



2024

Green Fleet Annual Report

2024 Ulster County Green Fleet Report

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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) on or before March 1st. 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 AND DATA

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.

In coordination with the DPW fleet manager, additional fields were added in 2023-24 to better support Green Fleet reporting, including fuel type, vehicle class (in alignment with the Green Fleet Policy definitions), and primary location, among others.

- **Samsara:** Beginning in 2023, a large portion of fleet vehicles had Samsara telematics software installed. 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, and will continue to be installed in most fleet vehicles in the future. The availability of Samasara data will continue to 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 also support more accurate fuel efficiency tracking and accompanying recommendations. 2024 was the first year that a full year of Samsara data was available for most fleet vehicles, which supported a significantly more accurate and streamlined data collection and analysis process for the 2024 Green Fleet Report.
- **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; as Samsara data is now available for most fleet vehicles, the Wex data is only used in the Green Fleet Report for the Sheriff/Jail fleet vehicles that do not have Samsara installed.
- **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 (EV) 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) DC Fast Chargers, including the Ford e-transits and battery electric/New Flyer buses
 - **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 (*first available starting in 2024; several new Livingston charging station installations were completed in 2024 and are also planned at additional County facilities).

3: FLEET INVENTORY

Green Vehicle Definitions

Per the Sustainable Green Fleet Policy, the definitions of vehicles include:

- **“Green Vehicle:** Refers to 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 (HVs).
- **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 fleet EVs serve as a stand-in towards the Policy’s ZEV vehicle goals.*

Additional vehicle definitions in this report include:

- **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.
- **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.

Fleet Inventory Summary

2024 Fleet Inventory Summary

At the close of 2024 there were a total of **472** vehicles in the Ulster County Fleet. The full fleet inventory is included as Appendix C at the end of this report. The Ulster County departments with the largest number of fleet vehicles include: DPW/Highway (30.5%), Sheriff (18%), and UCAT (8.7%).

Table 1: Fleet Inventory - Summary by Department

Department	Number of Vehicles	Percent of UC Fleet
CENTRAL SERVICES	2	0.4%
CLERK	3	0.6%
COUNTY EXECUTIVE	1	0.2%
DA OFFICE	15	3.2%
DPW/BUILDINGS & GROUNDS	34	7.2%
DPW/CENTRAL AUTO	4	0.8%
DPW/HIGHWAY	144	30.5%
DSS	40	8.5%
ECONOMIC DEVELOPMENT	1	0.2%
ELECTIONS	1	0.2%
EMERGENCY COMMUNICATION	16	3.4%
ENVIRONMENT	1	0.2%
HEALTH	15	3.2%
INFORMATION SERVICES	5	1.1%
JAIL	20	4.2%
MEDICAL EXAMINER	2	0.4%
MENTAL HEALTH	1	0.2%
OFA	8	1.7%
PROBATION	20	4.2%
PUBLIC DEFENDER	1	0.2%
SAFETY	3	0.6%
SHERIFF	85	18.0%
TOURISM	1	0.2%
UCAT	41	8.7%
VETS	6	1.3%
WEIGHTS & MEASURES	2	0.4%
Grand Total	472	100.0%

Vehicles In-Service & Surplused/Retired

In 2024 **48** vehicles were entered into service and **28** were surplused or otherwise retired. Appendices B and C provide full lists of these vehicles. Of the 50 fleet vehicles entered into service in 2024, **45.8%** (22 vehicles) met the Green Fleet Policy definition of green vehicles.

Table 2: Vehicles In-Service by Fuel Type (202)

DEPARTMENT	ICE	PHEV	EV	Grand Total
DPW/BUILDINGS & GROUNDS			1	1
DPW/HIGHWAY	13			13
DSS		7		7
EMERGENCY COMMUNICATION		3		3
HEALTH			2	2
JAIL	2			2
PROBATION		1		1
SHERIFF	6	6	2	14
SHERIFF - URGENT	2			2
ULSTER COUNTY AREA TRANSIT	3			3
GRAND TOTAL (NUMBER)	26	17	5	48
GRAND TOTAL (PERCENT)	54.2%	35.4%	10.4%	100.0%

4: GREEN FLEET GOALS

Fleet Composition

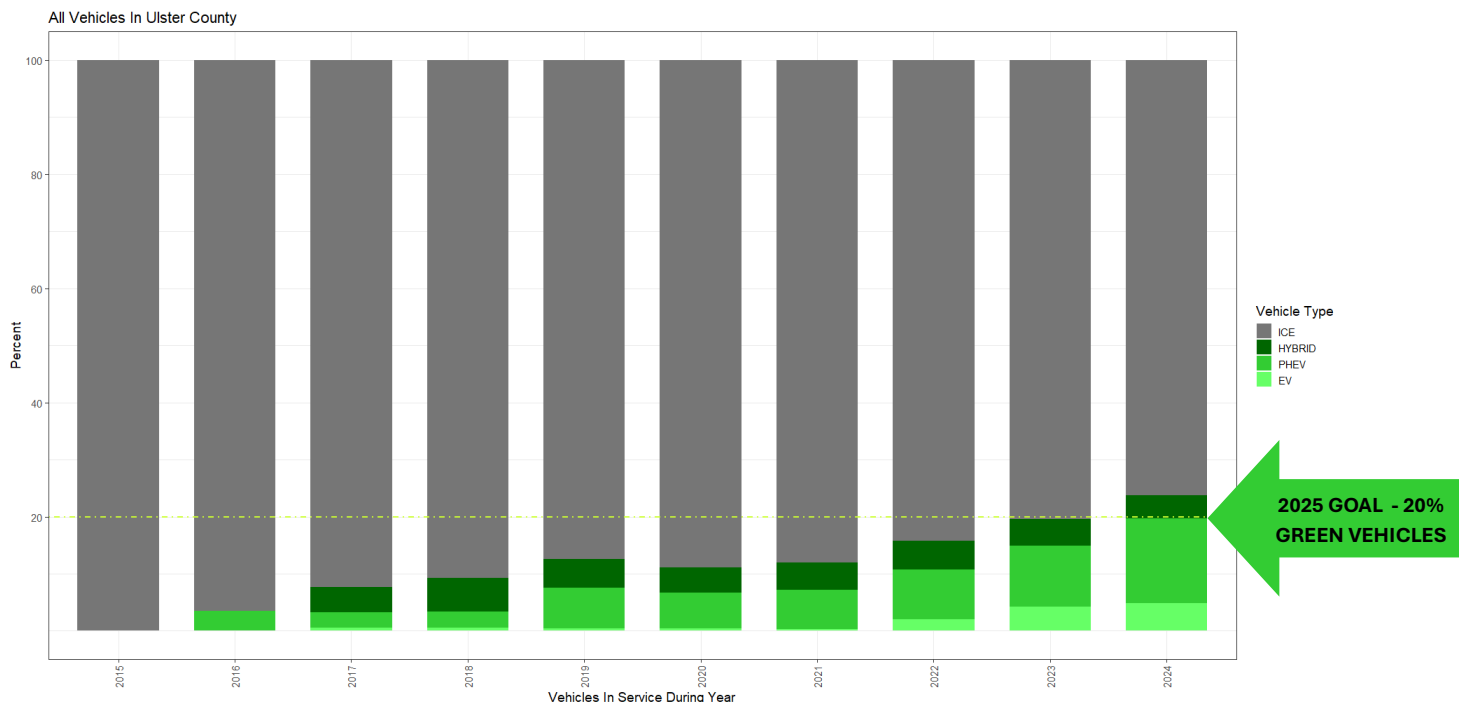
At the close of 2024, 22% of the County’s fleet was composed of green vehicles, achieving and exceeding the Ulster County Green Fleet Policy 2025 goal of 20% a full year ahead of schedule. The overall fleet composition broken down by fuel types is included in the table and charts below and is in alignment with the green vehicle definitions in the Green Fleet Policy included in Section 3 of this report.

Table 3: Fleet Composition by Fuel Type

FUEL TYPE	GREEN VEHICLE	NUMBER OF VEHICLES	PERCENT OF FLEET
ICE - conventional vehicles with internal combustion engines (gas/diesel)	NO	368	78.0%
HYBRID - conventional hybrid vehicles with no plug	YES	18	3.8%
PHEV - plug-in hybrid electric vehicles	YES	65	13.8%
EV - electric vehicles	YES	21	4.4%
TOTAL VEHICLES		472	100.0%
TOTAL GREEN VEHICLES		104	22.0%

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)*



*Certain fleet inventory data predating 2023 are missing or incomplete; therefore pre-2023 data is estimated in all-multiyear charts in this report, where applicable.

Zev/Ev Green Fleet Policy Goals & Infrastructure Planning

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 262 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).

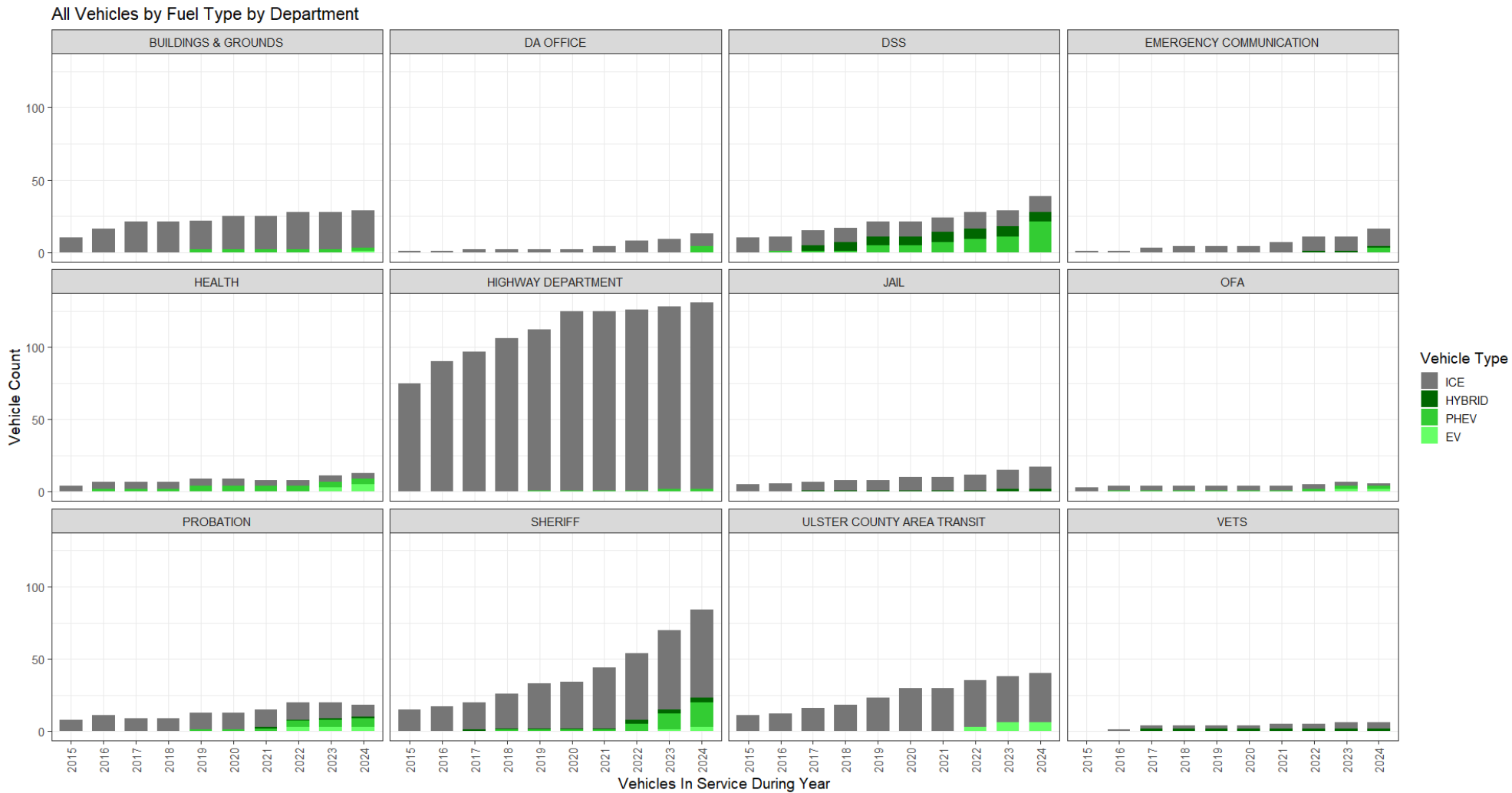
As ICE vehicles are increasingly replaced with EVs, a key consideration will be to additionally plan for the fleet EV charging stations will need to be installed at the various County facilities where these fleet EVs are to be located – primarily where they are parked overnight – in order to ensure the 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 & Future Number of Fleet EVs

VEHICLE CLASS	NUMBER OF VEHICLES	
HEAVY DUTY	81	
MEDIUM DUTY	129	
LIGHT DUTY	187	= 262 FUTURE EVs (to be purchased/leased after 2025)
PASSENGER	75	
TOTAL	472	

The charts below show fleet vehicles by department and fuel type.¹ Certain departments, including DSS and Health, among others, have a relatively higher composition of green vehicles within their fleets.

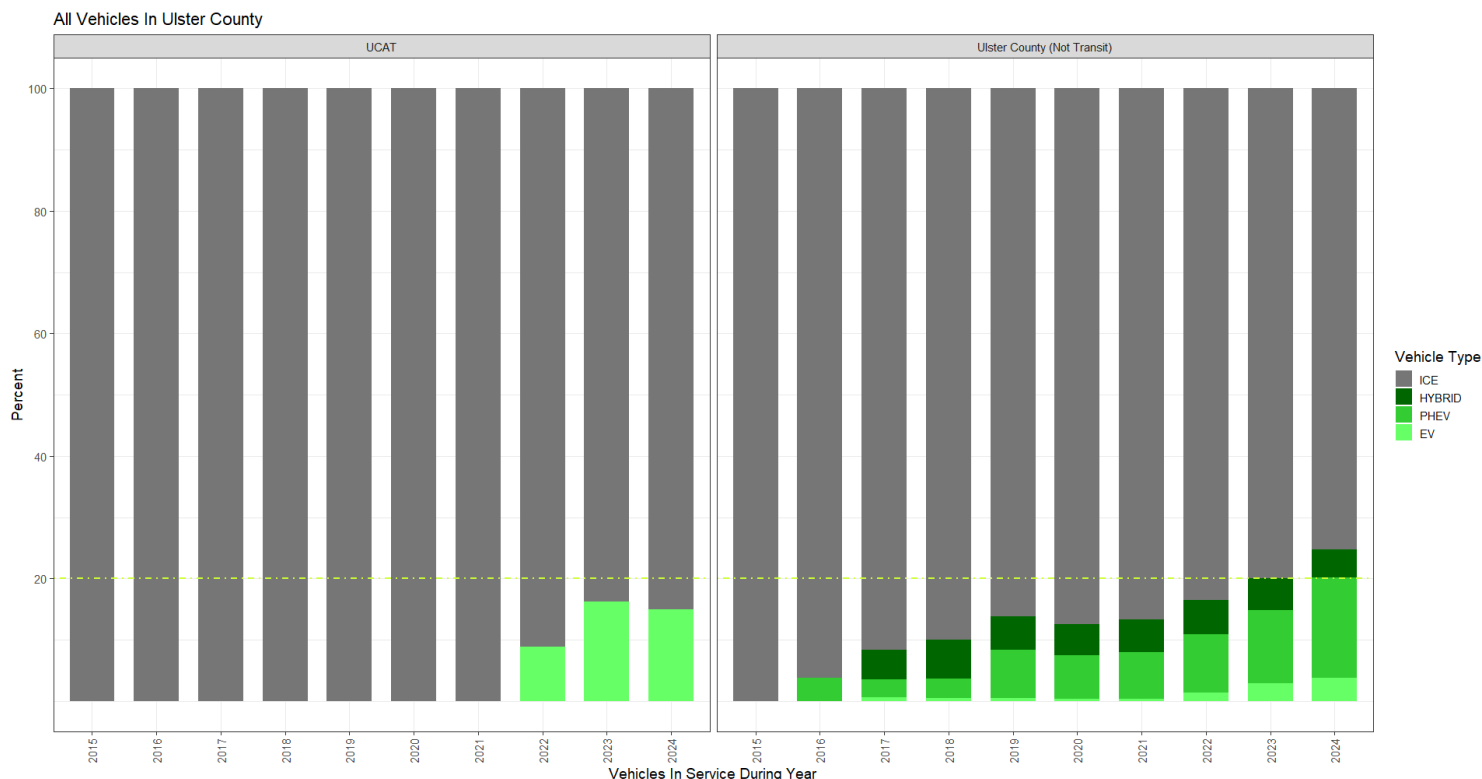
Figure 2: Fleet Composition by Department & Fuel Type (multiyear mini-charts)



¹ All charts depicting fleet composition broken down by department display only departments with over five vehicles.

The chart below represents 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 total fleet of 41 vehicles, with three battery electric buses and three Ford e-transits active in 2024 (and with four more battery electric buses on order, with delivery anticipated in 2025-26).

Figure 3: Fleet Composition by Fuel Type - UCAT Vs Fleet



5: FUEL EFFICIENCY

Fuel efficiency was calculated for all 2024 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 and/or kWh of electricity (if applicable), and overall fuel efficiency (i.e. fuel economy).
- 2) **Wex:** Includes user reported odometer readings (used to calculate annual mileage) and gallons of gas/diesel purchased.
- 3) **UCAT vehicles:** As available and deemed to be the most accurate, the electric bus manufacturer New Flyer and/or EV Connect electric vehicle charging station data can be used in lieu of Samsara data, providing that vehicle-specific annual mileage is also available.

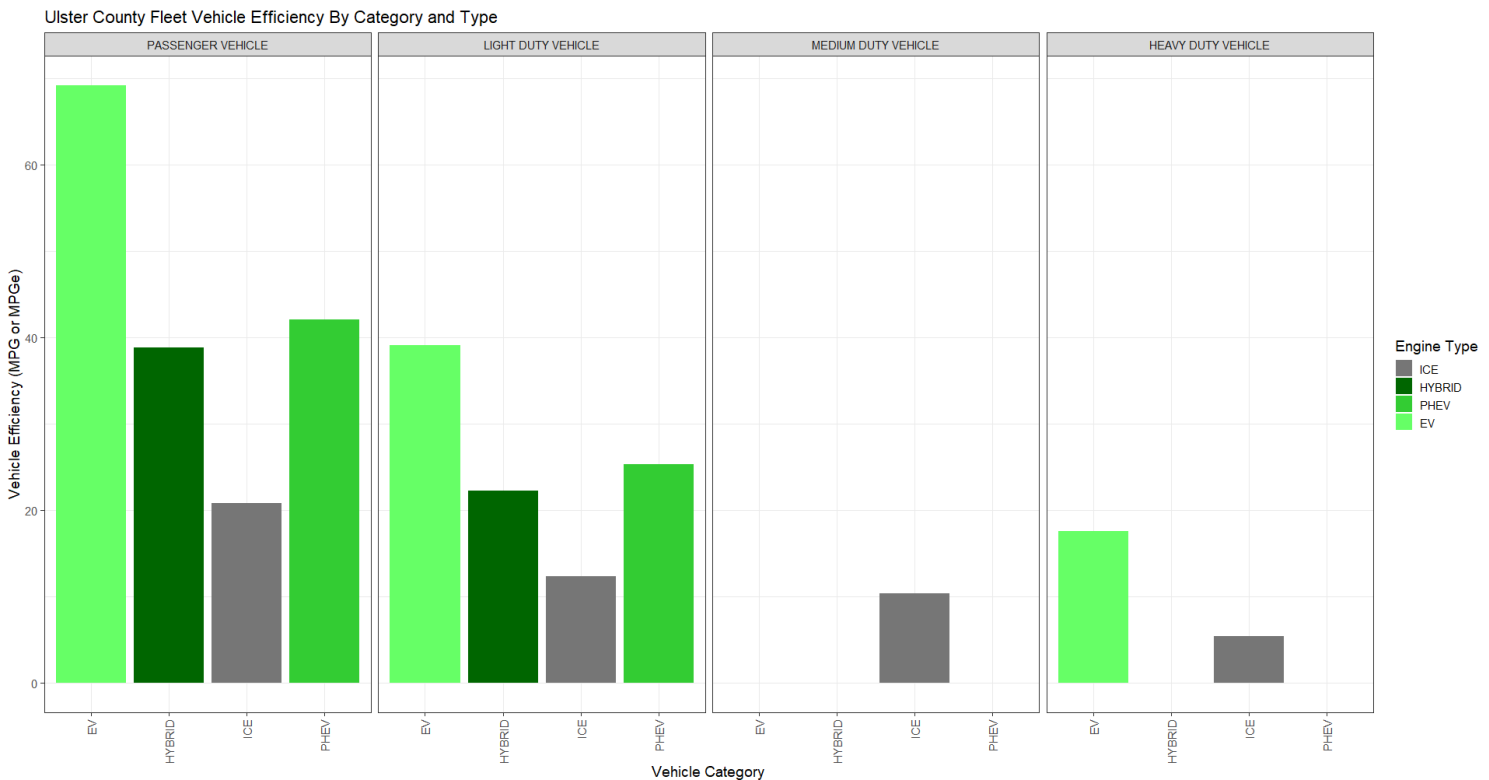
Fuel efficiency numbers for individual vehicles were excluded overall fleet efficiency calculations if any of the following conditions were present:

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- 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 472 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).

Figure 4: Fuel Efficiency by Vehicle Class & Fuel Type



Fuel Efficiency Calculations for EVs & PHEVS

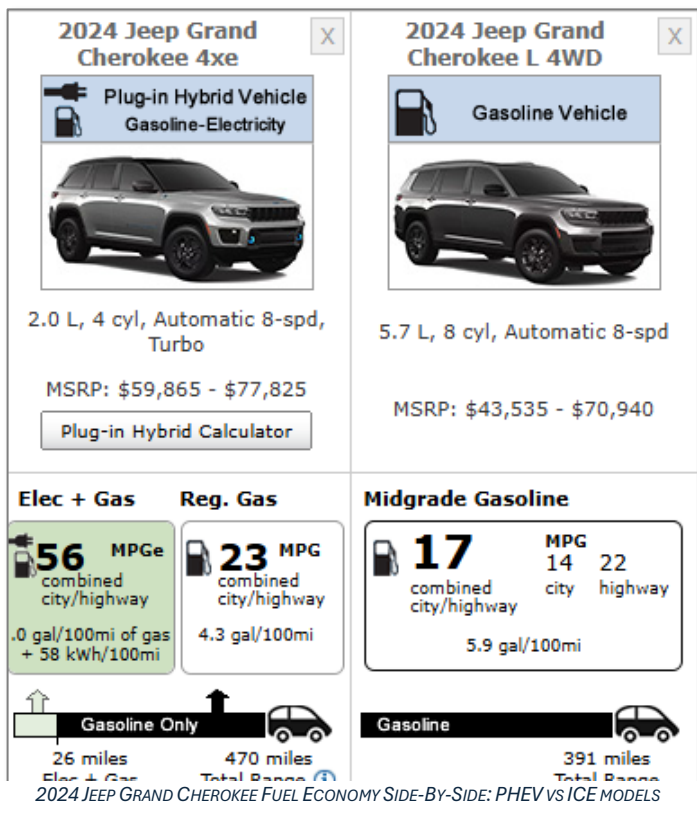
For the fleet PHEVs and EVs an efficiency value of MPGe (miles per gallon equivalent) was calculated using available gasoline and electricity consumption data (if applicable), using the EPA's assumption that 33.7 kWh is equivalent to 1 gallon of conventional gasoline². The MPGe efficiency value is a standardized way to

² More information at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revisions-and-additions-motor-vehicle-fuel>

quantify the total amount of energy required to operate the vehicle and compare its efficiency to ICE vehicles.

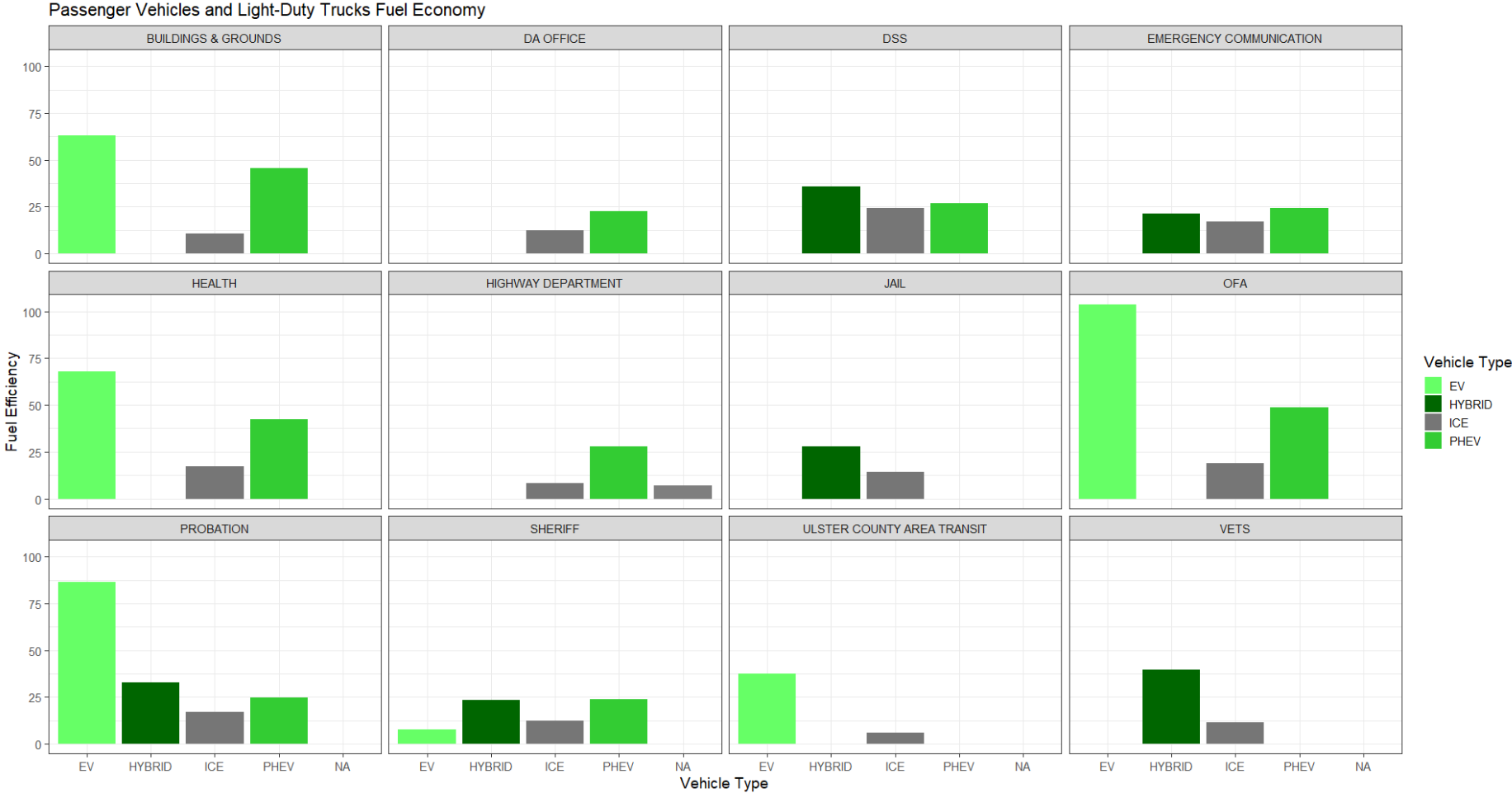
Fuel efficiency passenger between fleet PHEVs and Hybrids is shown to be somewhat comparable (as indicated in the FIGURE 6: FUEL EFFICIENCY BY VEHICLE CLASS & FUEL TYPE chart above), showing that certain fleet PHEVs may not be operated in full-electric mode to the greatest extent possible (or at all in some cases, based on Samsara data indicating that no electricity was used in 2024 for certain vehicles). Additionally, although some PHEV models may have lower estimated fuel efficiency than other PHEV models, their overall fuel efficiency should still be higher than an equivalent ICE model of the same vehicle generally. [Fueleconomy.gov](https://www.fueleconomy.gov) provides a tool to compare vehicles; the example depicted below shows that the overall fuel efficiency for a 2024 Jeep Grand Cherokee PHEV is still 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, to ensure that County staff are operating all fleet PHEVs in full electric mode to the extent possible (via fully charging the vehicle before each use, for example), and not defaulting to reliance on gasoline as the primary fuel. Ensuring that there are sufficient fleet EV charging stations available, providing ongoing staff training as needed, and monitoring progress and compliance as part of the annual reporting process are key towards maximizing the overall efficiency of fleet PHEVs.



The charts below shows the overall fuel efficiency of **passenger and light-duty** vehicles in each department, broken out by fuel types. EVs are the most fuel-efficient fleet vehicles, followed by PHEVs and Hybrids.

Figure 5: Fuel Efficiency by Department & Type (multiyear mini-charts)³



³ All charts depicting fleet composition broken down by department display only departments with over five vehicles.

6: FLEET FUELS (Purchased & Used)

TABLE 5: TOTAL FLEET FUEL USAGE BY TYPE (2024)

FUEL TYPE	FUEL USED (gallons/gallons-e)
B5 Biodiesel	54,931.4
Diesel	184,154.2
E10 Gasoline - Ethanol	30,466.45
E10 Gasoline - Gas	274,187.3
Electricity (*226,041 kWh)	6,175.9
Grand Total	549,915.3

- Fuel usage is the total fuel dispensed to vehicles in the calendar year reported. This accounting methodology was updated in 2023 with the onboarding of Samsara, a telematics software for fleet vehicles.
- 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 2024 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

FLEET & FUEL TYPE	FUEL PURCHASED (gallons/gallons-e)	FUEL PURCHASED (\$)	FUEL USED (gallons/gallons-e)	DIFFERENCE (purchased-used)
Fleet Vehicles	345,756.03	\$944,237.69	294,112.43	51,643.6
Diesel	190,239.6	\$508,815	138,596.30	51,643.30
E10 Gasoline - Ethanol	24,666.4	n/a	24,666.4	0.0
E10 Gasoline - Gas	128,987.30	\$421,787.49	128,987.30	0.0
Electricity	1,862.73	\$13,635.20	1,862.73	0.0
Non-Road	5,683	\$35,574.5	6,770.6	- 1,087.00
Diesel	n/a	n/a	1,087.0	- 1,087.00
E10 Gasoline - Ethanol	567.60	3,547.5	567.60	0.0
E10 Gasoline - Gas	5,106.0	\$32,027	5,106.0	0.0
Transit	170,434.65	\$459,330.81	150,834.95	19,599.70
B5 Biodiesel	65,689.0	168,946.90	54,931.4	10,757.6
Diesel	56,678.60	\$156,257.88	51,814.10	4,864.5
E10 Gasoline - Ethanol	3,977.60	\$10,255	3,977.60	
E10 Gasoline - Gas	39,776.20	\$92,298	39,776.20	0.0
Electricity	4,313.25	\$31,573.03	4,313.25	0.0
Grand Total	521,873.68	\$1,439,146.00	451,717.98	66,178.70

7: GREENHOUSE GAS EMISSIONS

In 2024, Ulster County fleet operations resulted in emissions of 4,810 metric tons CO₂e. 90.3% of total fleet emissions resulted from the combustion of fossil fuels, with the remaining portion of emissions resulting from the combustion of biomass-based, or biogenic fuels. 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. In 2024, biogenic emissions from biofuel combustion totaled the diesel fuel equivalence of 464 metric tons of CO₂e.

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Per the EPA’s carbon equivalencies calculator, Ulster County’s 2024 fleet emissions quantity is equivalent to that released by burning 26 railcars worth of coal or 11,136 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.⁴

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
2024	4,810	0

Emissions Factors Disclosure

- Ulster County accounts for GHG emissions in accordance with the Local Government Operations Protocol developed by Local Governments for Sustainability (ICLEI).
- For 2023 and 2024, emissions were calculated using the [USEPA greenhouse gas equivalencies calculator](https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator). Diesel fuel was converted to gasoline equivalent using a 1.15 conversion ratio.

⁴ Calculator available here: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

8: ELECTRIC VEHICLES AND EV CHARGING STATIONS

Electric Vehicle Charging Stations

Ulster County currently hosts 23 publicly-available two port Level 2 EV charging stations (56 plugs) County-wide, with additional EV charging stations (17 plugs total) 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 a new “Community Charging Hub” with 4 level 2 plugs and 4 DC fast charging plugs - the County’s first public DC fast chargers - currently in progress in front of the Development Court complex.

Additional County facilities continue to be assessed in order to identify priority locations for both fleet and/or public chargers in the near future, with installations planned at the County Courthouse and Trudy Resnick Farber facility in Ellenville. Level 3/DC Fast Chargers are additionally under consideration at key County facilities where they may best support public and/or fleet charging needs.

The County additionally acquired a Beam EV Arc mobile charging station paired with a solar panel and battery energy storage system in 2024; the unit was originally located in front of the Development Court complex and was relocated to NYCDEP’s Ashokan Station trailhead parking lot. More information is available at: <https://ulstercountyny.gov/news/executive/county-executive-metzger-unveils-new-grid-ev-charger-during-hudson-valley-climate>. EV charging is provided at no cost to the public (on an intermittent basis, as available based on the unit’s status).



COUNTY EXECUTIVE JEN METZGER AT THE EV ARC UNVEILING CEREMONY ON 9/24/24

Fleet Charging

Ulster County fleet charging sessions accounted for over 60.9% percent of energy dispensed from Ulster County Level 2 stations in 2024 (exclusive of UCAT/fleet electric bus charging), accounting for 68,176 kWh of the 111,970 kWh total dispensed. 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 however, in order to more accurately reflect each building's energy use intensity (which is measured per square foot) and other metrics.

Public EV Charging

- **Charging Fees:** In 2023 public Level 2 charging fees were adjusted to \$0.36/kWh and a \$1.00/hour idle fee (with a 15 minute grace period) from 8 AM to 6 PM Monday through Friday, and \$0.18/kWh with no idle fee at all other times. This change in fees served to offset the costs to the County to host the public EV charging station network, in part, and to additionally incentivize more efficient use of limited EV charging station parking spaces in order to support sufficient availability to the public as well as for fleet vehicles.
- **Revenue:** In 2024, public charging fees yielded over \$10,000 in revenue (a decrease from 2023's revenue of over \$14,000).
- **Operating Costs:**
 - The Central Hudson blended electricity rate is estimated at \$.20 kWh (per the 2023 annual Green Fleet Report); therefore it is estimated that the County paid approximately \$8,758 for the 43,795 kWh of electricity usage associated with public charging sessions.
 - The County additionally pays annual per-plug network subscription fees as part of the costs incurred to host EV charging stations (for both fleet and public use). In 2024, per NYS Office of General Services contract pricing, per-plug networking fees cost \$345 for ChargePoint stations and \$180 for Livingston stations, for a total annual networking cost to the County of \$24,000.
 - These costs do not include other potential operational costs (including parts and labor associated with ongoing maintenance, per-call repairs, and 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](#), Tables 7 through 9 provide data for 2024 EV Charging Station Usage broken down by Fleet and Public charging station users.

TABLE 8: EV CHARGING STATION USAGE REPORTING

EV Charging Station Vendor	TOTAL # of plugs *	TOTAL electricity (kWh)	FLEET electricity (kWh)	FLEET % of total electricity (kWh)	PUBLIC electricity (kWh)	TOTAL electricity costs **	PUBLIC charging electricity costs	PUBLIC charging revenue
ChargePoint	56	84,431	46,133	41%	38,298	\$16,886	\$7,660	\$8,984
Livingston	26	27,539	22,043	20%	5,496	\$5,508	\$1,099	\$1,394
TOTALS: ChargePoint & Livingston (fleet & public)	82	111,970	68,176	61%	43,795	\$22,394	\$8,759	\$10,378
EV Connect - UCAT Bus Garage (fleet only)	*9	157,865	157,865	41%	N/A	\$31,573	N/A	N/A
TOTALS (ALL)	91	381,806	294,217	-	-	\$53,967	\$8,759	\$10,378

*DC Fast Chargers, fleet only

** Estimated: The estimated average blended electricity cost was \$0.20/kWh (per the 2023 Green Fleet Report)

Tables 9 & 10 below show various charging session data from 2024, for all fleet versus public ChargePoint and Livingston EV charging sessions (where available). Sessions drawing (1) kWh or less of electricity were removed from the data.

TABLE 9: CHARGING SESSIONS 2024

EV Charging Station Vendor	TOTAL # of sessions	FLEET # of Sessions	PUBLIC # of Sessions	TOTAL # of unique users
ChargePoint	5,458	3,000	2,458	1,751
Livingston	2,147	1,906	241	<i>not available</i>
TOTALS: ChargePoint & Livingston (fleet & public)	7,605	4,906	2,699	~
EV Connect (UCAT Bus Garage/fleet)	~	1,198	~	~
TOTALS (ALL)	16,408	11,010	5,398	~

Per Table 10 below, the average charging session duration in 2024 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 10: Average Charging Session Time & Duration 2024 (hours: minutes)

EV Charging Station Vendor	TOTAL average time charging	FLEET average time charging	PUBLIC average time charging	TOTAL average session duration	FLEET average session duration	PUBLIC average session duration
ChargePoint	3:18	3:34	2:59	15:14	20:53	3:30
Livingston	<i>not available</i>	<i>not available</i>	<i>not available</i>	<i>not available</i>	<i>not available</i>	<i>not available</i>

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. The County continues to plan and apply for various funding opportunities as they become available, via relevant departments as well and in coordination with contracted vendors as applicable.

Available 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 in most cases.
- **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.
- **Federal Inflation Reduction Act: Commercial Clean Vehicle Credits & Alternative Fuel Vehicle Refueling Property Credits**: 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 [Fuel Economy.org](https://www.fuel-economy.org) is included as APPENDIX D: Federal Tax Credits for New Plug-in Electric and Fuel Cell Electric Vehicles Purchased in 2023 or After. The County applied for the rebates for both 2023 and 2024, for qualifying vehicles purchased, and in 2024 additionally applied for the Alternative Fuel Vehicle Refueling Property Credit, for the installation of EV charging stations at the County's Restorative Justice Center (located in an [eligible census tract](#)).
- **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.

Table 11: Ulster County Electric Vehicle & EV Charging Station Funding (from 2023 on)

Funding Source	Applicant and/or Vendor	Location and/or Vehicles	Dollar Value <small>(*indicates estimated, discounted from County's contracted pricing)</small>
Central Hudson Make-Ready	NYPA/Ulster County	UCAT Bus Garage Phase 2	TBD
	Livingston	Restorative Justice Center	*\$54,000
		DSS/Development Court/back	*\$75,600
		DSS/Development Court/ front	*\$289,800
		Courthouse (planned)	*\$38,610
	Trudy Resnick Farber (planned)	*\$289,800	
PlugIn Stations Online	UCAT/front	*\$11,000	
NYSERDA ChargeReady 2.0	PlugIn Stations Online	UCAT/front	*\$4,000
	Ulster County	DSS/Development Court/ front	TBD
		Courthouse (planned)	TBD
Trudy Resnick Farber (planned)	TBD		
Federal Inflation Reduction Act Credits	Ulster County	2023: (23) qualifying vehicles	\$125,000
		2024: (17) qualifying vehicles & EV chargers/Restorative Justice Center	TBD

10: RECOMMENDATIONS

Recommended Green Fleet Actions

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:

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

Recommended Green Fleet Actions

ACTION	County Departments			NOTES and/or
	DOE	DPW	UCAT	References
METHODOLOGY & DATA				
1.1 Telematics: 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	ongoing
FLEET INVENTORY				
2.1 Asset Works: Continue to maintain and update the fleet inventory and identify/populate fields in Asset Works to align with the Green Fleet Policy reporting requirements. In addition to primary location, a new field that indicates each vehicle’s ICE fuel type (i.e gas or diesel) may be helpful, among other potential additions/modifications to other fields.		X	X	CSC <u>PE3</u> <u>Action: Fleet Inventory</u> *2024 note: primary location added in 2023
2.2 Fleet Rightsizing & Shared “Pool” Vehicles: 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 vehicles” to reserve on an as-needed basis as well as other opportunities to downsize and right size.		X	X	CSC <u>PE3</u> <u>Action: CSC Fleet Rightsizing</u> PRIORITY ACTION

GREEN FLEET GOALS

<p>3.1 Fleet Electrification: Continue to prioritize purchasing and leasing fleet EVs in general 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 mandates that, after 2025, “100% of passenger and light duty truck vehicles purchased, leased or otherwise obtained will be zero-emission vehicles where technically feasible” & “all transit fleet vehicles are zero-emission by 2035”.</p>	X	X	<p>CSC PE3 Action: <u>Advanced Vehicles</u></p> <p>PRIORITY ACTION</p>
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FLEET EFFICIENCY

<p>4.1 PHEVs – Ensure Optimal Efficiency: Monitor use of vehicles in fully-electric EV mode (via electricity used, as indicated in Samsara or other data sources) and provide training to relevant departments where needed; additionally continue to install fleet EV charging stations to ensure sufficient EV charging access.</p>	x	X		
<p>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.</p>	X	x	x	<p>CSC PE3 Action: <u>Fleet Efficiency Policy</u></p>
<p>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.</p>	X	x	x	

EV CHARGING STATIONS

<p>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.</p>	X	x	x	<p>PRIORITY ACTION</p>
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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	PRIORITY ACTION
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FUNDING OPPORTUNITIES

6.1 Funding for Green Fleet Vehicles & EV Charging Stations: Continue to identify and apply for all available funding opportunities.

X	X	X	
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OTHER

7.1 Electrify Non-Road & Landscaping Equipment: 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: <u>Electric Landscaping Equipment</u>
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7.2 Conduct Employee Commuting Survey: 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: <u>Incentives for Employee Carpooling & Transit</u>
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7.3 Resiliency Planning for Power Outages: 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	In coordination with DPW & the UC Office of Emergency Services
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7.4 Total Cost of Ownership Reporting: 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		
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7.5 UCAT

- Transit Fleet Electrification:** Continue to plan for and purchase electric transit fleet vehicles, including buses, where technically feasible and commercially available.

		X	
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- **Phase 2 “Bus Depot of the Future”:** 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.
- **Route Optimization:** 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.
- **EV Charging Stations:** 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.

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APPENDICES

Appendix A: Vehicles Surplused/Retired (2024)

Department Name	l Year	Make	Model	Fuel Type	Class
DA OFFICE				PHEV	Light Duty
DA OFFICE				ICE	Passenger
DPW/BUILDINGS & GROUNDS	2013	DODGE	CARAVAN	ICE	Passenger
DPW/CENTRAL AUTO	2012	CHEVL	MALIBU	ICE	Passenger
DPW/CENTRAL AUTO	2015	FORDX	FUSION	ICE	Passenger
DPW/CENTRAL AUTO EQUIPMENT	2013	CHEVL	3500 HD	ICE	Medium Duty
DPW/HIGHWAY	2008	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	1998	FORDX	E-350	ICE	Medium Duty
DPW/HIGHWAY	2007	STRLN	L9511	ICE	Heavy Duty
DPW/HIGHWAY	2007	STRLN	L9511	ICE	Heavy Duty
DPW/HIGHWAY	2008	CATXX	930H	ICE	Heavy Duty
DPW/HIGHWAY	2008	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2008	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2011	CHEVL	2500HD	ICE	Medium Duty
DPW/HIGHWAY	2011	CHEVL	2500HD	ICE	Medium Duty
DPW/HIGHWAY	2014	JEEPX	COMPASS	ICE	Light Duty
DSS	1999	FORDX	E-350	ICE	Medium Duty
HEALTH	2007	CHEVL	TRAIL BLAZER	ICE	Light Duty
HEALTH	2008	CHEVL	IMPALA	ICE	Passenger
JAIL				ICE	Light Duty
PROBATION	2008	CHEVL	IMPALA	ICE	Passenger
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
TOTAL					28

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Appendix B: New Vehicles In-Service (2024)

Department	Year	Make	Model	Fuel Type	Class
DPW/BUILDINGS & GROUNDS	2023	FORDX	F-150	EV	Light Duty
DPW/HIGHWAY	2024	CHEVL	2500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	2500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	2500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2024	CHEVL	3500	ICE	Medium Duty
DPW/HIGHWAY	2025	INTRN	HV607	ICE	Heavy Duty
DSS	2023	CHRYL	PACIFICA	PHEV	Light Duty
DSS	2023	CHRYL	PACIFICA	PHEV	Light Duty
DSS	2023	CHRYL	PACIFICA	PHEV	Light Duty
DSS	2023	CHRYL	PACIFICA	PHEV	Light Duty
DSS	2023	CHRYL	PACIFICA	PHEV	Light Duty
DSS	2024	TOYOTA	RAV 4	PHEV	Light Duty
DSS	2024	TOYOTA	RAV 4	PHEV	Light Duty
EMERGENCY COMMUNICATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty
EMERGENCY COMMUNICATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty
EMERGENCY COMMUNICATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty
HEALTH	2025	NISSA	LEAF	EV	Passenger
HEALTH	2025	NISSA	LEAF	EV	Passenger
JAIL				ICE	Light Duty
JAIL				ICE	Light Duty
PROBATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty
SHERIFF				PHEV	Light Duty
SHERIFF				PHEV	Light Duty
SHERIFF				PHEV	Light Duty
SHERIFF				PHEV	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				PHEV	Light Duty
SHERIFF				PHEV	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty

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SHERIFF				ICE	Light Duty
SHERIFF				ICE	Light Duty
SHERIFF				EV	Light Duty
SHERIFF				EV	Light Duty
SHERIFF - URGENT	2024	JEEPX	GRAND CHEROKEE	ICE	Light Duty
SHERIFF - URGENT	2025	RAMXX	1500	ICE	Light Duty
ULSTER COUNTY AREA TRANSIT	2025	FORDX	E-450	ICE	Light Duty
ULSTER COUNTY AREA TRANSIT	2025	FORDX	E-450	ICE	Light Duty
ULSTER COUNTY AREA TRANSIT	2025	FORDX	E-450	ICE	Medium Duty
TOTAL					48

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Appendix C: Fleet Inventory (2024)

Department Name	Year	Make	Model	Fuel Type	Class *	Fuel Efficiency (MPGe)*
CENTRAL SERVICES	2012	CHEVL	IMPALA	ICE	Passenger	23.1
CENTRAL SERVICES	2017	FORDX	TRANSIT	ICE	Light Duty	14.5
CLERK	2005	CHEVL	EXPRESS	ICE	Medium Duty	0.0
CLERK	2018	FORDX	TRANSIT	ICE	Passenger	13.0
CLERK	2019	THOMA	1318N	ICE	Heavy Duty	<i>Data Not Available</i>
COUNTY EXECUTIVE	2016	FORDX	FUSION ENERGI	PHEV	Passenger	39.6
DA OFFICE				ICE	Light Duty	8.1
DA OFFICE				ICE	Light Duty	8.1
DA OFFICE				ICE	Passenger	8.1
DA OFFICE				ICE	Light Duty	11.4
DA OFFICE				ICE	Light Duty	12.6
DA OFFICE				ICE	Passenger	13.0
DA OFFICE				ICE	Passenger	14.1
DA OFFICE				ICE	Light Duty	18.1
DA OFFICE				ICE	Light Duty	19.7
DA OFFICE				PHEV	Light Duty	22.5
DA OFFICE				PHEV	Light Duty	22.5
DA OFFICE				PHEV	Light Duty	22.5
DA OFFICE				PHEV	Light Duty	22.5
DA OFFICE				ICE	Passenger	<i>Data Not Available</i>
DA OFFICE				ICE	Light Duty	*
DPW/BUILDINGS & GROUNDS	2020	CHEVL	2500	ICE	Medium Duty	8.2
DPW/BUILDINGS & GROUNDS	2020	CHEVL	2500	ICE	Medium Duty	8.7
DPW/BUILDINGS & GROUNDS	2009	CHEVL	3500	ICE	Medium Duty	23.0
DPW/BUILDINGS & GROUNDS	2020	CHEVL	EXPRESS	ICE	Medium Duty	12.6
DPW/BUILDINGS & GROUNDS	2005	CHEVL	SILVERADO	ICE	Medium Duty	0.0
DPW/BUILDINGS & GROUNDS	2016	CHEVL	SILVERADO	ICE	Medium Duty	8.1
DPW/BUILDINGS & GROUNDS	2013	DODGE	CARAVAN	ICE	Passenger	8.4
DPW/BUILDINGS & GROUNDS	2006	DODGE	RAM	ICE	Light Duty	6.0
DPW/BUILDINGS & GROUNDS	2017	FORDX	CONNECT	ICE	Medium Duty	7.8
DPW/BUILDINGS & GROUNDS	2017	FORDX	CONNECT	ICE	Medium Duty	8.2
DPW/BUILDINGS & GROUNDS	2014	FORDX	E-350	ICE	Medium Duty	11.9
DPW/BUILDINGS & GROUNDS	2014	FORDX	F-150	ICE	Light Duty	10.7
DPW/BUILDINGS & GROUNDS	2017	FORDX	F-150	ICE	Light Duty	8.7
DPW/BUILDINGS & GROUNDS	2023	FORDX	F-150	EV	Light Duty	63.2
DPW/BUILDINGS & GROUNDS	2008	FORDX	F-250	ICE	Medium Duty	9.1
DPW/BUILDINGS & GROUNDS	2008	FORDX	F-250	ICE	Medium Duty	9.4
DPW/BUILDINGS & GROUNDS	2014	FORDX	F-250	ICE	Medium Duty	8.9
DPW/BUILDINGS & GROUNDS	2015	FORDX	F-250	ICE	Medium Duty	8.8

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DPW/BUILDINGS & GROUNDS	2016	FORDX	F-250	ICE	Medium Duty	8.2
DPW/BUILDINGS & GROUNDS	2017	FORDX	F-250	ICE	Medium Duty	5.9
DPW/BUILDINGS & GROUNDS	2019	FORDX	F-550	ICE	Medium Duty	6.1
DPW/BUILDINGS & GROUNDS	2016	FORDX	TRANSIT	ICE	Medium Duty	16.7
DPW/BUILDINGS & GROUNDS	2016	FORDX	TRANSIT	ICE	Light Duty	20.1
DPW/BUILDINGS & GROUNDS	2017	FORDX	TRANSIT	ICE	Medium Duty	15.7
DPW/BUILDINGS & GROUNDS	2017	FORDX	TRANSIT	ICE	Light Duty	24.9
DPW/BUILDINGS & GROUNDS	2019	HYUNDAI	IONIQ	PHEV	Passenger	45.0
DPW/BUILDINGS & GROUNDS	2019	HYUNDAI	IONIQ	PHEV	Passenger	45.9
DPW/BUILDINGS & GROUNDS	2015	JEEPX	COMPASS	ICE	Light Duty	9.2
DPW/BUILDINGS & GROUNDS	2015	JEEPX	PATRIOT	ICE	Light Duty	10.5
DPW/BUILDINGS & GROUNDS	2022	RAMXX	1500	ICE	Light Duty	8.1
DPW/BUILDINGS & GROUNDS	2023	RAMXX	1500	ICE	Light Duty	15.5
DPW/BUILDINGS & GROUNDS	2022	RAMXX	1500 REBEL	ICE	Light Duty	14.9
DPW/BUILDINGS & GROUNDS	2022	RAMXX	2500	ICE	Light Duty	9.2
DPW/BUILDINGS & GROUNDS	2022	RAMXX	2500	ICE	Medium Duty	11.4
DPW/CENTRAL AUTO	2023	CHEVL	6500	ICE	Heavy Duty	9.4
DPW/CENTRAL AUTO	2014	FORDX	F-150	ICE	Light Duty	23.5
DPW/CENTRAL AUTO	2015	FORDX	FUSION	ICE	Passenger	25.4
DPW/CENTRAL AUTO	2015	FORDX	FUSION	ICE	Passenger	26.3
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	2500	ICE	Medium Duty	13.5
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	2500	ICE	Medium Duty	10.7
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	2500	ICE	Medium Duty	12.6
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	2500	ICE	Medium Duty	12.8
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	2500	ICE	Medium Duty	12.1
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	2500	ICE	Medium Duty	13.8
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	2500	ICE	Medium Duty	35.1
DPW/HIGHWAY DEPARTMENT	2011	CHEVL	2500HD	ICE	Medium Duty	13.5
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	2500HD	ICE	Medium Duty	12.7
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	2500HD	ICE	Medium Duty	13.3
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	2500HD	ICE	Medium Duty	13.5
DPW/HIGHWAY DEPARTMENT	2008	CHEVL	3500	ICE	Medium Duty	7.1
DPW/HIGHWAY DEPARTMENT	2008	CHEVL	3500	ICE	Medium Duty	7.9
DPW/HIGHWAY DEPARTMENT	2008	CHEVL	3500	ICE	Medium Duty	8.0
DPW/HIGHWAY DEPARTMENT	2008	CHEVL	3500	ICE	Medium Duty	8.6
DPW/HIGHWAY DEPARTMENT	2011	CHEVL	3500	ICE	Medium Duty	7.7
DPW/HIGHWAY DEPARTMENT	2011	CHEVL	3500	ICE	Medium Duty	8.1
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	3500	ICE	Medium Duty	8.5
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	3500	ICE	Medium Duty	9.4
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	3500	ICE	Medium Duty	9.6
DPW/HIGHWAY DEPARTMENT	2020	CHEVL	3500	ICE	Medium Duty	9.9
DPW/HIGHWAY DEPARTMENT	2022	CHEVL	3500	ICE	Medium Duty	8.4
DPW/HIGHWAY DEPARTMENT	2022	CHEVL	3500	ICE	Medium Duty	9.1

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DPW/HIGHWAY DEPARTMENT	2022	CHEVL	3500	ICE	Medium Duty	14.0
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	3500	ICE	Medium Duty	8.1
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	3500	ICE	Medium Duty	8.1
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	3500	ICE	Medium Duty	8.6
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	3500	ICE	Medium Duty	11.8
DPW/HIGHWAY DEPARTMENT	2023	CHEVL	3500	ICE	Medium Duty	11.9
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	7.5
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	7.8
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	10.4
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	10.6
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	11.0
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	11.3
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	11.6
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	12.2
DPW/HIGHWAY DEPARTMENT	2024	CHEVL	3500	ICE	Medium Duty	12.2
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	6.3
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	8.0
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	8.8
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	8.8
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	9.4
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	9.6
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	9.9
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	12.1
DPW/HIGHWAY DEPARTMENT	2013	CHEVL	3500 HD	ICE	Medium Duty	34.9
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	6.0
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	6.9
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	7.1
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	7.7
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	7.7
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	8.2
DPW/HIGHWAY DEPARTMENT	2015	CHEVL	3500 HD	ICE	Medium Duty	9.6
DPW/HIGHWAY DEPARTMENT	2016	CHEVL	3500 HD	ICE	Medium Duty	12.4
DPW/HIGHWAY DEPARTMENT	2017	CHEVL	3500 HD	ICE	Medium Duty	7.4
DPW/HIGHWAY DEPARTMENT	2017	CHEVL	3500 HD	ICE	Medium Duty	7.9
DPW/HIGHWAY DEPARTMENT	2017	CHEVL	3500 HD	ICE	Medium Duty	8.2
DPW/HIGHWAY DEPARTMENT	2017	CHEVL	3500 HD	ICE	Medium Duty	9.4
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	3500 HD	ICE	Medium Duty	7.7
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	3500 HD	ICE	Medium Duty	7.8
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	3500 HD	ICE	Medium Duty	8.2
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	3500 HD	ICE	Medium Duty	8.9
DPW/HIGHWAY DEPARTMENT	2010	CHEVL	EXPRESS	ICE	Medium Duty	14.1
DPW/HIGHWAY DEPARTMENT	2016	CHEVL	K35953	ICE	Medium Duty	12.8
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	K35953	ICE	Medium Duty	11.8

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DPW/HIGHWAY DEPARTMENT	2019	CHEVL	K35953	ICE	Medium Duty	12.5
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	K35953	ICE	Medium Duty	12.9
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	K35953	ICE	Medium Duty	13.8
DPW/HIGHWAY DEPARTMENT	2019	CHEVL	K35953	ICE	Medium Duty	13.8
DPW/HIGHWAY DEPARTMENT	1996	FORDX	E-350	ICE	Medium Duty	0.0
DPW/HIGHWAY DEPARTMENT	2005	FORDX	F-550	ICE	Medium Duty	6.4
DPW/HIGHWAY DEPARTMENT	2015	FORDX	F-550	ICE	Medium Duty	8.5
DPW/HIGHWAY DEPARTMENT	2016	INTRN	5900 I PAYSTAR	ICE	Heavy Duty	4.5
DPW/HIGHWAY DEPARTMENT	2016	INTRN	5900 PAYSTAR	ICE	Heavy Duty	4.2
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7400 SFA 4X2	ICE	Heavy Duty	6.7
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7400 SFA 4X2	ICE	Heavy Duty	7.1
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7500 SFA 4X4	ICE	Heavy Duty	3.5
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7500 SFA 4X4	ICE	Heavy Duty	3.7
DPW/HIGHWAY DEPARTMENT	2017	INTRN	7500 SFA 4X4	ICE	Heavy Duty	2.2
DPW/HIGHWAY DEPARTMENT	2017	INTRN	7500 SFA 4X4	ICE	Heavy Duty	2.9
DPW/HIGHWAY DEPARTMENT	2017	INTRN	7500 SFA 4X4	ICE	Heavy Duty	3.1
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7500 SFA 4X4	ICE	Heavy Duty	3.8
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7500 SFA 4X4	ICE	Heavy Duty	4.3
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7500 SFA 4X4	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2011	INTRN	7500SBA	ICE	Heavy Duty	3.6
DPW/HIGHWAY DEPARTMENT	2011	INTRN	7500SBA	ICE	Heavy Duty	5.0
DPW/HIGHWAY DEPARTMENT	2012	INTRN	7500SBA	ICE	Heavy Duty	3.3
DPW/HIGHWAY DEPARTMENT	2012	INTRN	7500SBA	ICE	Heavy Duty	3.9
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7500SFA	ICE	Heavy Duty	3.7
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7500SFA	ICE	Heavy Duty	3.7
DPW/HIGHWAY DEPARTMENT	2010	INTRN	7500WORKSTAR	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2010	INTRN	7500WORKSTAR	ICE	Heavy Duty	5.1
DPW/HIGHWAY DEPARTMENT	2010	INTRN	7500WORKSTAR	ICE	Heavy Duty	5.7
DPW/HIGHWAY DEPARTMENT	2010	INTRN	7500WORKSTAR	ICE	Heavy Duty	5.7
DPW/HIGHWAY DEPARTMENT	2012	INTRN	7500WORKSTAR	ICE	Heavy Duty	3.4
DPW/HIGHWAY DEPARTMENT	2012	INTRN	7500WORKSTAR	ICE	Heavy Duty	5.1
DPW/HIGHWAY DEPARTMENT	2014	INTRN	7600 SFA	ICE	Heavy Duty	4.3
DPW/HIGHWAY DEPARTMENT	2014	INTRN	7600 SFA	ICE	Heavy Duty	4.3
DPW/HIGHWAY DEPARTMENT	2014	INTRN	7600 SFA	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2014	INTRN	7600 SFA	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2015	INTRN	7600 SFA	ICE	Heavy Duty	4.9
DPW/HIGHWAY DEPARTMENT	2015	INTRN	7600 SFA	ICE	Heavy Duty	5.0
DPW/HIGHWAY DEPARTMENT	2015	INTRN	7600 SFA	ICE	Heavy Duty	5.0
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7600 SFA	ICE	Heavy Duty	4.0
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7600 SFA	ICE	Heavy Duty	4.5
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7600 SFA	ICE	Heavy Duty	4.8
DPW/HIGHWAY DEPARTMENT	2016	INTRN	7600 SFA	ICE	Heavy Duty	4.8
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7600 SFA	ICE	Heavy Duty	4.6

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DPW/HIGHWAY DEPARTMENT	2018	INTRN	7600 SFA	ICE	Heavy Duty	4.8
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7600 SFA	ICE	Heavy Duty	4.8
DPW/HIGHWAY DEPARTMENT	2018	INTRN	7600 SFA	ICE	Heavy Duty	4.9
DPW/HIGHWAY DEPARTMENT	2020	INTRN	CV515	ICE	Medium Duty	9.4
DPW/HIGHWAY DEPARTMENT	2020	INTRN	CV515	ICE	Medium Duty	9.8
DPW/HIGHWAY DEPARTMENT	2020	INTRN	CV515	ICE	Medium Duty	10.0
DPW/HIGHWAY DEPARTMENT	2020	INTRN	CV515	ICE	Medium Duty	10.2
DPW/HIGHWAY DEPARTMENT	2020	INTRN	HV507 SFA 4X2	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2020	INTRN	HV507 SFA 4X2	ICE	Heavy Duty	4.6
DPW/HIGHWAY DEPARTMENT	2020	INTRN	HV507 SFA 4X2	ICE	Heavy Duty	4.8
DPW/HIGHWAY DEPARTMENT	2020	INTRN	HV507 SFA 4X4	ICE	Heavy Duty	3.6
DPW/HIGHWAY DEPARTMENT	2020	INTRN	HV507 SFA 4X4	ICE	Heavy Duty	3.8
DPW/HIGHWAY DEPARTMENT	2020	INTRN	HV507 SFA 4X4	ICE	Heavy Duty	4.6
DPW/HIGHWAY DEPARTMENT	2023	INTRN	HV513	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2023	INTRN	HV513	ICE	Heavy Duty	4.9
DPW/HIGHWAY DEPARTMENT	2023	INTRN	HV513	ICE	Heavy Duty	5.0
DPW/HIGHWAY DEPARTMENT	2023	INTRN	HV513	ICE	Heavy Duty	5.0
DPW/HIGHWAY DEPARTMENT	2025	INTRN	HV607	ICE	Heavy Duty	24.7
DPW/HIGHWAY DEPARTMENT	2017	INTRN	HX620	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2017	INTRN	HX620	ICE	Heavy Duty	4.4
DPW/HIGHWAY DEPARTMENT	2018	INTRN	HX620	ICE	Heavy Duty	4.6
DPW/HIGHWAY DEPARTMENT	2018	INTRN	HX620	ICE	Heavy Duty	4.6
DPW/HIGHWAY DEPARTMENT	2014	JEEPX	COMPASS	ICE	Light Duty	14.9
DPW/HIGHWAY DEPARTMENT	2023	JEEPX	GRAND CHEROKEE	PHEV	Light Duty	27.8
DPW/HIGHWAY DEPARTMENT	2016	JEEPX	PATRIOT	ICE	Light Duty	15.5
DPW/HIGHWAY DEPARTMENT	2016	JEEPX	PATRIOT	ICE	Light Duty	16.5
DPW/HIGHWAY DEPARTMENT	2019	MITSUBIS HI	OUTLANDER	PHEV	Light Duty	27.8
DPW/HIGHWAY DEPARTMENT	2007	STRLN	L8500	ICE	Heavy Duty	11.0
DPW/HIGHWAY DEPARTMENT	2004	STRLN	L9500	ICE	Heavy Duty	2.5
DPW/HIGHWAY DEPARTMENT	2005	STRLN	L9500	ICE	Heavy Duty	15.8
DPW/HIGHWAY DEPARTMENT	2007	STRLN	L9511	ICE	Heavy Duty	6.2
DPW/HIGHWAY DEPARTMENT	2008	STRLN	LT9500	ICE	Heavy Duty	3.2
DPW/HIGHWAY DEPARTMENT	2008	STRLN	LT9500	ICE	Heavy Duty	4.1
DPW/HIGHWAY DEPARTMENT	2007	STRLN	LT9513	ICE	Heavy Duty	4.2
DPW/HIGHWAY DEPARTMENT	2007	STRLN	LT9513	ICE	Heavy Duty	4.4
DSS	2012	CHEVL	IMPALA	ICE	Passenger	22.8
DSS	2019	CHRYL	PACIFICA	PHEV	Light Duty	27.2
DSS	2019	CHRYL	PACIFICA	PHEV	Light Duty	27.4
DSS	2019	CHRYL	PACIFICA	PHEV	Light Duty	29.8
DSS	2019	CHRYL	PACIFICA	PHEV	Light Duty	31.2
DSS	2021	CHRYL	PACIFICA	PHEV	Light Duty	28.9
DSS	2021	CHRYL	PACIFICA	PHEV	Light Duty	30.7
DSS	2022	CHRYL	PACIFICA	PHEV	Light Duty	30.1

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DSS	2022	CHRYSLER	PACIFICA	PHEV	Light Duty	30.1
DSS	2022	CHRYSLER	PACIFICA	ICE	Light Duty	30.5
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	0.0
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	18.9
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	30.7
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	30.9
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	31.4
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	31.5
DSS	2023	CHRYSLER	PACIFICA	PHEV	Light Duty	33.5
DSS	2024	CHRYSLER	PACIFICA	PHEV	Light Duty	22.5
DSS	2024	CHRYSLER	PACIFICA	PHEV	Light Duty	22.5
DSS	2024	CHRYSLER	PACIFICA	PHEV	Light Duty	22.5
DSS	2021	FORD	F53	ICE	Heavy Duty	0.0
DSS	2014	FORD	FUSION	ICE	Passenger	25.5
DSS	2014	FORD	FUSION	ICE	Passenger	25.5
DSS	2014	FORD	FUSION	ICE	Passenger	27.1
DSS	2014	FORD	FUSION	ICE	Passenger	27.4
DSS	2014	FORD	FUSION	ICE	Passenger	27.4
DSS	2015	FORD	FUSION	ICE	Passenger	25.2
DSS	2015	FORD	FUSION	ICE	Passenger	25.8
DSS	2015	FORD	FUSION	ICE	Passenger	26.0
DSS	2015	FORD	FUSION	ICE	Passenger	26.4
DSS	2016	FORD	FUSION ENERGY	PHEV	Passenger	43.1
DSS	2017	FORD	FUSION HYBRID	HYBRID	Passenger	0.0
DSS	2018	FORD	FUSION HYBRID	HYBRID	Passenger	34.0
DSS	2018	FORD	FUSION HYBRID	HYBRID	Passenger	37.9
DSS	2018	FORD	FUSION HYBRID	HYBRID	Passenger	39.5
DSS	2018	TOYOTA	PRIUS	HYBRID	Passenger	50.8
DSS	2018	TOYOTA	PRIUS	HYBRID	Passenger	56.2
DSS	2024	TOYOTA	RAV 4	PHEV	Light Duty	22.5
DSS	2024	TOYOTA	RAV 4	PHEV	Light Duty	22.5
DSS	2021	TOYOTA	SIENNA	HYBRID	Light Duty	33.0
ECONOMIC DEVELOPMENT	2018	TOYOTA	PRIUS	HYBRID	Passenger	50.2
ELECTIONS	2011	FORD	ECONOLINE	ICE	Medium Duty	15.6
EMERGENCY COMMUNICATION	2019	CHEVROLET	TAHOE	ICE	Light Duty	15.9
EMERGENCY COMMUNICATION	2021	CHEVROLET	TAHOE	ICE	Light Duty	14.4
EMERGENCY COMMUNICATION	2021	CHEVROLET	TAHOE	ICE	Light Duty	15.9
EMERGENCY COMMUNICATION	2021	CHEVROLET	TAHOE	ICE	Light Duty	16.6
EMERGENCY COMMUNICATION	2022	FORD	EXPLORER HYBRID	ICE	Light Duty	21.4
EMERGENCY COMMUNICATION	2022	FORD	EXPLORER HYBRID	HYBRID	Light Duty	21.5
EMERGENCY COMMUNICATION	2022	FORD	EXPLORER HYBRID	ICE	Light Duty	21.8
EMERGENCY COMMUNICATION	2022	FORD	EXPLORER HYBRID	ICE	Light Duty	22.8
EMERGENCY COMMUNICATION	2017	FORD	F-250	ICE	Medium Duty	7.6

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EMERGENCY COMMUNICATION	2017	FORDX	F-250	ICE	Medium Duty	7.9
EMERGENCY COMMUNICATION	2025	FORDX	F-250	ICE	Medium Duty	22.5
EMERGENCY COMMUNICATION	2025	FORDX	F-250	ICE	Medium Duty	22.5
EMERGENCY COMMUNICATION	2014	JEEPX	GRAND CHEROKEE	ICE	Light Duty	14.2
EMERGENCY COMMUNICATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty	22.3
EMERGENCY COMMUNICATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty	24.7
EMERGENCY COMMUNICATION	2024	JEEPX	GRAND CHEROKEE	PHEV	Light Duty	25.8
ENVIRONMENT	2017	NISSA	LEAF	EV	Passenger	0.0
HEALTH	2023	CHEVL	BOLT	EV	Passenger	109.4
HEALTH	2008	CHEVL	EXPRESS	ICE	Medium Duty	14.7
HEALTH	2008	CHEVL	IMPALA	ICE	Passenger	0.0
HEALTH	2017	CHEVL	VOLT	PHEV	Passenger	80.9
HEALTH	2016	FORDX	F-150	ICE	Light Duty	12.6
HEALTH	2012	FORDX	FUSION	ICE	Passenger	22.4
HEALTH	2015	FORDX	FUSION	ICE	Passenger	26.1
HEALTH	2015	FORDX	FUSION	ICE	Passenger	28.3
HEALTH	2016	FORDX	FUSION ENERGI	PHEV	Passenger	15.8
HEALTH	2023	FORDX	MACH-E	EV	Passenger	101.8
HEALTH	2023	FORDX	MACH-E	EV	Passenger	103.0
HEALTH	2019	MITSUBIS HI	OUTLANDER	PHEV	Light Duty	33.1
HEALTH	2019	MITSUBIS HI	OUTLANDER	PHEV	Light Duty	39.1
HEALTH	2025	NISSA	LEAF	EV	Passenger	0.0
HEALTH	2025	NISSA	LEAF	EV	Passenger	25.8
INFORMATION SERVICES	2009	DODGE	CARAVAN	ICE	Light Duty	8.4
INFORMATION SERVICES	2009	DODGE	CARAVAN	ICE	Light Duty	10.2
INFORMATION SERVICES	2012	DODGE	GRAND CARAVAN	ICE	Light Duty	8.4
INFORMATION SERVICES	2017	FORDX	TRANSIT	ICE	Light Duty	15.3
INFORMATION SERVICES	2017	FORDX	TRANSIT	ICE	Light Duty	18.3
JAIL				ICE	Medium Duty	10.8
JAIL				ICE	Medium Duty	11.4
JAIL				ICE	Medium Duty	11.6
JAIL				ICE	Light Duty	12.3
JAIL				ICE	Light Duty	12.5
JAIL				ICE	Medium Duty	12.5
JAIL				ICE	Medium Duty	12.7
JAIL				ICE	Medium Duty	13.0
JAIL				ICE	Light Duty	13.1
JAIL				ICE	Medium Duty	13.5
JAIL				ICE	Light Duty	14.2
JAIL				ICE	Light Duty	14.6
JAIL				ICE	Light Duty	14.9
JAIL				ICE	Light Duty	15.2

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JAIL				ICE	Light Duty	15.7
JAIL				ICE	Light Duty	16.3
JAIL				ICE	Passenger	18.4
JAIL				HYBRID	Light Duty	19.4
JAIL				ICE	Passenger	21.2
JAIL				HYBRID	Passenger	36.3
MEDICAL EXAMINER	2019	CHRYSLER	PACIFICA	PHEV	Light Duty	27.9
MEDICAL EXAMINER	2022	JEEP	GRAND CHEROKEE	PHEV	Light Duty	24.9
MENTAL HEALTH	2012	CHEVROLET	IMPALA	ICE	Passenger	21.5
OFA	2000	BLUEBIRD	3700	ICE	Heavy Duty	0.0
OFA	2023	CHEVROLET	BOLT	EV	Passenger	103.3
OFA	2023	CHEVROLET	BOLT	EV	Passenger	104.5
OFA	2008	CHEVROLET	IMPALA	ICE	Passenger	22.1
OFA	2017	CHEVROLET	VOLT	PHEV	Passenger	68.0
OFA	2022	CHRYSLER	PACIFICA	PHEV	Light Duty	29.9
OFA	2009	FORD	FOCUS	ICE	Passenger	29.0
OFA	2014	FORD	FUSION	ICE	Passenger	25.4
PROBATION	2022	CHEVROLET	BOLT	EV	Passenger	82.9
PROBATION	2019	CHEVROLET	EXPRESS	ICE	Medium Duty	9.9
PROBATION	2019	CHEVROLET	EXPRESS	ICE	Medium Duty	10.5
PROBATION	2008	CHEVROLET	IMPALA	ICE	Passenger	24.0
PROBATION	2009	CHEVROLET	IMPALA	ICE	Passenger	23.0
PROBATION	2012	CHEVROLET	IMPALA	ICE	Passenger	22.8
PROBATION	2016	CHEVROLET	IMPALA	ICE	Passenger	26.8
PROBATION	2021	CHRYSLER	PACIFICA	PHEV	Passenger	16.8
PROBATION	2008	FORD	ECONOLINE	ICE	Medium Duty	11.2
PROBATION	2012	FORD	ESCAPE	ICE	Light Duty	18.8
PROBATION	2019	FORD	EXPLORER	ICE	Light Duty	10.8
PROBATION	2022	FORD	MACH-E	EV	Passenger	86.9
PROBATION	2022	FORD	MACH-E	EV	Passenger	90.1
PROBATION	2016	FORD	TAURUS	ICE	Passenger	11.3
PROBATION	2022	JEEP	GRAND CHEROKEE	PHEV	Light Duty	25.8
PROBATION	2022	JEEP	GRAND CHEROKEE	PHEV	Light Duty	26.8
PROBATION	2023	JEEP	GRAND CHEROKEE	PHEV	Light Duty	25.6
PROBATION	2024	JEEP	GRAND CHEROKEE	PHEV	Light Duty	22.5
PROBATION	2019	MINI	OUTLANDER	PHEV	Light Duty	30.0
PROBATION	2021	TOYOTA	SIENNA	HYBRID	Passenger	33.0
PUBLIC DEFENDER	2018	TOYOTA	PRIUS	HYBRID	Passenger	54.7
SAFETY	2022	JEEP	GRAND CHEROKEE	PHEV	Light Duty	21.1
SAFETY	2014	JEEP	PATRIOT	ICE	Light Duty	9.7
SAFETY	2015	JEEP	PATRIOT	ICE	Light Duty	11.2
SHERIFF				ICE	Medium Duty	5.8
SHERIFF				ICE	Light Duty	7.8

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SHERIFF				ICE	Medium Duty	8.5
SHERIFF				ICE	Light Duty	8.7
SHERIFF				ICE	Medium Duty	9.0
SHERIFF				ICE	Light Duty	9.5
SHERIFF				ICE	Light Duty	9.6
SHERIFF				ICE	Light Duty	9.9
SHERIFF				ICE	Medium Duty	10.4
SHERIFF				ICE	Light Duty	10.6
SHERIFF				ICE	Light Duty	10.7
SHERIFF				ICE	Light Duty	10.7
SHERIFF				ICE	Light Duty	11.0
SHERIFF				ICE	Light Duty	11.1
SHERIFF				ICE	Light Duty	11.2
SHERIFF				ICE	Light Duty	11.3
SHERIFF				ICE	Light Duty	11.4
SHERIFF				ICE	Light Duty	11.4
SHERIFF				ICE	Light Duty	11.4
SHERIFF				ICE	Light Duty	11.5
SHERIFF				ICE	Light Duty	11.6
SHERIFF				ICE	Light Duty	11.7
SHERIFF				ICE	Light Duty	11.8
SHERIFF				ICE	Light Duty	11.8
SHERIFF				ICE	Light Duty	11.9
SHERIFF				ICE	Light Duty	12.0
SHERIFF				ICE	Light Duty	12.1
SHERIFF				ICE	Light Duty	12.2
SHERIFF				ICE	Light Duty	12.3
SHERIFF				ICE	Light Duty	12.6
SHERIFF				ICE	Light Duty	12.7
SHERIFF				ICE	Passenger	12.7
SHERIFF				ICE	Light Duty	12.7
SHERIFF				ICE	Light Duty	12.7
SHERIFF				ICE	Light Duty	12.8
SHERIFF				ICE	Light Duty	12.9
SHERIFF				ICE	Light Duty	13.1
SHERIFF				ICE	Light Duty	13.2
SHERIFF				ICE	Light Duty	13.4
SHERIFF				PHEV	Light Duty	13.8
SHERIFF				ICE	Light Duty	13.8
SHERIFF				ICE	Light Duty	14.2
SHERIFF				ICE	Light Duty	14.2
SHERIFF				ICE	Light Duty	14.2
SHERIFF				ICE	Light Duty	14.4

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SHERIFF				ICE	Light Duty	14.5
SHERIFF				ICE	Light Duty	15.0
SHERIFF				ICE	Light Duty	15.1
SHERIFF				ICE	Light Duty	15.1
SHERIFF				ICE	Light Duty	15.2
SHERIFF				ICE	Light Duty	15.2
SHERIFF				ICE	Light Duty	15.4
SHERIFF				ICE	Light Duty	15.7
SHERIFF				ICE	Light Duty	15.7
SHERIFF				ICE	Light Duty	15.9
SHERIFF				HYBRID	Light Duty	16.6
SHERIFF				ICE	Passenger	17.2
SHERIFF				ICE	Light Duty	18.7
SHERIFF				PHEV	Light Duty	20.4
SHERIFF				PHEV	Light Duty	20.8
SHERIFF				HYBRID	Light Duty	20.9
SHERIFF				ICE	Passenger	21.9
SHERIFF				PHEV	Light Duty	22.4
SHERIFF				PHEV	Light Duty	22.5
SHERIFF				PHEV	Light Duty	22.7
SHERIFF				EV	Passenger	22.7
SHERIFF				PHEV	Light Duty	22.9
SHERIFF				PHEV	Light Duty	23.0
SHERIFF				PHEV	Light Duty	24.7
SHERIFF				PHEV	Light Duty	25.7
SHERIFF				ICE	Passenger	26.8
SHERIFF				PHEV	Passenger	31.4
SHERIFF				HYBRID	Passenger	33.3
SHERIFF				PHEV	Passenger	34.6
SHERIFF				PHEV	Light Duty	37.8
SHERIFF				PHEV	Light Duty	83.5
SHERIFF				ICE	Passenger	*
SHERIFF				ICE	Light Duty	<i>New / Data Not Available</i>
SHERIFF				ICE	Light Duty	<i>New / Data Not Available</i>
SHERIFF				ICE	Light Duty	<i>New / Data Not Available</i>
SHERIFF				EV	Light Duty	<i>New / Data Not Available</i>
SHERIFF				EV	Light Duty	<i>New / Data Not Available</i>
SHERIFF				PHEV	Light Duty	<i>New / Data Not Available</i>

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SHERIFF				PHEV	Light Duty	New / Data Not Available
SHERIFF				PHEV	Light Duty	New / Data Not Available
TOURISM	2016	DODGE	GRAND CARAVAN	ICE	Light Duty	13.5
ULSTER COUNTY AREA TRANSIT	2016	CHEVL	4500	ICE	Light Duty	7.2
ULSTER COUNTY AREA TRANSIT	2019	CHEVL	4500	ICE	Light Duty	7.9
ULSTER COUNTY AREA TRANSIT	2019	CHEVL	4500	ICE	Light Duty	8.1
ULSTER COUNTY AREA TRANSIT	2017	FORDX	E-350	ICE	Light Duty	9.8
ULSTER COUNTY AREA TRANSIT	2016	FORDX	E-450	ICE	Light Duty	7.3
ULSTER COUNTY AREA TRANSIT	2016	FORDX	E-450	ICE	Light Duty	7.4
ULSTER COUNTY AREA TRANSIT	2019	FORDX	E-450	ICE	Light Duty	7.4
ULSTER COUNTY AREA TRANSIT	2019	FORDX	E-450	ICE	Light Duty	7.7
ULSTER COUNTY AREA TRANSIT	2022	FORDX	E-450	ICE	Light Duty	8.6
ULSTER COUNTY AREA TRANSIT	2022	FORDX	E-450	ICE	Light Duty	8.6
ULSTER COUNTY AREA TRANSIT	2025	FORDX	E-450	ICE	Light Duty	2.5
ULSTER COUNTY AREA TRANSIT	2025	FORDX	E-450	ICE	Light Duty	5.0
ULSTER COUNTY AREA TRANSIT	2025	FORDX	E-450	ICE	Light Duty	7.8
ULSTER COUNTY AREA TRANSIT	2022	FORDX	E-TRANSIT	EV	Light Duty	54.4
ULSTER COUNTY AREA TRANSIT	2022	FORDX	E-TRANSIT	EV	Light Duty	57.9
ULSTER COUNTY AREA TRANSIT	2022	FORDX	E-TRANSIT	EV	Light Duty	59.3
ULSTER COUNTY AREA TRANSIT	2020	GILLIG	G27B102N4	ICE	Heavy Duty	6.6
ULSTER COUNTY AREA TRANSIT	2020	GILLIG	G27B102N4	ICE	Heavy Duty	7.3
ULSTER COUNTY AREA TRANSIT	2020	GILLIG	G27B102N4	ICE	Heavy Duty	7.7
ULSTER COUNTY AREA TRANSIT	2011	GILLIG	G27E102N2	ICE	Heavy Duty	4.2
ULSTER COUNTY AREA TRANSIT	2011	GILLIG	G27E102N2	ICE	Heavy Duty	6.9
ULSTER COUNTY AREA TRANSIT	2012	GILLIG	G27E102N2	ICE	Heavy Duty	5.9
ULSTER COUNTY AREA TRANSIT	2012	GILLIG	G27E102N2	ICE	Heavy Duty	8.1
ULSTER COUNTY AREA TRANSIT	2018	GILLIG	G27E102N2	ICE	Heavy Duty	7.1
ULSTER COUNTY AREA TRANSIT	2018	GILLIG	G27E102N2	ICE	Heavy Duty	8.2
ULSTER COUNTY AREA TRANSIT	2019	GILLIG	G27E102N2	ICE	Heavy Duty	7.0
ULSTER COUNTY AREA TRANSIT	2014	NAVIS	ELDOR	ICE	Medium Duty	5.2
ULSTER COUNTY AREA TRANSIT	2015	NAVIS	ELDOR	ICE	Medium Duty	6.6
ULSTER COUNTY AREA TRANSIT	2016	NAVIS	ELDOR	ICE	Medium Duty	7.1
ULSTER COUNTY AREA TRANSIT	2017	NAVIS	ELDOR	ICE	Medium Duty	7.1
ULSTER COUNTY AREA TRANSIT	2017	NAVIS	ELDOR	ICE	Medium Duty	7.2
ULSTER COUNTY AREA TRANSIT	2017	NAVIS	ELDOR	ICE	Medium Duty	7.7
ULSTER COUNTY AREA TRANSIT	2017	NAVIS	ELDOR	ICE	Medium Duty	8.1
ULSTER COUNTY AREA TRANSIT	2022	NEW FLYER	XE35	EV	Heavy Duty	17.0
ULSTER COUNTY AREA TRANSIT	2022	NEW FLYER	XE35	EV	Heavy Duty	17.2
ULSTER COUNTY AREA TRANSIT	2022	NEW FLYER	XE35	EV	Heavy Duty	18.5
















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ULSTER COUNTY AREA TRANSIT				ICE	Medium Duty	<i>Data Not Available</i>
ULSTER COUNTY AREA TRANSIT				ICE	Light Duty	<i>Data Not Available</i>
ULSTER COUNTY AREA TRANSIT				ICE	Light Duty	<i>Data Not Available</i>
ULSTER COUNTY AREA TRANSIT				ICE	Light Duty	<i>Data Not Available</i>
ULSTER COUNTY AREA TRANSIT				ICE	Passenger	<i>Data Not Available</i>
VETS	2017	FORDX	E-450	ICE	Heavy Duty	7.4
VETS	2023	FORDX	E-TRANSIT	ICE	Heavy Duty	15.2
VETS	2018	FORDX	FUSION HYBRID	HYBRID	Passenger	39.3
VETS	2018	FORDX	FUSION HYBRID	HYBRID	Passenger	40.3
VETS	2020	FORDX	TRANSIT	ICE	Medium Duty	14.4
VETS	2016	FORDX	TRANSIT 150	ICE	Medium Duty	9.1
WEIGHTS & MEASURES	2009	FORDX	F-250	ICE	Medium Duty	11.7
WEIGHTS & MEASURES	2015	FORDX	F-250	ICE	Medium Duty	12.7
TOTALS			472	Average Fleet Fuel Efficiency		16.6


















*For the Vehicle Class column, passenger and light duty vehicles are indicated by the cells with the green vertical lines fill (as depicted in this cell).

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 262 fleet vehicles could ultimately be phased in as EVs (as 262 is the total number of passenger and light-duty fleet vehicles).**

Appendix D: Federal Tax Credits for New Plug-in Electric and Fuel Cell Electric Vehicles Purchased in 2023 or After⁵

Make	Model	Model Year	Vehicle Type	Credit Amount
Acura				
	ZDX	2024	EV	\$7,500
Audi				
	Q5 PHEV 55 TFSI e quattro	2023–2024	PHEV	\$3,750
	Q5 S Line 55 TFSI e quattro	2023–2024	PHEV	\$3,750
Cadillac				
	LYRIQ	2024–2025	EV	\$7,500
	OPTIQ	2025	EV	\$7,500
Chevrolet				
	Blazer EV	2024–2025	EV	\$7,500
	Bolt EUV	2022–2023	EV	\$7,500
	Bolt EV	2022–2023	EV	\$7,500
	Equinox EV	2024–2025	EV	\$7,500
	Silverado EV	2025	EV	\$7,500
Chrysler				
	Pacifica PHEV	2022–2024	PHEV	\$7,500
Ford				
	Escape Plug-in Hybrid	2022–2025	PHEV	\$3,750
	F-150 Lightning (Extended Range Battery)	2022–2025	EV	\$7,500
	F-150 Lightning (Standard Range Battery)	2022–2025	EV	\$7,500
Honda				
	Prologue	2024	EV	\$7,500

Jeep				
	Grand Cherokee PHEV 4xe	2022–2024	PHEV	\$3,750
	Wrangler PHEV 4xe	2022–2024	PHEV	\$3,750
Lincoln				
	Corsair Grand Touring	2022–2025	PHEV	\$3,750
Nissan				
	LEAF S	2024	EV	\$3,750
	LEAF SV PLUS	2024	EV	\$3,750
Rivian				
	R1S Dual Large	2023–2024	EV	\$3,750
	R1S Dual Standard	2024	EV	\$3,750
	R1S Dual Standard+	2024	EV	\$3,750
	R1S Performance Dual Standard+	2024	EV	\$3,750
	R1S Quad Large	2022–2024	EV	\$3,750
	R1T Dual Large	2023–2025	EV	\$3,750
	R1T Dual Max	2023–2024	EV	\$3,750
	R1T Dual Performance Large	2023	EV	\$3,750
	R1T Dual Standard	2024	EV	\$3,750
	R1T Dual Standard+	2024	EV	\$3,750
	R1T Performance Dual Standard+	2024	EV	\$3,750
	R1T Quad Large	2022–2024	EV	\$3,750

Tesla				
	Model 3 Long Range All-Wheel Drive	2024–2025	EV	\$7,500
	Model 3 Long Range Rear-Wheel Drive	2024–2025	EV	\$7,500
	Model 3 Performance	2023–2025	EV	\$7,500
	Model X All-Wheel Drive	2023–2025	EV	\$7,500
	Model Y All-Wheel Drive	2023–2024	EV	\$7,500
	Model Y Long Range All-Wheel Drive	2025	EV	\$7,500
	Model Y Long Range Rear-Wheel Drive	2024–2025	EV	\$7,500
	Model Y Performance	2023–2025	EV	\$7,500
	Model Y Rear-Wheel Drive	2024	EV	\$7,500
Volkswagen				
	ID.4 AWD PRO	2023–2024	EV	\$7,500
	ID.4 AWD PRO S	2023–2024	EV	\$7,500
	ID.4 AWD PRO S PLUS	2023–2024	EV	\$7,500
	ID.4 PRO	2023–2024	EV	\$7,500
	ID.4 PRO S	2023–2024	EV	\$7,500
	ID.4 PRO S PLUS	2023–2024	EV	\$7,500
	ID.4 S	2023–2024	EV	\$7,500
	ID.4 STANDARD	2023–2024	EV	\$7,500

⁵ Available at: <https://fueleconomy.gov/feg/tax2023.shtml>