which is a key consideration in planning for suitable locations for fleet charging only, versus public/shared EV charging stations at County facilities. Many fleet vehicles are primarily charged overnight for longer periods, as well as during the day, while public charging occurs primarily during the day and for shorter periods.

**Table 9: Average Charging Session Duration 2021-2023 (hours: minutes)**

Year	fleet	public
2021	15:38	4:48
2022	10:18	4:26
2023	21:55	3:41
<b>Grand Total</b>	<b>14:36</b>	<b>4:09</b>

## 9. FUNDING OPPORTUNITIES

There are various Federal, New York State (NYS), and utility rebates and grants available to offset the costs of fleet electric vehicle (EVs) purchases as well as fleet and public EV charging station purchases and installations. DOE and UCAT continue to plan and apply for various funding opportunities as they become available, in coordination with other departments as well as with contracted vendors as applicable.

### EV Charging Stations: Funding & Rebates

- **Central Hudson Make-Ready Program:** The Central Hudson EV Make-Ready Program is designed to provide incentives for the development of infrastructure from the electric distribution system up to but excluding the EV charger, with rebates available that cover up to 100% of make-ready costs.

The County is continuing to coordinate with contracted vendors to install EV charging stations at various County facilities, and anticipated Make-Ready rebates are discounted from the County's costs for these projects. For EV installation projects contracted in 2023 for UCAT (1 Danny Circle), Development Court, and the Restorative Justice Center, the anticipated rebates are estimated to total \$164,000.

2023 Ulster County Green Fleet Report

- **NYSERDA ChargeReady 2.0**. This program provides incentives that reduce the cost of purchasing and installing eligible Level 2 charging equipment installed within New York State that provide charging at a public facility within a Disadvantaged Community (DAC), workplace, or at a multi-unit dwelling (MUD), with available incentives up to \$4,000 per port installed.

The County will apply for these incentives in the future as eligible EV charging stations are installed on County facilities.

- **U.S. Department of Energy - Energy Efficiency and Conservation Block Grant (EECBG) Program**: This program is designed to assist states, local governments, and Tribes in implementing strategies to reduce energy use, to reduce fossil fuel emissions, and to improve energy efficiency. The 2023 formula grant funding allocation to Ulster County was \$81,150.00.

The County may use these funds, in part, to support the purchase of a **Beam EV ARC**. The Beam EV ARC is a mobile dual port electric vehicle charging unit paired with a solar panel, battery backup system, charging hub with electrical outlets, and trailer for transport, which may be deployed to support fleet and public EV charging and emergency response efforts during power outages. Additionally, this funding could also potentially be used to support planning and assessing the feasibility of EV charging stations at County facilities.

**Clean Vehicles: Funding & Rebates**

- **Federal Inflation Reduction Act Commercial Clean Vehicle Credit**: Tax-exempt organizations that buy a qualified commercial clean vehicle may qualify for a clean vehicle tax credit of up to \$40,000 under Internal Revenue Code (IRC) 45W, maximum credit is \$7,500 for qualified vehicles with gross vehicle weight ratings (GVWRs) of under 14,000 pounds and \$40,000 for all other vehicles.

The list of vehicles available at **FuelEconomy.gov** is included as APPENDIX D: Federal Tax Credits for Plug-in Electric and Fuel Cell Electric Vehicles. Based on the current list, the credits that Ulster County may be eligible to apply towards 2023 Clean Vehicle purchases include the following:

ULSTER COUNTY FLEET VEHICLE	IN-SERVICE YEAR	COUNT	ANTICIPATED CREDIT (per eligible vehicle)	ANTICIPATED CREDIT TOTAL
2022 CHRYSLER PACIFICA PHEV	2023	1	\$7,500	\$7,500
2022 JEEP GRAND CHEROKEE PHEV	2023	2	\$7,500	\$15,000
2022 JEEPIX GRAND CHEROKEE PHEV	2023	2	\$7,500	\$15,000
2023 CHRYSLER PACIFICA PHEV	2023	1	\$7,500	\$7,500
2023-CHEVL-BOLT EUV	2023	2	\$7,500	\$15,000
2023-CHEVL-BOLT EUV BEV	2023	1	\$7,500	\$7,500
2023-CHRYX-PACIFICA PHEV	2023	2	\$7,500	\$15,000
2023-FORDX-MACH-EV	2023	3	\$7,500	\$22,500
2023-JEEPIX-GRAND CHEROKEE PHEV	2023	3	\$7,500	\$22,500
2023-JEEP-GRAND CHEROKEE PHEV	2023	1	\$7,500	\$7,500
<b>TOTAL</b>		<b>18</b>		<b>\$135,000</b>

- **NYSERDA Vehicle Voucher Incentive Program**: The NYTVIP provides vouchers, or discounts, to fleets across New York State that purchase or lease medium- and heavy-duty zero-emission battery electric (BEV) or hydrogen fuel cell electric (FCEV) vehicles. Voucher amounts are based on a percentage of the incremental cost of the vehicle, which is the difference in cost between the zero-emission vehicle and a comparable diesel vehicle.

This funding is currently available for transit battery electric buses, and may potentially still be available for UCAT to consider in the future as new electric buses are added to the County’s fleet.

## 2023 Ulster County Green Fleet Report

- **Federal Transit Administration Low or No Emission and Grants for Buses and Bus Facilities**: The purpose of the Low-No Program is to support the transition of the nation’s transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. UCAT is currently scoping out potential opportunities to apply for this funding.

## 10. RECOMMENDATIONS

The Sustainable Green Fleet Policy specifies that, in the annual report, the Department of the Environment shall include recommendations regarding actions to be taken to meet the goals of the Green Fleet policy, as well as recommendations as to specific changes or modifications to the policy that would promote the goals of the policy. References are included, where relevant, to both the New York State and/or the NYSERDA Clean Energy Communities Program actions, with the goal being for the County to align with them to the extent possible. DOE continues to support the County’s participation in these programs and associated funding opportunities.

Interdepartmental coordination will continue to be key in ensuring that the Green Fleet Policy goals are achieved, in part by implementing the following recommendations. Key County departments and staff include:

- Department of the Environment: Director, Deputy Director, and Sr. Environmental Resource Technician
- DPW: Commissioner, Deputy Commissioners (including Fleet Manager), and future electrification project manager
- UCAT: Director, Deputy Directors (including Electrification and Innovation), and Public Transit Maintenance & Safety Coordinator
- Office of the County Executive

### RECOMMENDED GREEN FLEET ACTIONS

	County Departments			References
	DOE	DPW	UCAT	
<b>METHODOLOGY &amp; DATA</b>				
<b>1.1 Telematics:</b> Continue to install and deploy telematics software on all fleet vehicles, wherever possible, and ensure that accurate data is being collected (including annual mileage and all types of fuel usage, including electricity). With the integration of Samsara, it will continue to be a priority to ensure that accurate data is being collected for PHEVs and EVs wherever possible. Coordinate across departments to implement.		X	X	
<b>1.2 Staff Training - Wex:</b> The Wex data exhibits some small inconsistencies (i.e. fuel type coding) which are likely due to human error. Staff training surrounding correct usage of Wex cards and the manual entry of odometer readings and other inputs will continue to improve the accuracy of the Wex data.		X	X	
<b>FLEET INVENTORY</b>				
<b>2.1 Asset Works:</b> Continue to maintain and update the fleet inventory and identify/populate fields in Asset Works to align with the Green Fleet Policy reporting requirements. Coordinate across departments to implement. In order to support planning for fleet EV charging stations, a field that indicates each vehicle’s primary location (i.e. where they are parked overnight generally) could support planning for fleet EV charging stations.		X	X	<a href="#">CSC PE3 Action: Fleet Inventory</a>
<b>2.2 Fleet Rightsizing:</b> In addition to continuing to actively manage the fleet to ensure alignment with the goals of the Green Fleet Policy, additional analysis of the fleet inventory data could support the identification of specific vehicles that are consistently underutilized in particular. There may be opportunities to share vehicles across departments and/or promote the availability of “pool		X		<a href="#">CSC PE3 Action: CSC Fleet Rightsizing</a>

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vehicles” to reserve on an as-needed basis as well as other opportunities to downsize and right size.

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**GREEN FLEET GOALS**

**3.1 FLEET ELECTRIFICATION:** Continue to prioritize purchasing and leasing fleet EVs (over other vehicles/fuel types) and ensure that all passenger, light-duty, and transit vehicles purchased or leased are EVs where technically feasible and commercially available, per the Green Fleet Policy goals.

X	X		<a href="#">CSC PE3 Action: Advanced Vehicles</a>
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**FLEET EFFICIENCY**

**4.1 PHEVs – Ensure Optimal Efficiency:** The 2023 data indicates that, as a whole, the County’s fleet PHEVs are actually functionally less fuel efficient than traditional hybrids, and that they are in many cases not being charged/operated in full-electric mode. Providing training to relevant staff, as well as continuing to install fleet EV charging stations to ensure sufficient charging access will support implementation of this action.

	X		
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**4.2 Fleet Efficiency Policy:** In alignment with the Green Fleet Policy, establish a minimum efficiency standard (in MPG) for each vehicle class, including medium and heavy-duty, to support increased fleet efficiency for vehicles where it is not technically feasible to deploy EVs. Include in procurement specifications.

X	X		<a href="#">CSC PE3 Action: Fleet Efficiency Policy</a>
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**4.3 Life Cycle Cost Analysis:** In alignment with the Green Fleet Policy, compile a lifecycle cost report as part of the annual reporting. This report would include purchase costs, maintenance costs and fuel costs of vehicles to better evaluate performance of green fleet vehicles.

X	X	X	
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**EV CHARGING STATIONS**

**5.1 Master Plan for EV Charging Stations at County Facilities:** As the County continues to electrify its fleet and public demand for EV charging increases, a master plan will support a strategic buildout of EV charging stations on County facilities. The Plan will prioritize meeting fleet charging needs (based on the Green Fleet Policy goals, analysis of the fleet inventory, and other fleet data); identification of suitable locations for shared/public chargers including Level 2 and potentially Level 3/DC fast chargers; assessment of existing electrical capacity and upgrade recommendations, if applicable; cost estimates for installation and operation (inclusive of make-ready/electrical infrastructure, equipment and installations, networking, maintenance, and other operating costs including utility bills for electricity usage and demand charges, if applicable); and potential funding sources.

X	X	X	
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**5.2 Install EV Charging Stations at County Facilities:** The County continues to plan for and install EV charging stations at County facilities, with plans for future expansion based on fleet EV charging needs in alignment with the Green Fleet Policy goals, the potential for shared/public chargers at suitable locations, and potential installation and operating costs as well as potential funding sources.

X	X	X	
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FUNDING OPPORTUNITIES				
<b>6.1 Funding for Green Fleet Vehicles &amp; EV Charging Stations:</b> Continue to identify and apply for available funding opportunities.	X	X	X	
OTHER				
<b>7.1 Electrify Non-Road &amp; Landscaping Equipment:</b> In alignment with Green Fleet Policy, continue to replace fossil fuel powered (ICE) non-road and landscaping equipment with electric equipment where technically feasible and commercially available.		X		CEC Action: <a href="#">Electric Landscaping Equipment</a>
<b>7.2 Conduct Employee Commuting Survey:</b> Complete an employee commute survey to collect data and provide staff information surrounding EVs, rebates, and availability of County-hosted EV chargers; promote carpooling and public transit for commuting; and other opportunities to reduce greenhouse gas emissions associated Ulster County government employee commutes.	X			CSC PE3 Action: <a href="#">Incentives for Employee Carpooling &amp; Transit</a>
<b>7.3 Resiliency Planning for Power Outages:</b> Coordinate across departments, including with Emergency Management, to plan for fleet EV charging during power outages; to potentially include onsite renewable electricity generation and backup battery systems as well as purchase and deployment of Beam EV ARC or similar mobile charging units equipped with solar panels, battery backup systems, and charging hub with electrical outlets.	X	X	X	
<b>7.4 Total Cost of Ownership Reporting:</b> Utilize existing reporting capability in Asset Works paired with fuel and energy consumption data to provide a “total Cost of Ownership” as part of the Green Fleet Report.	X	X		
<b>7.5 UCAT</b>				
<ul style="list-style-type: none"> <li>• <b>Transit Fleet Electrification:</b> Continue to plan for and purchase electric transit fleet vehicles, including buses, where technically feasible and commercially available.</li> <li>• <b>Phase 2 “Bus Depot of the Future”:</b> Complete the bus garage infrastructure electrification project, to include nine additional Level 3/DC fast chargers (totaling 12), a 240kW rooftop solar system, and backup generator.</li> <li>• <b>Route Optimization:</b> Continue to implement software-based routing and scheduling solutions for UCAT fixed route bus transit service to best meet the needs of riders and provide more effective service, and additionally support planning and deployment of electric transit fleet vehicles where feasible.</li> <li>• <b>EV Charging Stations:</b> Support planning for and buildout of transit fleet EV chargers at a second bus depot as well as for on-route charging, including identification of priority locations for Level 3/DC fast chargers on-route and/or other at other decentralized locations in addition to the bus depots; coordinate with relevant departments.</li> </ul>			X	

**APPENDIX A: VEHICLES SURPLUSED/RETIRED (2023)**

Description	Model Year	Fuel Type	Class
1989 DODGE 150	1989	ICE	Passenger Vehicle
1997 CHEVL C/K 3500	1997	ICE	Medium-Duty Vehicle
1999 STRLN L9511 CHIP TRUCK	1999	ICE	Heavy-Duty Vehicle
2000 FORDX F350	2000	ICE	Light-Duty Truck
2001-FORDX-TAURUS	2001	ICE	Passenger Vehicle
2002 CHEVL CUTAWAY	2002	ICE	Medium-Duty Vehicle
2002 CHEVL IMPALA	2002	ICE	Passenger Vehicle
2003-BUICK-CENTURY	2003	ICE	Passenger Vehicle
2004 FORDX CLUBWAGON	2004	ICE	Passenger Vehicle
2005 FORDX M	2005	ICE	Passenger Vehicle
2005-CHEVL-COLORADO	2005	ICE	Light-Duty Truck
2006 JEEPX LIBERTY	2006	ICE	Passenger Vehicle
2007 CHEVL CARGO VAN	2007	ICE	Passenger Vehicle
2007 CHEVL MALIBU	2007	ICE	Passenger Vehicle
2007 DODGE CARAVAN	2007	ICE	Passenger Vehicle
2007 FORDX F-150	2007	ICE	Light-Duty Truck
2007 STRLN L9511	2007	ICE	Heavy-Duty Vehicle
2007 STRLN L9511	2007	ICE	Heavy-Duty Vehicle
2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle
2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle
2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle
2008 JEEPX GRAND CHEROKEE	2008	ICE	Passenger Vehicle
2009 CHEVL IMPALA	2009	ICE	Passenger Vehicle
2010 CHEVL TAHOE	2010	ICE	Passenger Vehicle
2011-CHEVL-TAHOE	2011	ICE	Medium-Duty Vehicle
2011-DODGE-CARAVAN	2011	ICE	Passenger Vehicle
2011-FORDX-CROWN VICTORIA	2011	ICE	Passenger Vehicle
2012-CHEVL-CAPRICE	2012	ICE	Passenger Vehicle
2012-CHEVL-IMPALA	2012	ICE	Passenger Vehicle
2012-CHEVL-MALIBU	2012	ICE	Passenger Vehicle
2012-CHEVL-TAHOE	2012	ICE	Passenger Vehicle
2012-CHEVL-TAHOE	2012	ICE	Passenger Vehicle
2013-CHEVL-4500	2013	ICE	Heavy-Duty Vehicle
2013-CHEVL-CAPRICE	2013	ICE	Passenger Vehicle
2013-DODGE-CARAVAN	2013	ICE	Passenger Vehicle
2014-DODGE-CARAVAN	2014	ICE	Passenger Vehicle
2014-DODGE-GRAND CARAVAN	2014	ICE	Passenger Vehicle
2014-FORDX-EXPLORER	2014	ICE	Passenger Vehicle
2015-FORDX-EXPLORER	2015	ICE	Passenger Vehicle
2016-FORDX-FUSION ENERGI PHEV	2016	ICE	Passenger Vehicle
2017-FORDX-EXPLORER	2017	ICE	Passenger Vehicle
4X4 PICK UP	2008	ICE	Light-Duty Truck
GRADALL XL4100	1998	ICE	Heavy-Duty Vehicle
GRADALL XL4100	2001	ICE	Heavy-Duty Vehicle
GRADER	1988	ICE	Heavy-Duty Vehicle
HYDRO-SEEDER ON ARMY TRUCK	1971	ICE	Heavy-Duty Vehicle
	2007	ICE	Passenger Vehicle
	2009	ICE	Passenger Vehicle
	2014	ICE	Passenger Vehicle
	2014	ICE	Passenger Vehicle
	2012	ICE	Passenger Vehicle
	2019	ICE	Passenger Vehicle
<b>TOTAL</b>			<b>52</b>

**APPENDIX B: NEW VEHICLES IN-SERVICE (2023)**

Department	Description	Model Year	Make	Model	Fuel Type	Class
BUILDINGS & GROUNDS	2023 RAM 1500 PICKUP	2023	RAMXX	1500	ICE	Light-Duty Truck
CENTRAL AUTO	TOW TRUCK	2023	CHEVL	6500	ICE	Heavy-Duty Vehicle
DA OFFICE					ICE	Passenger Vehicle
DA OFFICE					ICE	Light-Duty Truck
DSS	2023-CHRYSPACIFICA PHEV	2023	CHRYSP	PACIFICA	PHEV	Passenger Vehicle
DSS	2023-CHRYSPACIFICA PHEV	2023	CHRYSP	PACIFICA	PHEV	Passenger Vehicle
HEALTH	2023-CHEVL-BOLT EUV	2023	CHEVL	BOLT	EV	Passenger Vehicle
HIGHWAY DEPARTMENT	2023-JEEPX-GRAND CHEROKEE	2023	JEEPX	GRAND CHEROKEE	PHEV	Passenger Vehicle
HIGHWAY DEPARTMENT	4X4 6PERSON DUMP	2023	CHEVL	3500	ICE	Medium-Duty Vehicle
HIGHWAY DEPARTMENT	4X4 6PERSON DUMP	2023	CHEVL	3500	ICE	Medium-Duty Vehicle
HIGHWAY DEPARTMENT	4X4 6PERSON DUMP	2023	CHEVL	3500	ICE	Medium-Duty Vehicle
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2023	CHEVL	2500	ICE	Medium-Duty Vehicle
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2023	CHEVL	2500	ICE	Medium-Duty Vehicle
HIGHWAY DEPARTMENT	2006-FORDX-F650	2006	FORDX	F-650	ICE	Heavy-Duty Vehicle
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	INTRN	HV513	ICE	Heavy-Duty Vehicle
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	INTRN	HV513	ICE	Heavy-Duty Vehicle
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	INTRN	HV513	ICE	Heavy-Duty Vehicle
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	INTRN	HV513	ICE	Heavy-Duty Vehicle
JAIL					HYBRID	Passenger Vehicle
JAIL					ICE	Passenger Vehicle
JAIL					ICE	Passenger Vehicle
JAIL					ICE	Passenger Vehicle
MEDICAL EXAMINER	2022-JEEPX-GRAND CHEROKEE PHEV	2022	JEEPX	GRAND CHEROKEE	PHEV	Passenger Vehicle
OFA	2023-CHEVL-BOLT EUV	2023	CHEVL	BOLT	EV	Passenger Vehicle
OFA	2023-CHEVL-BOLT EUV BEV	2023	CHEVL	BOLT	EV	Passenger Vehicle
PROBATION	2023-JEEPX-GRAND CHEROKEE PHEV	2023	JEEPX	GRAND CHEROKEE	PHEV	Passenger Vehicle
SAFETY	2022-JEEPX-GRAND CHEROKEE PHEV	2022			PHEV	Passenger Vehicle
SHERIFF					PHEV	Passenger Vehicle
SHERIFF					PHEV	Passenger Vehicle
SHERIFF					PHEV	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle
SHERIFF					PHEV	Passenger Vehicle
SHERIFF					PHEV	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle



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SHERIFF					ICE	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle
SHERIFF					ICE	Passenger Vehicle
SHERIFF					EV	Passenger Vehicle
SHERIFF					EV	Passenger Vehicle
SHERIFF					EV	Passenger Vehicle
SHERIFF					PHEV	Passenger Vehicle
SHERIFF - URGENT					ICE	Passenger Vehicle
SHERIFF - URGENT					ICE	Passenger Vehicle
UCAT	2022-FORDX-E-TRANSIT-350-VAN	2022	FORDX	E-TRANSIT	EV	Passenger Vehicle
UCAT	2022-FORDX-E-TRANSIT-350-VAN	2022	FORDX	E-TRANSIT	EV	Passenger Vehicle
UCAT	2022-FORDX-E-TRANSIT-350-VAN	2022	FORDX	E-TRANSIT	EV	Passenger Vehicle
VETS	350 TRANSIT VAN	2023	FORDX	E-TRANSIT	ICE	Passenger Vehicle
	<b>Total</b>					<b>50</b>

### APPENDIX C: FLEET INVENTORY (2023)

Department	Description	Model Year	Fuel Type	Class	*Fuel Efficiency	POTENTIAL FUTURE EV (for new purchases & leases from 2025 on)
ARSON	2017-FORDX-F-250	2017	ICE	Light-Duty Truck	-	Future EV
BUILDINGS & GROUNDS	2005 CHEVL SILVERADO	2005	ICE	Light-Duty Truck	7.8	Future EV
BUILDINGS & GROUNDS	2006 DODGE RAM	2006	ICE	Light-Duty Truck	10.8	Future EV
BUILDINGS & GROUNDS	2014-FORDX-F-150	2014	ICE	Light-Duty Truck	15.6	Future EV
BUILDINGS & GROUNDS	2017-FORDX-F-150	2017	ICE	Light-Duty Truck	16.3	Future EV
BUILDINGS & GROUNDS	2022-RAMXX-1500	2022	ICE	Light-Duty Truck	12.0	Future EV
BUILDINGS & GROUNDS	2023 RAM 1500 PICKUP	2023	ICE	Light-Duty Truck	14.7	Future EV
BUILDINGS & GROUNDS	4X4 PICK UP	2022	ICE	Light-Duty Truck	15.0	Future EV
BUILDINGS & GROUNDS	2008 FORDX F-250	2008	ICE	Medium-Duty Vehicle	5.6	-
BUILDINGS & GROUNDS	2008 FORDX F-250	2008	ICE	Medium-Duty Vehicle	6.9	-
BUILDINGS & GROUNDS	2009 CHEVL 3500	2009	ICE	Medium-Duty Vehicle	8.7	-
BUILDINGS & GROUNDS	2014-FORDX-E-350	2014	ICE	Medium-Duty Vehicle	11.8	-
BUILDINGS & GROUNDS	2014-FORDX-F250	2014	ICE	Medium-Duty Vehicle	7.1	-
BUILDINGS & GROUNDS	2015-FORDX-F-250	2015	ICE	Medium-Duty Vehicle	6.8	-
BUILDINGS & GROUNDS	2016-FORDX-F-250	2016	ICE	Medium-Duty Vehicle	13.9	-
BUILDINGS & GROUNDS	2017-FORDX-F-250	2017	ICE	Medium-Duty Vehicle	7.7	-
BUILDINGS & GROUNDS	2020-CHEVL-2500HD	2020	ICE	Medium-Duty Vehicle	9.6	-
BUILDINGS & GROUNDS	2020-CHEVL-2500HD	2020	ICE	Medium-Duty Vehicle	11.2	-
BUILDINGS & GROUNDS	2020-CHEVL-EXPRESS	2020	ICE	Medium-Duty Vehicle	12.0	-
BUILDINGS & GROUNDS	2022-RAMXX-2500	2022	ICE	Medium-Duty Vehicle	13.3	-
BUILDINGS & GROUNDS	4X4 PICKUP TRUCK	2022	ICE	Medium-Duty Vehicle	-	-
BUILDINGS & GROUNDS	BOOM TRUCK WITH BUCKET	2019	ICE	Heavy-Duty Vehicle	7.5	-
BUILDINGS & GROUNDS	2013-DODGE-CARAVAN	2013	ICE	Passenger Vehicle	9.9	Future EV
BUILDINGS & GROUNDS	2013-DODGE-CARAVAN	2013	ICE	Passenger Vehicle	24.4	Future EV
BUILDINGS & GROUNDS	2015 JEEP COMPASS SUV	2015	ICE	Passenger Vehicle	-	Future EV
BUILDINGS & GROUNDS	2015-JEEPX-PATRIOT	2015	ICE	Passenger Vehicle	16.9	Future EV
BUILDINGS & GROUNDS	2016-CHEVL-SILVERADO	2016	ICE	Passenger Vehicle	8.4	Future EV
BUILDINGS & GROUNDS	2016-FORDX-TRANSIT	2016	ICE	Passenger Vehicle	20.3	Future EV
BUILDINGS & GROUNDS	2016-FORDX-TRANSIT	2016	ICE	Passenger Vehicle	33.6	Future EV
BUILDINGS & GROUNDS	2017-FORDX-CONNECT	2017	ICE	Passenger Vehicle	11.3	Future EV
BUILDINGS & GROUNDS	2017-FORDX-CONNECT	2017	ICE	Passenger Vehicle	11.7	Future EV
BUILDINGS & GROUNDS	2017-FORDX-TRANSIT	2017	ICE	Passenger Vehicle	15.9	Future EV
BUILDINGS & GROUNDS	2017-FORDX-TRANSIT	2017	ICE	Passenger Vehicle	19.0	Future EV
BUILDINGS & GROUNDS	2019-HYUNDAI-IONIQ PHEV	2019	PHEV	Passenger Vehicle	70.7	Future EV
BUILDINGS & GROUNDS	2019-HYUNDAI-IONIQ PHEV	2019	PHEV	Passenger Vehicle	103.1	Future EV
CENTRAL AUTO	2014-FORDX-F-150	2014	ICE	Light-Duty Truck	12.8	Future EV
CENTRAL AUTO	TOW TRUCK	2023	ICE	Heavy-Duty Vehicle	9.5	-
CENTRAL AUTO	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	22.6	Future EV
CENTRAL AUTO	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	27.4	Future EV
CENTRAL SERVICES	2012-CHEVL-IMPALA	2012	ICE	Passenger Vehicle	-	Future EV
CENTRAL SERVICES	2017-FORDX-TRANSIT	2017	ICE	Passenger Vehicle	13.1	Future EV
CLERK	2005 CHEVL EXPRESS	2005	ICE	Medium-Duty Vehicle	10.6	-
CLERK	2019-THOMA-1318N	2019	ICE	Heavy-Duty Vehicle	-	-
CLERK	2018-FORDX-TRANSIT	2018	ICE	Passenger Vehicle	15.2	Future EV
COUNTY EXECUTIVE	2016-FORDX-FUSION PHEV	2016	PHEV	Passenger Vehicle	39.0	Future EV
DA OFFICE			ICE	Light-Duty Truck	17.0	Future EV
DA OFFICE			ICE	Passenger Vehicle	-	Future EV
DA OFFICE			ICE	Passenger Vehicle	-	Future EV
DA OFFICE			ICE	Passenger Vehicle	-	Future EV
DA OFFICE			ICE	Passenger Vehicle	17.1	Future EV
DA OFFICE			ICE	Passenger Vehicle	21.2	Future EV
DA OFFICE			ICE	Passenger Vehicle	21.9	Future EV
DA OFFICE			ICE	Passenger Vehicle	22.6	Future EV
DA OFFICE			ICE	Passenger Vehicle	28.6	Future EV
DA OFFICE			ICE	Passenger Vehicle	29.1	Future EV
DA OFFICE			ICE	Passenger Vehicle	29.4	Future EV

DA OFFICE			ICE	Passenger Vehicle	-	Future EV
DA OFFICE			ICE	Passenger Vehicle	-	Future EV
DSS	1999 FORDX E-350	1999	ICE	Medium-Duty Vehicle	-	-
DSS	WINNEBAGO MOTORHOME	2021	ICE	Heavy-Duty Vehicle	16.6	-
DSS	2012-CHEVL-IMPALA	2012	ICE	Passenger Vehicle	25.1	Future EV
DSS	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	17.9	Future EV
DSS	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	25.0	Future EV
DSS	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	25.4	Future EV
DSS	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	26.0	Future EV
DSS	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	28.0	Future EV
DSS	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	28.2	Future EV
DSS	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	24.3	Future EV
DSS	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	24.9	Future EV
DSS	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	27.3	Future EV
DSS	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	27.9	Future EV
DSS	2016-FORDX-FUSION ENERGI PHEV	2016	PHEV	Passenger Vehicle	40.4	Future EV
DSS	2017-FORDX-FUSION HYBRID	2017	HYBRID	Passenger Vehicle	114.3	Future EV
DSS	2018-FORDX-FUSION-HYBRID	2018	HYBRID	Passenger Vehicle	29.7	Future EV
DSS	2018-FORDX-FUSION-HYBRID	2018	HYBRID	Passenger Vehicle	39.1	Future EV
DSS	2018-FORDX-FUSION-HYBRID	2018	HYBRID	Passenger Vehicle	40.1	Future EV
DSS	2018-TOYOTA-PRIUS	2018	HYBRID	Passenger Vehicle	49.4	Future EV
DSS	2018-TOYOTA-PRIUS	2018	HYBRID	Passenger Vehicle	56.4	Future EV
DSS	2019-CHRYSL-PACIFICA PHEV	2019	PHEV	Passenger Vehicle	25.6	Future EV
DSS	2019-CHRYSL-PACIFICA PHEV	2019	PHEV	Passenger Vehicle	26.0	Future EV
DSS	2019-CHRYSL-PACIFICA PHEV	2019	PHEV	Passenger Vehicle	28.4	Future EV
DSS	2019-CHRYSL-PACIFICA PHEV	2019	PHEV	Passenger Vehicle	29.3	Future EV
DSS	2019-CHRYSL-PACIFICA-PHEV	2019	PHEV	Passenger Vehicle	29.3	Future EV
DSS	2019-CHRYSL-PACIFICA-PHEV	2019	PHEV	Passenger Vehicle	30.0	Future EV
DSS	2021-CHRYSL-PACIFICA PHEV	2021	PHEV	Passenger Vehicle	29.4	Future EV
DSS	2021-CHRYSL-PACIFICA PHEV	2021	PHEV	Passenger Vehicle	36.0	Future EV
DSS	2021-TOYOTA-SIENNA	2021	HYBRID	Passenger Vehicle	34.4	Future EV
DSS	2022-CHRYSL-PACIFICA PHEV	2022	PHEV	Passenger Vehicle	27.0	Future EV
DSS	2022-CHRYSL-PACIFICA PHEV	2022	PHEV	Passenger Vehicle	28.1	Future EV
DSS	2022-CHRYSL-PACIFICA PHEV	2022	PHEV	Passenger Vehicle	35.5	Future EV
DSS	2023-CHRYSL-PACIFICA PHEV	2023	PHEV	Passenger Vehicle	25.9	Future EV
DSS	2023-CHRYSL-PACIFICA PHEV	2023	PHEV	Passenger Vehicle	26.2	Future EV
ECONOMIC DEVELOPMENT	2018-TOYOTA-PRIUS	2018	HYBRID	Passenger Vehicle	15.9	Future EV
ELECTIONS	2011-FORDX-ECONOLINE	2011	ICE	Passenger Vehicle	12.4	Future EV
EMERGENCY COMMUNICATION	2014 JEEP GRAND CHEROKEE	2014	ICE	Passenger Vehicle	17.0	Future EV
EMERGENCY COMMUNICATION	2019-CHEVL-TAHOE	2019	ICE	Passenger Vehicle	14.2	Future EV
EMERGENCY COMMUNICATION	2021-CHEVL-TAHOE	2021	ICE	Passenger Vehicle	14.8	Future EV
EMERGENCY COMMUNICATION	2021-CHEVL-TAHOE	2021	ICE	Passenger Vehicle	17.7	Future EV
EMERGENCY COMMUNICATION	2021-CHEVL-TAHOE	2021	ICE	Passenger Vehicle	20.5	Future EV
EMERGENCY COMMUNICATION	2022-FORDX-EXPLORER-HYBRID	2022	HYBRID	Passenger Vehicle	18.7	Future EV
EMERGENCY COMMUNICATION	2022-FORDX-EXPLORER-HYBRID	2022	HYBRID	Passenger Vehicle	19.5	Future EV
EMERGENCY COMMUNICATION	2022-FORDX-EXPLORER-HYBRID	2022	HYBRID	Passenger Vehicle	19.7	Future EV
EMERGENCY COMMUNICATION	2022-FORDX-EXPLORER-HYBRID	2022	HYBRID	Passenger Vehicle	-	Future EV
ENVIRONMENT COUNCIL	2017-NISSA-LEAF BEV	2017	EV	Passenger Vehicle	104.5	Future EV
FIRE CONTROL	2017-FORDX-F-250	2017	ICE	Medium-Duty Vehicle	-	-
FIRE CONTROL	FIRE TRUCK	1997	ICE	Heavy-Duty Vehicle	-	-
HEALTH	2007 CHEVL TRAIL BLAZER	2007	ICE	Light-Duty Truck	18.9	Future EV
HEALTH	2016-FORDX-F-150	2016	ICE	Light-Duty Truck	18.0	Future EV
HEALTH	2008 CHEVL EXPRESS	2008	ICE	Passenger Vehicle	15.3	Future EV
HEALTH	2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle	22.0	Future EV
HEALTH	2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle	22.6	Future EV
HEALTH	2012-CHEVL-IMPALA	2012	ICE	Passenger Vehicle	-	Future EV
HEALTH	2012-FORDX-FUSION	2012	ICE	Passenger Vehicle	21.1	Future EV
HEALTH	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	26.0	Future EV
HEALTH	2016-FORDX-FUSION ENERGI PHEV	2016	PHEV	Passenger Vehicle	49.4	Future EV
HEALTH	2017-CHEVL-VOLT PHEV	2017	PHEV	Passenger Vehicle	71.8	Future EV
HEALTH	2019 MITSUBISHI-OUTLANDER PHEV	2019	PHEV	Passenger Vehicle	28.4	Future EV
HEALTH	2019 MITSUBISHI-OUTLANDER PHEV	2019	PHEV	Passenger Vehicle	29.4	Future EV
HEALTH	2023-CHEVL-BOLT EUV	2023	EV	Passenger Vehicle	100.5	Future EV

HIGHWAY DEPARTMENT	1996 FORDX E-350	1996	ICE	Medium-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	2005 FORDX F550 6.0L	2005	ICE	Medium-Duty Vehicle	10.0	-
HIGHWAY DEPARTMENT	2010 CHEVL EXPRESS	2010	ICE	Medium-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	2020-CHEVL-2500HD	2020	ICE	Medium-Duty Vehicle	11.6	-
HIGHWAY DEPARTMENT	2020-CHEVL-2500HD	2020	ICE	Medium-Duty Vehicle	12.3	-
HIGHWAY DEPARTMENT	2020-CHEVL-2500HD	2020	ICE	Medium-Duty Vehicle	13.0	-
HIGHWAY DEPARTMENT	2023 CHEVROLET 3500 PICKUP	2023	ICE	Medium-Duty Vehicle	11.6	-
HIGHWAY DEPARTMENT	2023 CHEVROLET 3500 PICKUP	2023	ICE	Medium-Duty Vehicle	11.6	-
HIGHWAY DEPARTMENT	4X4 6 WHEEL DUMP 3500	2011	ICE	Medium-Duty Vehicle	7.3	-
HIGHWAY DEPARTMENT	4X4 6 WHEEL DUMP 3500	2020	ICE	Medium-Duty Vehicle	8.4	-
HIGHWAY DEPARTMENT	4X4 6 WHEEL DUMP 3500	2020	ICE	Medium-Duty Vehicle	9.9	-
HIGHWAY DEPARTMENT	4X4 6 WHEEL DUMP 3500	2011	ICE	Medium-Duty Vehicle	12.1	-
HIGHWAY DEPARTMENT	4X4 6PERSON DUMP	2023	ICE	Medium-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	4X4 6PERSON DUMP	2023	ICE	Medium-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	4X4 6PERSON DUMP	2023	ICE	Medium-Duty Vehicle	7.1	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	8.5	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2011	ICE	Medium-Duty Vehicle	9.3	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2011	ICE	Medium-Duty Vehicle	9.6	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	9.9	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	10.2	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	10.2	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2011	ICE	Medium-Duty Vehicle	10.4	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2015	ICE	Medium-Duty Vehicle	10.6	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2015	ICE	Medium-Duty Vehicle	10.7	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	10.8	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	11.1	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2015	ICE	Medium-Duty Vehicle	11.2	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	11.7	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	11.8	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	12.5	-
HIGHWAY DEPARTMENT	4X4 PICK UP	2013	ICE	Medium-Duty Vehicle	13.4	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	4.2	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2020	ICE	Medium-Duty Vehicle	10.8	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2016	ICE	Medium-Duty Vehicle	11.1	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2016	ICE	Medium-Duty Vehicle	11.2	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	11.9	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	12.0	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	12.0	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2023	ICE	Medium-Duty Vehicle	12.1	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	12.6	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2023	ICE	Medium-Duty Vehicle	12.8	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2022	ICE	Medium-Duty Vehicle	13.6	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	14.1	-
HIGHWAY DEPARTMENT	4X4 PICK UP WITH PLOW	2019	ICE	Medium-Duty Vehicle	14.6	-
HIGHWAY DEPARTMENT	4X6 FORD F550 6.7 DIESEL SERVICE TRUCK	2015	ICE	Medium-Duty Vehicle	9.3	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2015	ICE	Medium-Duty Vehicle	6.0	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2015	ICE	Medium-Duty Vehicle	7.4	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2019	ICE	Medium-Duty Vehicle	7.7	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2019	ICE	Medium-Duty Vehicle	7.8	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2015	ICE	Medium-Duty Vehicle	7.9	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2015	ICE	Medium-Duty Vehicle	8.2	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2019	ICE	Medium-Duty Vehicle	9.1	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2019	ICE	Medium-Duty Vehicle	9.2	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2015	ICE	Medium-Duty Vehicle	11.2	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP	2015	ICE	Medium-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP SILVERADO	2017	ICE	Medium-Duty Vehicle	7.6	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP SILVERADO	2017	ICE	Medium-Duty Vehicle	8.4	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP SILVERADO	2017	ICE	Medium-Duty Vehicle	9.0	-
HIGHWAY DEPARTMENT	6 MAN 4X4 DUMP SILVERADO	2017	ICE	Medium-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	CHEVL 3500 UTILITY WELD TRUCK	2008	ICE	Medium-Duty Vehicle	6.2	-
HIGHWAY DEPARTMENT	CHEVL 3500 UTILITY WELD TRUCK	2008	ICE	Medium-Duty Vehicle	7.7	-
HIGHWAY DEPARTMENT	CHEVL 3500 UTILITY WELD TRUCK	2008	ICE	Medium-Duty Vehicle	8.0	-
HIGHWAY DEPARTMENT	CHEVL 3500 UTILITY WELD TRUCK	2008	ICE	Medium-Duty Vehicle	9.5	-

HIGHWAY DEPARTMENT	CHEVL 3500 6MAN DUMP	2022	ICE	Medium-Duty Vehicle	9.7	-
HIGHWAY DEPARTMENT	CHEVL 3500 6MAN DUMP	2022	ICE	Medium-Duty Vehicle	10.8	-
HIGHWAY DEPARTMENT	FORD CARGO VAN E350	1998	ICE	Medium-Duty Vehicle	13.4	-
HIGHWAY DEPARTMENT	GMC 3500 6 MAN DUMP	2008	ICE	Medium-Duty Vehicle	7.3	-
HIGHWAY DEPARTMENT	GMC 3500 6 MAN DUMP	2008	ICE	Medium-Duty Vehicle	11.4	-
HIGHWAY DEPARTMENT	GMC 3500 6 MAN DUMP 2WD	2008	ICE	Medium-Duty Vehicle	8.8	-
HIGHWAY DEPARTMENT	INTRN CV515 SERVICE TRUCK	2020	ICE	Medium-Duty Vehicle	9.4	-
HIGHWAY DEPARTMENT	INTRN CV515 SERVICE TRUCK	2020	ICE	Medium-Duty Vehicle	10.4	-
HIGHWAY DEPARTMENT	UTILITY BODY WELD TRUCK	2020	ICE	Medium-Duty Vehicle	8.4	-
HIGHWAY DEPARTMENT	UTILITY BODY WELD TRUCK	2020	ICE	Medium-Duty Vehicle	9.7	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7500 SBA	2011	ICE	Heavy-Duty Vehicle	3.3	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7500 SBA	2011	ICE	Heavy-Duty Vehicle	4.3	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7500 SBA	2012	ICE	Heavy-Duty Vehicle	4.4	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7500 SBA	2012	ICE	Heavy-Duty Vehicle	4.8	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2014	ICE	Heavy-Duty Vehicle	4.3	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2016	ICE	Heavy-Duty Vehicle	4.4	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2016	ICE	Heavy-Duty Vehicle	4.5	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2014	ICE	Heavy-Duty Vehicle	4.6	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2014	ICE	Heavy-Duty Vehicle	4.6	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2014	ICE	Heavy-Duty Vehicle	4.7	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2015	ICE	Heavy-Duty Vehicle	4.8	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2018	ICE	Heavy-Duty Vehicle	4.8	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2018	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2016	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2016	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2018	ICE	Heavy-Duty Vehicle	5.0	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2018	ICE	Heavy-Duty Vehicle	5.0	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2015	ICE	Heavy-Duty Vehicle	5.1	-
HIGHWAY DEPARTMENT	10 WHEELED DUMP - 7600 SFA	2015	ICE	Heavy-Duty Vehicle	5.2	-
HIGHWAY DEPARTMENT	10 WHEELED TRACTOR - 5900 I PAYSTAR	2016	ICE	Heavy-Duty Vehicle	4.3	-
HIGHWAY DEPARTMENT	10 WHEELED TRACTOR - 5900 PAYSTAR	2016	ICE	Heavy-Duty Vehicle	4.0	-
HIGHWAY DEPARTMENT	2006-FORDX-F650	2006	ICE	Heavy-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	2007 STRLN L9511	2007	ICE	Heavy-Duty Vehicle	4.2	-
HIGHWAY DEPARTMENT	2007 STRLN L9511	2007	ICE	Heavy-Duty Vehicle	5.5	-
HIGHWAY DEPARTMENT	2007 STRLN L9511	2007	ICE	Heavy-Duty Vehicle	5.9	-
HIGHWAY DEPARTMENT	2007 STRLN L9511	2007	ICE	Heavy-Duty Vehicle	6.1	-
HIGHWAY DEPARTMENT	2007 STRLN LT9513 TRI-AXLE	2007	ICE	Heavy-Duty Vehicle	4.2	-
HIGHWAY DEPARTMENT	2007 STRLN LT9513 TRI-AXLE	2007	ICE	Heavy-Duty Vehicle	4.4	-
HIGHWAY DEPARTMENT	2008 STRLN LT9500	2008	ICE	Heavy-Duty Vehicle	2.9	-
HIGHWAY DEPARTMENT	2008 STRLN LT9500	2008	ICE	Heavy-Duty Vehicle	3.4	-
HIGHWAY DEPARTMENT	2010 INTRN 7500 WORK STAR	2010	ICE	Heavy-Duty Vehicle	5.8	-
HIGHWAY DEPARTMENT	2010 INTRN 7500WORKSTAR	2010	ICE	Heavy-Duty Vehicle	5.0	-
HIGHWAY DEPARTMENT	2010 INTRN 7500WORKSTAR	2010	ICE	Heavy-Duty Vehicle	5.2	-
HIGHWAY DEPARTMENT	2010 INTRN 7500WORKSTAR	2010	ICE	Heavy-Duty Vehicle	6.1	-
HIGHWAY DEPARTMENT	2016 INTERNATIONAL 4X4	2016	ICE	Heavy-Duty Vehicle	3.6	-
HIGHWAY DEPARTMENT	2016 INTERNATIONAL 4X4	2016	ICE	Heavy-Duty Vehicle	4.0	-
HIGHWAY DEPARTMENT	2017 INTERNATIONAL TRI-AXLE	2017	ICE	Heavy-Duty Vehicle	4.5	-
HIGHWAY DEPARTMENT	2017 INTERNATIONAL TRI-AXLE	2017	ICE	Heavy-Duty Vehicle	4.6	-
HIGHWAY DEPARTMENT	2017 INTERNATIONAL 4X4	2017	ICE	Heavy-Duty Vehicle	3.5	-
HIGHWAY DEPARTMENT	2017 INTERNATIONAL 4X4	2017	ICE	Heavy-Duty Vehicle	4.2	-
HIGHWAY DEPARTMENT	2017 INTERNATIONAL 4X4	2017	ICE	Heavy-Duty Vehicle	5.0	-
HIGHWAY DEPARTMENT	2018 INTERNATIONAL TRI-AXLE	2018	ICE	Heavy-Duty Vehicle	4.5	-
HIGHWAY DEPARTMENT	2018 INTERNATIONAL TRI-AXLE	2018	ICE	Heavy-Duty Vehicle	4.6	-
HIGHWAY DEPARTMENT	2018 INTERNATIONAL 4X4	2018	ICE	Heavy-Duty Vehicle	-	-
HIGHWAY DEPARTMENT	2018 INTERNATIONAL 4X4	2018	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	2018 INTERNATIONAL 4X4	2018	ICE	Heavy-Duty Vehicle	5.1	-
HIGHWAY DEPARTMENT	2020-INTRN-HV507 SFA 4X2	2020	ICE	Heavy-Duty Vehicle	5.1	-
HIGHWAY DEPARTMENT	2020-INTRN-HV507 SFA 4X2	2020	ICE	Heavy-Duty Vehicle	5.5	-
HIGHWAY DEPARTMENT	2020-INTRN-HV507 SFA 4X2	2020	ICE	Heavy-Duty Vehicle	5.7	-
HIGHWAY DEPARTMENT	2020-INTRN-HV507 SFA 4X4	2020	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	2020-INTRN-HV507 SFA 4X4	2020	ICE	Heavy-Duty Vehicle	5.1	-
HIGHWAY DEPARTMENT	2020-INTRN-HV507 SFA 4X4	2020	ICE	Heavy-Duty Vehicle	5.4	-
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	ICE	Heavy-Duty Vehicle	4.4	-

HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	ICE	Heavy-Duty Vehicle	5.2	-
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	ICE	Heavy-Duty Vehicle	5.2	-
HIGHWAY DEPARTMENT	2023-INTRN-HV513	2023	ICE	Heavy-Duty Vehicle	5.5	-
HIGHWAY DEPARTMENT	6 WHEELED DUMP - 7500 WORK STAR	2012	ICE	Heavy-Duty Vehicle	4.2	-
HIGHWAY DEPARTMENT	6 WHEELED DUMP - 7500 WORK STAR	2012	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	6 WHEELED DUMP - 7500 WORK STAR	2012	ICE	Heavy-Duty Vehicle	4.9	-
HIGHWAY DEPARTMENT	BOOM TRUCK WITH BUCKET	2004	ICE	Heavy-Duty Vehicle	2.4	-
HIGHWAY DEPARTMENT	BOOM TRUCK WITH BUCKET	2016	ICE	Heavy-Duty Vehicle	3.6	-
HIGHWAY DEPARTMENT	BOOM TRUCK WITH BUCKET	2016	ICE	Heavy-Duty Vehicle	3.7	-
HIGHWAY DEPARTMENT	COLVERT CLEANER	2007	ICE	Heavy-Duty Vehicle	6.1	-
HIGHWAY DEPARTMENT	FLATBED	2005	ICE	Heavy-Duty Vehicle	7.6	-
HIGHWAY DEPARTMENT	ROAD SWEEPER	2012	ICE	Heavy-Duty Vehicle	6.3	-
HIGHWAY DEPARTMENT	SINGLE AXLE FUEL TANK TRUCK	2018	ICE	Heavy-Duty Vehicle	6.8	-
HIGHWAY DEPARTMENT	SINGLE AXLE SIGN TRUCK EXTENED CAB	2016	ICE	Heavy-Duty Vehicle	6.5	-
HIGHWAY DEPARTMENT	TIRE TRUCK	2007	ICE	Heavy-Duty Vehicle	7.8	-
HIGHWAY DEPARTMENT	2014 JEEP COMPASS SUV	2014	ICE	Passenger Vehicle	20.1	Future EV
HIGHWAY DEPARTMENT	2014 JEEP COMPASS SUV	2014	ICE	Passenger Vehicle	23.4	Future EV
HIGHWAY DEPARTMENT	2016 JEEP PATRIOT SPORT 4X4	2016	ICE	Passenger Vehicle	17.8	Future EV
HIGHWAY DEPARTMENT	2016 JEEP PATRIOT SPORT 4X4	2016	ICE	Passenger Vehicle	18.0	Future EV
HIGHWAY DEPARTMENT	2019 MITSUBISHI-OUTLANDER PHEV	2019	PHEV	Passenger Vehicle	27.3	Future EV
HIGHWAY DEPARTMENT	2023-JEEPX-GRAND CHEROKEE	2023	PHEV	Passenger Vehicle	24.9	Future EV
INFORMATION SERVICES	2009 DODGE CARAVAN	2009	ICE	Passenger Vehicle	13.7	Future EV
INFORMATION SERVICES	2009 DODGE CARAVAN	2009	ICE	Passenger Vehicle	14.4	Future EV
INFORMATION SERVICES	2012-DODGE-GRAND CARAVAN	2012	ICE	Passenger Vehicle	10.0	Future EV
INFORMATION SERVICES	2017-FORDX-TRANSIT	2017	ICE	Passenger Vehicle	16.6	Future EV
INFORMATION SERVICES	2017-FORDX-TRANSIT	2017	ICE	Passenger Vehicle	23.4	Future EV
JAIL			ICE	Light-Duty Truck	10.3	Future EV
JAIL			ICE	Light-Duty Truck	12.4	Future EV
JAIL			ICE	Light-Duty Truck	13.0	Future EV
JAIL			ICE	Medium-Duty Vehicle	11.6	-
JAIL			ICE	Medium-Duty Vehicle	12.1	-
JAIL			ICE	Medium-Duty Vehicle	12.5	-
JAIL			ICE	Medium-Duty Vehicle	12.9	-
JAIL			ICE	Medium-Duty Vehicle	13.8	-
JAIL			ICE	Medium-Duty Vehicle	15.3	-
JAIL			ICE	Medium-Duty Vehicle	-	-
JAIL			HYBRID	Passenger Vehicle	19.6	Future EV
JAIL			HYBRID	Passenger Vehicle	35.5	Future EV
JAIL			ICE	Passenger Vehicle	-	Future EV
JAIL			ICE	Passenger Vehicle	-	Future EV
JAIL			ICE	Passenger Vehicle	11.2	Future EV
JAIL			ICE	Passenger Vehicle	14.5	Future EV
JAIL			ICE	Passenger Vehicle	15.0	Future EV
JAIL			ICE	Passenger Vehicle	15.7	Future EV
JAIL			ICE	Passenger Vehicle	15.9	Future EV
JAIL			ICE	Passenger Vehicle	19.9	Future EV
JAIL			ICE	Passenger Vehicle	31.9	Future EV
MEDICAL EXAMINER	2015-FORDX-FUSION	2015	ICE	Passenger Vehicle	25.9	Future EV
MEDICAL EXAMINER	2022-JEEPX-GRAND CHEROKEE PHEV	2022	PHEV	Passenger Vehicle	22.8	Future EV
OFA	2000 BLUEB 3700	2000	ICE	Heavy-Duty Vehicle	-	-
OFA	2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle	19.5	Future EV
OFA	2009 FORDX FOCUS	2009	ICE	Passenger Vehicle	28.2	Future EV
OFA	2014-FORDX-FUSION	2014	ICE	Passenger Vehicle	-	Future EV
OFA	2017-CHEVL-VOLT PHEV	2017	PHEV	Passenger Vehicle	71.4	Future EV
OFA	2022-CHRYX-PACIFICA PHEV	2022	PHEV	Passenger Vehicle	47.2	Future EV
OFA	2023-CHEVL-BOLT EUV	2023	EV	Passenger Vehicle	88.9	Future EV
OFA	2023-CHEVL-BOLT EUV BEV	2023	EV	Passenger Vehicle	95.3	Future EV
PROBATION	2012-FORDX-ESCAPE	2012	ICE	Light-Duty Truck	18.7	Future EV
PROBATION	2019 MITSUBISHI-OUTLANDER PHEV	2019	PHEV	Light-Duty Truck	25.2	Future EV
PROBATION	2019-FORDX-EXPLORER	2019	ICE	Light-Duty Truck	17.1	Future EV
PROBATION	2008 FORDX ECONOLINE	2008	ICE	Medium-Duty Vehicle	9.9	-
PROBATION	2019-CHEVL-EXPRESS	2019	ICE	Medium-Duty Vehicle	11.9	-
PROBATION	2019-CHEVL-EXPRESS	2019	ICE	Medium-Duty Vehicle	13.6	-

PROBATION	2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle	19.6	Future EV
PROBATION	2008 CHEVL IMPALA	2008	ICE	Passenger Vehicle	23.7	Future EV
PROBATION	2009 CHEVL IMPALA	2009	ICE	Passenger Vehicle	23.0	Future EV
PROBATION	2012-CHEVL-IMPALA	2012	ICE	Passenger Vehicle	22.3	Future EV
PROBATION	2016-CHEVL-IMPALA LMITED	2016	ICE	Passenger Vehicle	22.6	Future EV
PROBATION	2016-FORDX-TAURUS	2016	ICE	Passenger Vehicle	16.7	Future EV
PROBATION	2021-CHRYX-PACIFICA PHEV	2021	PHEV	Passenger Vehicle	7.2	Future EV
PROBATION	2021-TOYOTA-SIENNA	2021	HYBRID	Passenger Vehicle	32.9	Future EV
PROBATION	2022-CHEVL-BOLT EV	2022	EV	Passenger Vehicle	98.1	Future EV
PROBATION	2022-FORDX-MACH-EV	2022	EV	Passenger Vehicle	-	Future EV
PROBATION	2022-FORDX-MACH-EV	2022	EV	Passenger Vehicle	-	Future EV
PROBATION	2022-JEEPX-GRAND CHEROKEE PHEV	2022	PHEV	Passenger Vehicle	26.4	Future EV
PROBATION	2022-JEEPX-GRAND CHEROKEE PHEV	2022	PHEV	Passenger Vehicle	27.3	Future EV
PROBATION	2023-JEEPX-GRAND CHEROKEE PHEV	2023	PHEV	Passenger Vehicle	15.5	Future EV
PUBLIC DEFENDER	2018-TOYOTA-PRIUS	2018	HYBRID	Passenger Vehicle	56.2	Future EV
SAFETY	2014-JEEPX-PATRIOT	2014	ICE	Passenger Vehicle	26.3	Future EV
SAFETY	2015-JEEPX-PATRIOT	2015	ICE	Passenger Vehicle	19.6	Future EV
SAFETY	2022-JEEPX-GRAND CHEROKEE PHEV	2022	PHEV	Passenger Vehicle	21.2	Future EV
SHERIFF			ICE	Light-Duty Truck	9.3	Future EV
SHERIFF			ICE	Light-Duty Truck	10.8	Future EV
SHERIFF			ICE	Light-Duty Truck	12.6	Future EV
SHERIFF			ICE	Light-Duty Truck	15.3	Future EV
SHERIFF			ICE	Light-Duty Truck	15.9	Future EV
SHERIFF			ICE	Medium-Duty Vehicle	5.2	-
SHERIFF			ICE	Medium-Duty Vehicle	5.4	-
SHERIFF			ICE	Medium-Duty Vehicle	7.3	-
SHERIFF			ICE	Medium-Duty Vehicle	7.7	-
SHERIFF			ICE	Medium-Duty Vehicle	8.9	-
SHERIFF			ICE	Heavy-Duty Vehicle	-	-
SHERIFF			ICE	Heavy-Duty Vehicle	5.2	-
SHERIFF			ICE	Heavy-Duty Vehicle	7.1	-
SHERIFF			EV	Passenger Vehicle	-	Future EV
SHERIFF			EV	Passenger Vehicle	-	Future EV
SHERIFF			EV	Passenger Vehicle	-	Future EV
SHERIFF			HYBRID	Passenger Vehicle	18.8	Future EV
SHERIFF			HYBRID	Passenger Vehicle	20.8	Future EV
SHERIFF			HYBRID	Passenger Vehicle	35.3	Future EV
SHERIFF			ICE	Passenger Vehicle	-	Future EV
SHERIFF			ICE	Passenger Vehicle	-	Future EV
SHERIFF			ICE	Passenger Vehicle	-	Future EV
SHERIFF			ICE	Passenger Vehicle	8.7	Future EV
SHERIFF			ICE	Passenger Vehicle	9.3	Future EV
SHERIFF			ICE	Passenger Vehicle	9.4	Future EV
SHERIFF			ICE	Passenger Vehicle	9.5	Future EV
SHERIFF			ICE	Passenger Vehicle	9.6	Future EV
SHERIFF			ICE	Passenger Vehicle	10.1	Future EV
SHERIFF			ICE	Passenger Vehicle	10.2	Future EV
SHERIFF			ICE	Passenger Vehicle	10.3	Future EV
SHERIFF			ICE	Passenger Vehicle	10.3	Future EV
SHERIFF			ICE	Passenger Vehicle	10.3	Future EV
SHERIFF			ICE	Passenger Vehicle	10.4	Future EV
SHERIFF			ICE	Passenger Vehicle	10.8	Future EV
SHERIFF			ICE	Passenger Vehicle	10.8	Future EV
SHERIFF			ICE	Passenger Vehicle	10.8	Future EV
SHERIFF			ICE	Passenger Vehicle	10.8	Future EV
SHERIFF			ICE	Passenger Vehicle	10.9	Future EV
SHERIFF			ICE	Passenger Vehicle	10.9	Future EV
SHERIFF			ICE	Passenger Vehicle	11.1	Future EV
SHERIFF			ICE	Passenger Vehicle	11.2	Future EV
SHERIFF			ICE	Passenger Vehicle	11.7	Future EV
SHERIFF			ICE	Passenger Vehicle	11.8	Future EV
SHERIFF			ICE	Passenger Vehicle	11.8	Future EV
SHERIFF			ICE	Passenger Vehicle	12.0	Future EV

SHERIFF			ICE	Passenger Vehicle	12.0	Future EV
SHERIFF			ICE	Passenger Vehicle	12.0	Future EV
SHERIFF			ICE	Passenger Vehicle	12.1	Future EV
SHERIFF			ICE	Passenger Vehicle	12.6	Future EV
SHERIFF			ICE	Passenger Vehicle	12.7	Future EV
SHERIFF			ICE	Passenger Vehicle	12.9	Future EV
SHERIFF			ICE	Passenger Vehicle	13.0	Future EV
SHERIFF			ICE	Passenger Vehicle	13.2	Future EV
SHERIFF			ICE	Passenger Vehicle	13.2	Future EV
SHERIFF			ICE	Passenger Vehicle	13.6	Future EV
SHERIFF			ICE	Passenger Vehicle	13.7	Future EV
SHERIFF			ICE	Passenger Vehicle	14.0	Future EV
SHERIFF			ICE	Passenger Vehicle	14.1	Future EV
SHERIFF			ICE	Passenger Vehicle	14.5	Future EV
SHERIFF			ICE	Passenger Vehicle	14.9	Future EV
SHERIFF			ICE	Passenger Vehicle	15.0	Future EV
SHERIFF			ICE	Passenger Vehicle	16.1	Future EV
SHERIFF			ICE	Passenger Vehicle	16.3	Future EV
SHERIFF			ICE	Passenger Vehicle	16.4	Future EV
SHERIFF			ICE	Passenger Vehicle	16.5	Future EV
SHERIFF			ICE	Passenger Vehicle	17.4	Future EV
SHERIFF			ICE	Passenger Vehicle	17.6	Future EV
SHERIFF			ICE	Passenger Vehicle	18.3	Future EV
SHERIFF			ICE	Passenger Vehicle	19.2	Future EV
SHERIFF			ICE	Passenger Vehicle	22.3	Future EV
SHERIFF			ICE	Passenger Vehicle	29.1	Future EV
SHERIFF			ICE	Passenger Vehicle	-	Future EV
SHERIFF			ICE	Passenger Vehicle	-	Future EV
SHERIFF			PHEV	Passenger Vehicle	-	Future EV
SHERIFF			PHEV	Passenger Vehicle	12.5	Future EV
SHERIFF			PHEV	Passenger Vehicle	20.7	Future EV
SHERIFF			PHEV	Passenger Vehicle	21.5	Future EV
SHERIFF			PHEV	Passenger Vehicle	21.5	Future EV
SHERIFF			PHEV	Passenger Vehicle	23.8	Future EV
SHERIFF			PHEV	Passenger Vehicle	24.1	Future EV
SHERIFF			PHEV	Passenger Vehicle	25.0	Future EV
SHERIFF			PHEV	Passenger Vehicle	26.0	Future EV
SHERIFF			PHEV	Passenger Vehicle	26.8	Future EV
SHERIFF			PHEV	Passenger Vehicle	33.6	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	10.0	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	14.1	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	14.6	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	18.3	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	18.7	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	19.1	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	-	Future EV
SHERIFF - URGENT			ICE	Light-Duty Truck	-	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	14.1	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	14.4	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	14.9	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	15.8	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	22.1	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	29.0	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	30.6	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	-	Future EV
SHERIFF - URGENT			ICE	Passenger Vehicle	-	Future EV
TOURISM	2016-DODGE-GRAND CARAVAN	2016	ICE	Passenger Vehicle	15.9	Future EV
UCAT	2011-CHEVL-2500HD PICKUP	2011	ICE	Light-Duty Truck	-	Future EV
UCAT	2005 GMCXX 3500	2005	ICE	Heavy-Duty Vehicle	-	-
UCAT	2010 ORION ORION-7 HYBRID	2010	ICE	Heavy-Duty Vehicle	-	-
UCAT	2010 ORION ORION-7 HYBRID	2010	ICE	Heavy-Duty Vehicle	3.2	-
UCAT	2010 ORION ORION-7 HYBRID	2010	ICE	Heavy-Duty Vehicle	4.8	-
UCAT	2011-GILLIG-G27E102N2	2011	ICE	Heavy-Duty Vehicle	2.1	-



UCAT	2011-GILLIG-G27E102N2	2011	ICE	Heavy-Duty Vehicle	4.1	-
UCAT	2012-GILLIG-G27E102N2	2012	ICE	Heavy-Duty Vehicle	3.6	-
UCAT	2012-GILLIG-G27E102N2	2012	ICE	Heavy-Duty Vehicle	3.8	-
UCAT	2014-NAVIS-ELDOR	2014	ICE	Heavy-Duty Vehicle	3.0	-
UCAT	2015-CHEVL-4500	2015	ICE	Heavy-Duty Vehicle	1.8	-
UCAT	2015-NAVIS-ELDOR	2015	ICE	Heavy-Duty Vehicle	3.3	-
UCAT	2016 FORDX E-450	2016	ICE	Heavy-Duty Vehicle	2.8	-
UCAT	2016 FORDX E-450	2016	ICE	Heavy-Duty Vehicle	3.1	-
UCAT	2016 NAVIS-ELDOR	2016	ICE	Heavy-Duty Vehicle	-	-
UCAT	2016 NAVIS-ELDOR	2016	ICE	Heavy-Duty Vehicle	4.7	-
UCAT	2016-CHEVL-4500	2016	ICE	Heavy-Duty Vehicle	2.6	-
UCAT	2017 NAVIS-ELDOR	2017	ICE	Heavy-Duty Vehicle	4.9	-
UCAT	2017 NAVIS-ELDOR	2017	ICE	Heavy-Duty Vehicle	5.6	-
UCAT	2017 NAVIS-ELDOR	2017	ICE	Heavy-Duty Vehicle	6.0	-
UCAT	2017 NAVIS-ELDOR	2017	ICE	Heavy-Duty Vehicle	6.3	-
UCAT	2017-CHEVL-4500	2017	ICE	Heavy-Duty Vehicle	2.5	-
UCAT	2017-CHEVL-4500	2017	ICE	Heavy-Duty Vehicle	7.5	-
UCAT	2017-FORDX-E350	2017	ICE	Heavy-Duty Vehicle	3.5	-
UCAT	2018-GILLIG-G27E102N2	2018	ICE	Heavy-Duty Vehicle	3.3	-
UCAT	2018-GILLIG-G27E102N2	2018	ICE	Heavy-Duty Vehicle	4.1	-
UCAT	2019 FORDX E-450	2019	ICE	Heavy-Duty Vehicle	3.3	-
UCAT	2019 FORDX E-450	2019	ICE	Heavy-Duty Vehicle	3.8	-
UCAT	2019-CHEVL-4500	2019	ICE	Heavy-Duty Vehicle	2.7	-
UCAT	2019-CHEVL-4500	2019	ICE	Heavy-Duty Vehicle	5.2	-
UCAT	2019-GILLIG-G27E102N2	2019	ICE	Heavy-Duty Vehicle	6.3	-
UCAT	2020-GILLIG-G27B102N4	2020	ICE	Heavy-Duty Vehicle	3.8	-
UCAT	2020-GILLIG-G27B102N4	2020	ICE	Heavy-Duty Vehicle	4.9	-
UCAT	2020-GILLIG-G27B102N4	2020	ICE	Heavy-Duty Vehicle	6.9	-
UCAT	2022-FORDX-E-450	2022	ICE	Heavy-Duty Vehicle	1.1	-
UCAT	2022-FORDX-E-450	2022	ICE	Heavy-Duty Vehicle	1.3	-
UCAT	2022-NEW FLYER-XE35	2022	EV	Heavy-Duty Vehicle	12.0	-
UCAT	2022-NEW FLYER-XE35	2022	EV	Heavy-Duty Vehicle	12.5	-
UCAT	2022-NEW FLYER-XE35	2022	EV	Heavy-Duty Vehicle	14.3	-
UCAT	2008 CHEVL 3500	2008	ICE	Passenger Vehicle	-	Future EV
UCAT	2008 CHEVL SUBURBAN	2008	ICE	Passenger Vehicle	-	Future EV
UCAT	2022-FORDX-E-TRANSIT-350-VAN	2022	EV	Passenger Vehicle	-	Future EV
UCAT	2022-FORDX-E-TRANSIT-350-VAN	2022	EV	Passenger Vehicle	-	Future EV
UCAT	2022-FORDX-E-TRANSIT-350-VAN	2022	EV	Passenger Vehicle	-	Future EV
VETS	2017-FORDX-E-450	2017	ICE	Heavy-Duty Vehicle	7.3	-
VETS	2016-FORDX-TRANSIT 150	2016	ICE	Passenger Vehicle	15.1	Future EV
VETS	2018-FORDX-FUSION-HYBRID	2018	HYBRID	Passenger Vehicle	31.6	Future EV
VETS	2018-FORDX-FUSION-HYBRID	2018	HYBRID	Passenger Vehicle	37.5	Future EV
VETS	2020-FORDX-TRANSIT	2020	ICE	Passenger Vehicle	14.9	Future EV
VETS	350 TRANSIT VAN	2023	ICE	Passenger Vehicle	14.2	Future EV
WEIGHTS & MEASURES	2009 FORDX F250	2009	ICE	Light-Duty Truck	12.1	Future EV
WEIGHTS & MEASURES	2015-FORDX-F-250	2015	ICE	Light-Duty Truck	12.2	Future EV
	<b>TOTAL</b>			<b>481</b>	<b>15.8</b>	<b>261</b>

\*Fuel Efficiency: Where "-" is indicated, fuel efficiency numbers were excluded from the overall fleet efficiency calculations (this may be due to ICE vehicle efficiency indicating > 50 MPGe for example, or other incomplete/inaccurate data).

## APPENDIX D: Federal Tax Credits for Plug-in Electric and Fuel Cell Electric Vehicles (Vehicles placed in service on or after April 18, 2023 and before January 1, 2024<sup>3</sup>)

Make	Model	Model Year	Vehicle Type	Credit Amount	MSRP Limit	Assembled in N. America
<b>Audi</b>						
	Q5 PHEV 55 TFSI e quattro	2023-2024	PHEV	\$3,750	\$80,000	✓
<b>BMW</b>						
	X5 xDrive50e	2024	PHEV	\$3,750	\$80,000	✓
<b>Cadillac</b>						
	LYRIQ	2023-2024	EV	\$7,500	\$80,000	✓
<b>Chevrolet</b>						
	Blazer	2024	EV	\$7,500	\$80,000	✓
	Bolt	2022-2023	EV	\$7,500	\$55,000	✓
	Bolt EUV	2022-2023	EV	\$7,500	\$55,000	✓
	Equinox	2024	EV	\$7,500	\$80,000	✓
	Silverado	2024	EV	\$7,500	\$80,000	✓
<b>Chrysler</b>						
	Pacifica PHEV	2022-2024	PHEV	\$7,500	\$80,000	✓
<b>Ford</b>						
	E-Transit	2022-2023	EV	\$3,750	\$80,000	✓
	Escape Plug-in Hybrid	2022-2023	PHEV	\$3,750	\$80,000	✓
	F-150 Lightning (Extended Range Battery)	2022-2023	EV	\$7,500	\$80,000	✓
	F-150 Lightning (Standard Range Battery)	2022-2023	EV	\$7,500	\$80,000	✓
	Mustang Mach-E (Extended Range Battery)	2022-2023	EV	\$3,750	\$80,000	✓
	Mustang Mach-E (Standard Range Battery)	2022-2023	EV	\$3,750	\$80,000	✓
<b>Jeep</b>						
	Grand Cherokee PHEV 4xe	2022-2024	PHEV	\$3,750	\$80,000	✓
	Wrangler PHEV 4xe	2022-2024	PHEV	\$3,750	\$80,000	✓
<b>Lincoln</b>						
	Aviator Grand Touring	2022-2023	PHEV	\$7,500	\$80,000	✓
	Corsair Grand Touring	2022-2023	PHEV	\$3,750	\$80,000	✓

Make	Model	Model Year	Vehicle Type	Credit Amount	MSRP Limit	Assembled in N. America
<b>Nissan</b>						
	LEAF S	2024	EV	\$3,750	\$55,000	✓
	LEAF SV PLUS	2024	EV	\$3,750	\$55,000	✓
<b>Rivian</b>						
	R1S Dual Large	2023-2024	EV	\$3,750	\$80,000	✓
	R1S Quad Large	2022-2024	EV	\$3,750	\$80,000	✓
	R1T Dual Large	2023-2024	EV	\$3,750	\$80,000	✓
	R1T Dual Max	2023-2024	EV	\$3,750	\$80,000	✓
	R1T Quad Large	2022-2024	EV	\$3,750	\$80,000	✓
<b>Tesla</b>						
	Cybertruck All-Wheel Drive	2024	EV	\$7,500	\$80,000	✓
	Model 3 Long Range All-Wheel Drive	2023	EV	\$7,500	\$55,000	✓
	Model 3 Performance	2022-2023	EV	\$7,500	\$55,000	✓
	Model 3 Standard Range Rear Wheel Drive	2022-2023	EV	\$7,500	\$55,000	✓
	Model X Long Range	2023	EV	\$7,500	\$80,000	✓
	Model Y All-Wheel Drive	2022-2023	EV	\$7,500	\$80,000	✓
	Model Y Long Range All-Wheel Drive	2022-2023	EV	\$7,500	\$80,000	✓
	Model Y Performance	2022-2023	EV	\$7,500	\$80,000	✓
	Model Y Rear-Wheel Drive	2023	EV	\$7,500	\$80,000	✓
<b>Volkswagen</b>						
	ID.4 AWD PRO	2023	EV	\$7,500	\$80,000	✓
	ID.4 AWD PRO S	2023	EV	\$7,500	\$80,000	✓
	ID.4 AWD PRO S PLUS	2023	EV	\$7,500	\$80,000	✓
	ID.4 PRO	2023	EV	\$7,500	\$80,000	✓
	ID.4 PRO S	2023	EV	\$7,500	\$80,000	✓
	ID.4 PRO S PLUS	2023	EV	\$7,500	\$80,000	✓
	ID.4 S	2023	EV	\$7,500	\$80,000	✓
	ID.4 STANDARD	2023	EV	\$7,500	\$80,000	✓

<sup>3</sup> Available at: <https://fueleconomy.gov/feg/tax2023.shtml>