



2017
Green Fleet Annual Report

1. Introduction

Background

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. The Green Fleet Law recognizes that, while vital to the operation and function of County Government, fleet operations represent a significant environmental and economic cost to Ulster County. The law outlines ways to reduce these costs and impacts and includes requirements to inventory the fleet, monitor fuel use, optimize use of existing vehicles, and purchase green vehicles to meet a defined green fleet goal.

Reporting Requirements

The Green Fleet Law requires an annual report to be filed with the County Executive and the designated Ulster County Legislative Standing Committee(s) on or before March 1st.

The report shall include but not be limited to:

- Information addressing the intent and purpose of the law (Section 1), the fleet inventory (Section 3), and the Green Fleet Policy implementation strategies (Section 5);
- 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.

Methodology

The monitoring and implementation of the Green Fleet Law is a collaborative effort between various Executive Departments, including the Department of the Environment and the Department of Public Works (Fleet Manager) as well as UCAT, the UC Purchasing Department and others.

The Green Fleet Policy requires extensive monitoring and detailed analysis of fleet composition and fuel consumption. The information in this report was compiled from diverse data sources to determine the average efficiency of the Ulster County fleet by individual vehicle, vehicle class and Ulster County department. The data contained within is maintained by the Department of the Environment for ongoing trend analysis.

As procedures continue to be refined to track and report fleet activity, the report accuracy and ability to describe operations at any one point in time will continue to improve. This report is intended to provide an overview of fleet size and performance over the course of time as fleet function and size changes. Such changes may occur due to reduction, transfer or merger of departmental functions, such as the proposed merger of UCAT and Kingston City Bus.

2. Fleet Size and Composition

Number of Vehicles

As of December 31st, 2017, the County's inventory included 466 vehicles in 28 departments/divisions. This number includes all vehicles in Ulster County's operational vehicle fleet and transit fleet but does not include non-road vehicles and construction equipment operated by the Department of Public Works. As methodology improves for defining the fleet, the total fleet inventory number will become more precise.

New Vehicles

The UC DPW Fleet Manager continues to work with departments to review the intended use and need for each vehicle request selecting the most efficient vehicle practicable for the application, ensuring “right-sizing” of the fleet as older vehicles are replaced. Using a “right-sizing” approach, the County can improve the average efficiency of the fleet, even if the size of the fleet increases due to increased operational requirements.

Retired/Auctioned Vehicles

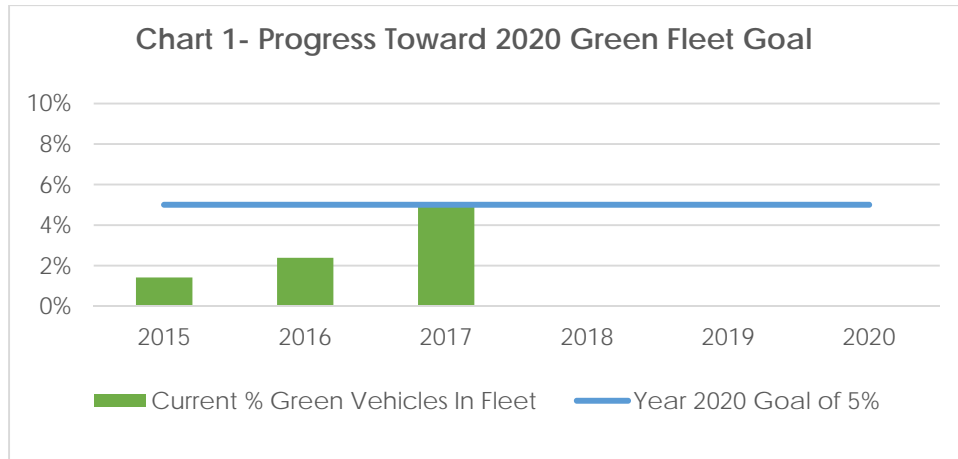
A total of 39 vehicles were auctioned in 2017. A detailed list of auctioned vehicles is included as Appendix C.

TABLE 1- VEHICLES AUCTIONED AND ACQUIRED (2017)

Type	RETIRED in 2017	PURCHASED in 2017
Passenger	9	7 (6) Ford Fusion Hybrid (Green Fleet compliant) (1) Chevrolet Impala
Light Duty	18	9 (6) Ford Explorer (1) Ford Transit (2) Ford F-250
Medium-Duty	0	5 (4) El Dorado Passport Bus (1) Ford Phoenix Bus
Heavy Duty	10	8 (1) International 7400 SFA 4X2 (3) International 7500 SFA 4X4 (4) International 7600 SFA
Other	2	0
Total	39	29

Green Vehicle Integration

The Green Fleet Policy mandates that 5% of the fleet will be Green vehicles by 2020. As of December 31st, 2107, the County fleet includes 23 Green vehicles, per the policy definition, including: (6) hybrid transit buses, (9) hybrid passenger vehicles, (7) plug-in hybrid (PHEV) passenger vehicles, and (1) battery electric (BEV) passenger vehicles. Additionally, the County has ordered (4) Plug-In Hybrid passenger vehicles for delivery in 2018. The County will exceed the Green Fleet Policy goal in 2018.



3. Fuel Consumption and Cost

Fleet fuel is purchased and tracked using the following systems:

- **WexOnline:** 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.
- **Public Works Diesel Tanks:** DPW maintains diesel fuel tanks at the Quarry and various Highway Substations for use with Heavy Duty vehicles and 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. For improved tracking and reporting, the County is in the process of implementing the FuelMaster® system on Heavy-Duty diesel vehicles. Usage and mileage data from this system is expected to be available in 2018.
- **UCAT Gasoline and Diesel Tanks:** UCAT maintains diesel and gasoline tanks on site for operation of the UCAT bus fleet. UCAT vehicles fuel from these tanks to the maximum extent possible, though occasionally UCAT vehicles use the WexOnline® system for fueling.

TABLE 2- TOTAL FUEL USAGE BY FUEL TYPE (2017)

Fuel Type	2015	2016	2017
Diesel (gallons)	286,963	260,584	269,670
Gasoline (gallons)	220,950	243,530	226,218
Ethanol (gallons)	24,550	27,059	25,135
Biodiesel (gallons)	-	3,986	3,226
Electricity (gallons equivalent)	-	66	172
Total	532,463	535,225	524,421

Notes

- 1) UCAT began using biodiesel in 2015 and began reporting usage in 2016.
- 2) Ulster County put its first electric vehicles into service in 2016.

TABLE 3-Fleet Fuel Usage (2017)

Fleet	Fuel Type	Consumption (gallons)	Cost (\$)
Vehicle	Gasoline	206,157.1	\$388,143.27
	Ethanol	22,906.4	\$43,127.03
	Diesel	143,542.9	\$256,647.01
	Electricity	172.1 (gallons equivalent)	\$660.97
Transit	Gasoline	18,272.7	\$32,708.13
	Ethanol	2,030.3	\$3,634.24
	Diesel	126,127.3	\$240,903.14
	Biodiesel	3,225.7	\$6,161.09
Non-Road	Gasoline	1,788.0	\$3,867.94
	Ethanol	198.7	\$429.77
Total	All Fuels	524,421.1	\$976,282.59

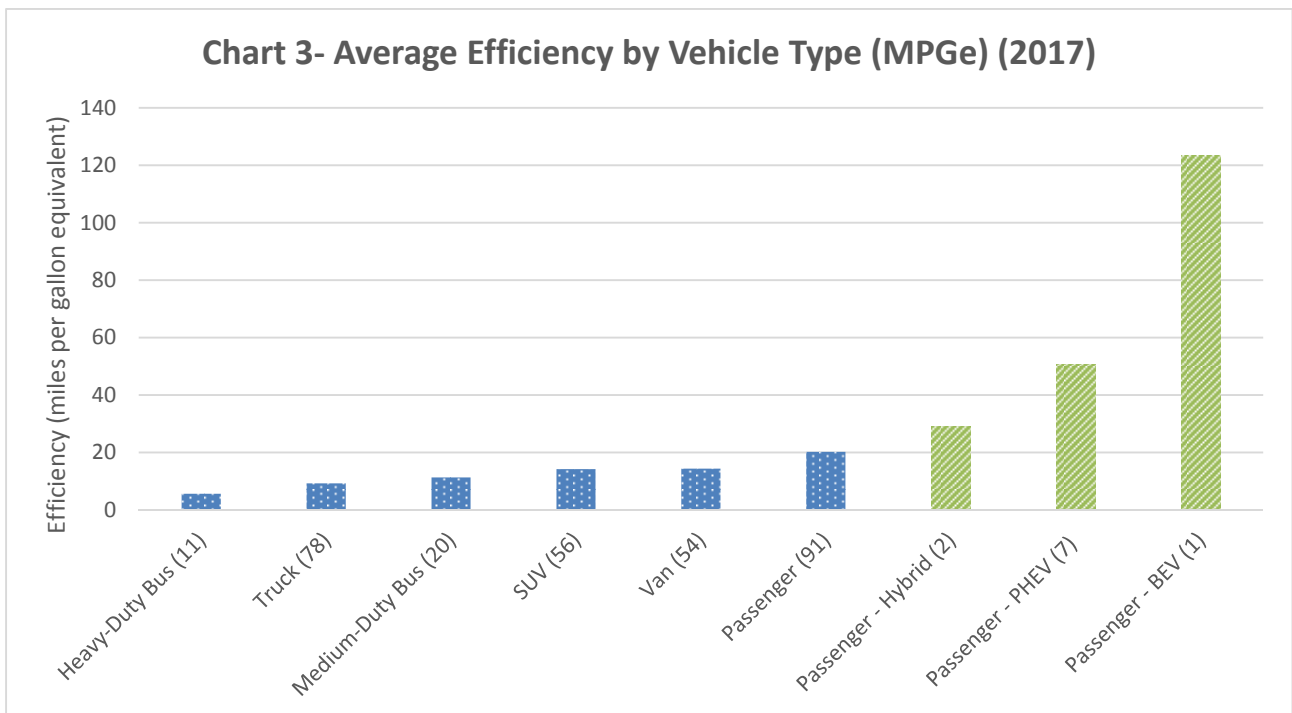
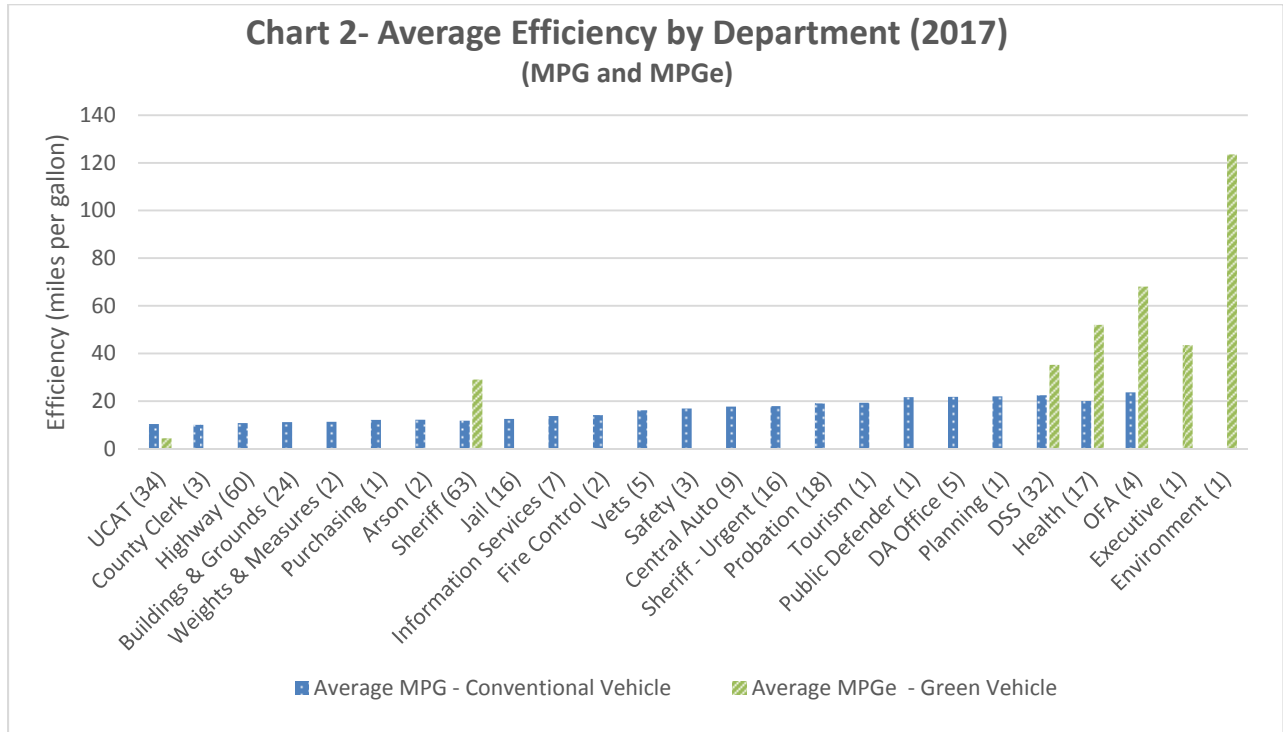
Notes:

- 1) Gasoline purchased at local filling stations is assumed to be (on average) an E10 blend of 90% conventional fossil-derived gasoline and 10% renewable ethanol.¹
- 2) Gasoline equivalent is calculated using the EPA conversion estimate of 33.7 kWh per gallon of gasoline. Total electricity use in 2017 for fleet operations was 5,798 kWh.
- 3) The average blended electricity cost for UC Buildings with EV charging stations installed is \$0.114/kWh. (2017 electricity usage data, UC Department of the Environment)
- 4) Deliveries to the Department of Public Works diesel tanks totaled 142,243 gallons in 2017 with a cost of \$254,010.
- 5) The Gasoline delivered to UCAT tanks is an E10 blend of 90% conventional gasoline and 10% ethanol.
- 6) For part of the year, UCAT uses a B5 Biodiesel blend fuel, containing 95% conventional diesel fuel and 5% biodiesel. In 2017, the UCAT fleet used this biodiesel blend approximately 50% of the time.
- 7) Non-Road usage consists of fuel used by DPW Buildings & Grounds division for grounds maintenance with small engine equipment. This fuel is purchased through the WexOnline system and transported in gas cans or the equipment. Diesel fuel used by the DPW Highways division is included in the Vehicle Fleet totals, as this fuel is used for both Heavy-Duty road vehicles as well as non-road construction equipment.

4. Fleet Efficiency

Fuel efficiency was calculated for all fleet vehicles with annual mileage data. This analysis includes vehicles tracked in the WexOnline system and UCAT vehicles, but does not include DPW Highway Division Heavy-Duty and construction vehicles. A summary of this information is contained in the following charts. There continues to be a very sizable range in fuel efficiency across departments and vehicle types. However, we are observing substantially improved mileage in green fleet vehicles.

¹ See US Department of Energy Alternative Fuels Data Center website for discussion on ethanol blends, available here: https://www.afdc.energy.gov/fuels/ethanol_blends.html.



5. Greenhouse Gas Emissions

Ulster County offsets 100% of its emissions through the purchase of carbon credits and renewable energy credits (RECs), including all Scope 1 and 2 emissions associated with fleet operations. However, the practice of purchasing offsets to reduce greenhouse gas emissions does not contribute toward the achievement of other Ulster County Green Fleet Policy goals such as increased efficiency, reduced costs and improved local air quality. In order to measure source emissions reductions over time, this report includes fleet emissions quantities (below) that do not include the application of carbon offsets or renewable energy credits.

Fleet greenhouse gas emission quantities were calculated using methodology and factors contained in the US EPA document *Greenhouse Gas Inventory Guidance for Direct Emissions from Mobile Combustion Sources*² Ulster County accounts for GHG emissions in accordance with the Local Government Operations Protocol³ developed by Local Governments for Sustainability (ICLEI).

TABLE 4-Fleet Greenhouse Gas Emissions, Scope 1 & 2

Year	Total Scope 1 - Direct Combustion Emissions (metric tons CO ₂ e)	Total Scope 2 Emissions (metric tons CO ₂ e)
2015	5,076.5	N/A
2016	4,883.1	0.37
2017	4,761.2	0.97

Emissions from purchased electricity are considered Scope 2 - Indirect Combustion emissions. However, as discussed above, these emissions are also offset 100% through the County's purchase of renewable energy credits.

In 2017, 96.3% of emissions resulted from direct combustion of fossil fuels, with the bulk of the remaining portion of emissions resulting from combustion of biomass-based, or biogenic, fuels. In accordance with the ICLEI 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. Biogenic emissions associated with ethanol combustion was 149.1 (metric tons of CO₂e) in 2017 while emissions associated with Biodiesel was 30.5 (metric tons of CO₂e).

Per the EPA's carbon equivalencies calculator, Ulster County's 2017 fleet emissions quantity (without offsets) is equivalent to that released by burning 26 railcars worth of coal or 11,029 barrels of oil. Alternatively, this amount of carbon could be offset through the annual carbon sequestration of 5,611 acres of U.S. forest land.⁴ However, as discussed, these emissions are offset 100% through the purchase of carbon credits.

² Available here: https://www.epa.gov/sites/production/files/2016-03/documents/mobileemissions_3_2016.pdf

³ Local Governments for Sustainability (ICLEI), Local Government Operations Protocol Version 1.1, 2010

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

6. Electric Vehicle Implementation

Fleet Electric Vehicle Performance

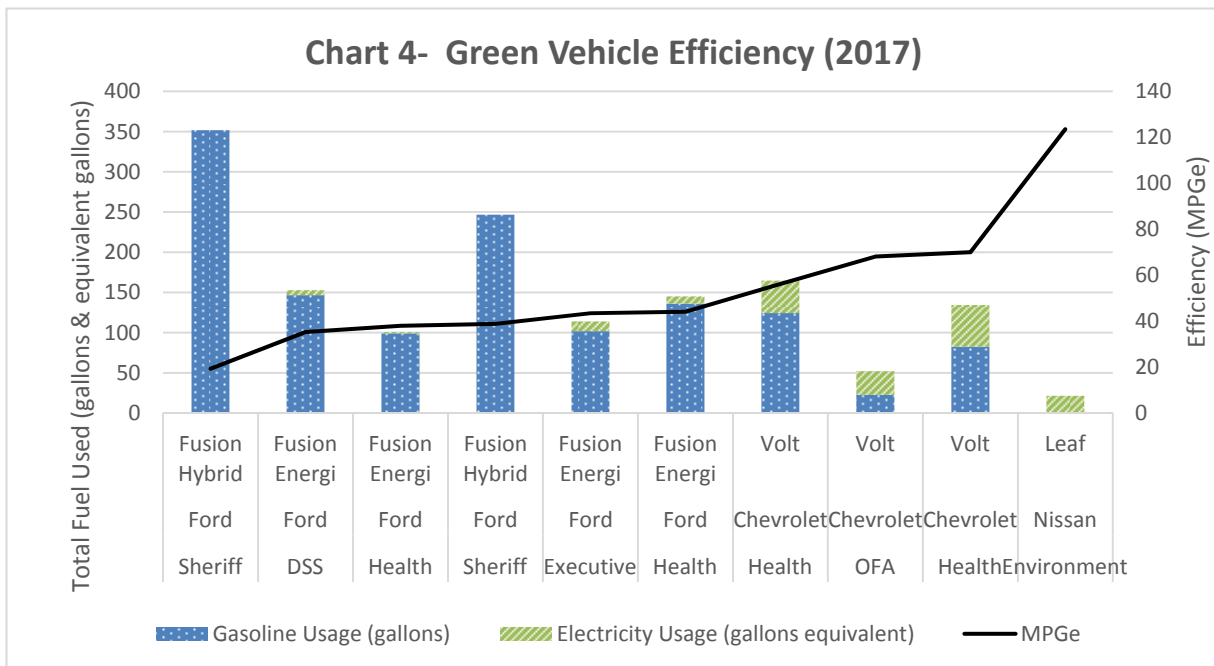
For plug-in hybrids and battery electric vehicles, an efficiency value of MPGe (miles per gallon equivalent) can be calculated using both gasoline and electricity consumption data, using the EPA's estimation that 33.7 kWh is equivalent to 1 gallon of conventional gasoline. The MPGe efficiency value is a way to quantify the total amount of energy required to operate the vehicle and compare its efficiency to vehicles that use only conventional fuel.

In 2017, UC Fleet usage of electricity more than doubled compared to the 2016 value. Based on total usage, green vehicles in the Ulster County vehicle fleet achieved an average efficiency of 42.8 MPGe over more than 63,500 miles traveled in 2017. In general, the PHEV and BEV vehicles in the fleet attained higher efficiency performance than hybrid vehicles.

TABLE 5-Average Efficiency of Select Green Fleet Vehicles 2017

Vehicle Type	2017 Sample Size	Average Efficiency (MPGe)
Hybrid	2	29.0
Plug-In Hybrid (PHEV)	7	50.7
Battery-Electric (BEV)	1	123.5

The chart below shows the relative proportions of gasoline and electricity usage for each green vehicle in 2017:



Electric Vehicle Infrastructure

Ulster County added 8 new charging ports in 2017, for a total of 26 charging ports county-wide. The charging station network is used by three distinct user groups:

- employees operating fleet vehicles
- employees and contract employees charging personal vehicles at work
- the public (Ulster County citizens and visitors)

Ulster County fleet charging sessions accounted for 33% of energy dispensed from Ulster County stations in 2017. The cost of this energy is included in the electricity bills of the Ulster County properties where charging stations are located.

The County’s charging network provides access to workplace charging for 97% of the County’s workforce. Currently, workplace charging does not represent significant portion of usage, however, access to infrastructure is an important first step to ensure that Ulster County employees can consider the purchase of a green vehicle. When an employee purchases a green vehicle, the benefit of decreased emissions extends beyond the commute—a benefit to the entire community. Workplace charging not only reduces the County’s carbon footprint but leads to wider community and regional benefits. Ulster County is invested in increasing the rate of employee electric vehicle adoption. Ulster County includes Scope 3 GHG emissions associated with employee commuting in its GHG inventory, and offsets these emissions through the purchase of carbon credits in accordance with the Net-Zero Government Operations policy. As of 2016, employee commutes made up approximately 16% of total Ulster County government operation emissions.

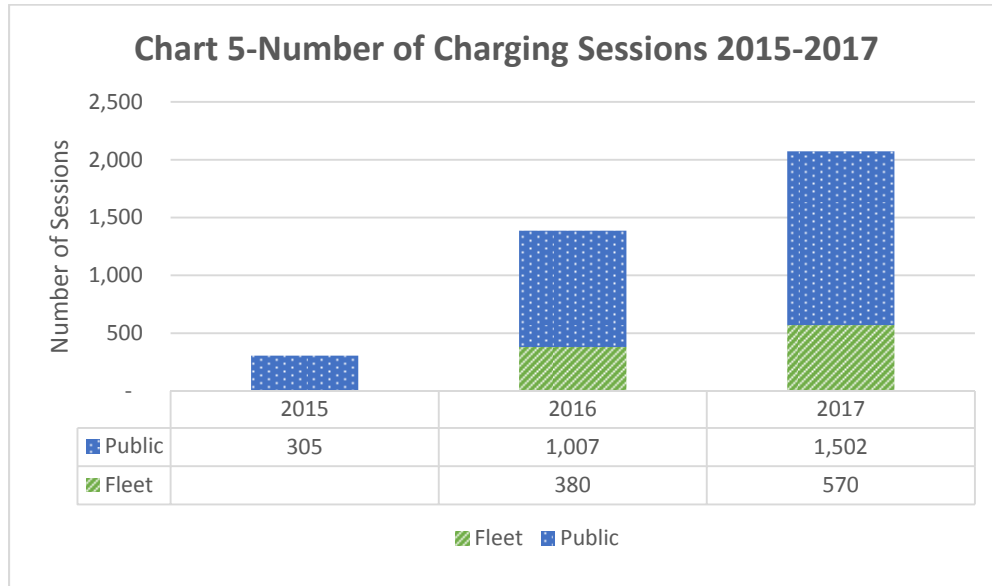
The largest user group, both in number of individual charging sessions and energy dispensed, are public users. Starting in 2016, the Ulster County Regional Chamber of Commerce has sponsored the electricity cost of public charging sessions, allowing the energy to be offered to the public at no charge. In 2017, the Ulster County charging network hosted a total of 210 unique drivers.

TABLE 6- Ulster County Electric Vehicle Charging Network (as of 12/31/17)

Location	# of Ports
Department of Social Services	6
Ulster County Office Building	2
Carr Building / 1 Pearl Street, Kingston	2
Department of Public Works	2
Probation Department	2
Ulster County Courthouse	2
Golden Hill Office Building	4
Trudy Resnick Farber Building / Ellenville	2
Kingston SUNY Extension	2
Ulster County Law Enforcement Center	2
Total	26

EV Charging Station Usage

The County charging station network, which became operational in July of 2015, has experienced increased use in 2017. The chart below shows the rate of charging station utilization by year. Detailed information on the usage of the County’s network of stations (by the public and the UC fleet) is included as Appendix B.



7. Initiatives

Right-Sizing of the Fleet

The Fleet Manager continues to actively manage the fleet for efficiency. Older, less-efficient vehicles are retired from the fleet as they reach the end of service life, as is documented in Appendix C. When acquiring new vehicles, the Fleet Manager works with departments to determine their needs and provides vehicles of an appropriate vehicle-class and type for the job, targeting optimum fuel efficiency for the application.

Biodiesel Use

The County continues to use biodiesel blend (B5) at UCAT when operationally feasible. Biodiesel has a higher gelling temperature, and if used during cold weather it will clog and block fuels lines. Biodiesel is derived from plant and animal sources versus conventional fossil-derived diesel fuel which is refined from crude petroleum. Biodiesel is generally considered a greener, more sustainable alternative to conventional diesel since it is not fossil-fuel based and the subsequent regeneration of the plant and animal stock sequesters the CO2 emissions associated with the burning of the biodiesel product. Ulster County’s use of biodiesel blend fuel for transit fleet operations reduced greenhouse gas emissions (CO2e) by 30,520 kg in 2017.

Education and Presentations

All departments receiving electric vehicles have been trained on the use of the cars, charging stations, the goals of the Green Fleet Policy, the availability of workplace charging and other ways to green their commute (including reduced UCAT fares for County employees and ride sharing resources). This training program will continue with the addition of new vehicles to new departments.

In addition, the County's Green Fleet efforts have been presented to audiences across the state through NYS DEC and NYSERDA sponsored forums including webinars and conferences. The County has also helped to organize a National Drive Electric Week event in Kingston which provides another opportunity for the public to learn about Ulster County's Green Fleet initiatives.

Partnerships and Technical Assistance

The Ulster County Department of the Environment has partnered with the City of Schenectady and the Energetics company on an application to NYSERDA under the *Plug-In Electric Vehicle (PEV)-Enabling Technology Development and Demonstration* (PON 3578)—a program intended to drive the expansion of the plug-in electric vehicle market and accelerate PEV adoption through innovation and demonstrations. If funding is received, Ulster County will provide input and usage data for a study to develop a municipal blueprint for electric vehicles and PEV technology. Insights gained through this study will help Ulster County plan for future deployment of infrastructure and policy development. In addition, the experience of Ulster County in deploying electric vehicles and charging stations will be used to guide other municipalities across the state.

The County is currently exploring a template shared services agreement with other municipalities for reciprocal use of County and other charging stations by municipally owned vehicles. The City of Kingston currently has four plug-in hybrids in their fleet and plans to have three charging stations installed in 2018 and other municipalities are looking at the possibility of adding EVs to their municipal fleets.

In addition, the County continues to provide technical support to municipalities in Ulster County on electric vehicles and charging station initiatives. The Department of the Environment has worked with the following municipalities on efforts to install municipally sponsored charging stations: Woodstock, City of Kingston, Rosendale, Marbletown, Wawarsing, Village of New Paltz, and Town of New Paltz. All of the municipally sponsored stations in Ulster County currently offer free charging to the public.

Utilization of Grant Funding and Incentives

Ulster County intends to continue to utilize available funding and rebates to accomplish Green Fleet Policy goals. This includes 1) the continued use of the NY Department of Environmental Conservation Municipal Zero-Emission Vehicle (ZEV) & ZEV Infrastructure Rebate program, which has been extended to a second round of funding through May 31, 2018; and 2) the application of the NYSERDA Drive Clean Rebate for the purchases of fleet vehicles.

8. Recommendations

Strategic Deployment of Electric Vehicle Infrastructure

The expansion of Ulster County's municipal charging infrastructure will increasingly require long range planning and coordination. As available locations and suitable electrical circuits become occupied with deployed stations, the Department of the Environment will continue to work with the Department of Public Works and the local utility to find the best locations. Another area of potential expansion is to develop DC Fast Charging capability. This technology reduces charging time by 75% or greater and will increase the viability of electric vehicles for fleet applications. However, this type of charger has a significantly higher equipment cost and often requires upgrades to electrical connections to accommodate the higher capacity. The Ulster County Department of Environment will continue the assessment of fleet charging needs and underlying electrical infrastructure, to prioritize siting of future DC Fast Charging stations.

Pilot of Lease Model for Fleet Ownership

Ulster County is planning an RFP for a pilot lease program to supply approximately 10 vehicles targeting the Department of Social Services fleet. The intent of the pilot program is to use fleet leasing and management services to assist with the deployment of Green Fleet compliant vehicles in the fleet while increasing flexibility to select new configurations of green vehicles and reducing the risk to the County if, in practice, the specific vehicle design and capability does not fit the need of the Department for which it was selected. Additionally, the lease term would be 5 years or less, allowing for adoption of newly available vehicles as electric vehicle technology evolves.

Appendix A

Department	Number of Vehicles	Distance Driven (miles)	Fuel Usage (gallons)	Electricity Usage (kWh)	Total Cost	Cost per Mile
Arson	2	12,253	841		\$1,518	\$0.12
Buildings & Grounds	24	86,163	8,203		\$16,569	\$0.19
Central Auto	9	34,876	2,155		\$4,047	\$0.12
County Clerk	3	3,345	353		\$636	\$0.19
DA Office	5	60,004	2,692		\$5,138	\$0.09
DSS	32	429,867	20,108	202	\$36,836	\$0.09
Environment	1	3,185		732	\$83	\$0.03
Executive	1	4,960	102	406	\$238	\$0.05
Fire Control	2	12,953	999		\$1,868	\$0.14
Health	17	133,713	5,639	3,465	\$10,950	\$0.08
Highway	60	641,884	70,547		\$133,604	\$0.21
Information Services	7	12,232	898		\$1,615	\$0.13
Jail	16	144,254	11,459		\$21,723	\$0.15
OFA	4	9,064	255	993	\$578	\$0.06
Planning	1	452	21		\$37	\$0.08
Probation	18	116,585	6,443		\$12,207	\$0.10
Public Defender	1	2,357	109		\$207	\$0.09
Purchasing	1	2,249	186		\$336	\$0.15
Safety	3	11,950	727		\$1,347	\$0.11
Sheriff	63	817,969	71,000		\$133,608	\$0.16
Sheriff - Urgent	16	160,325	9,513		\$18,111	\$0.11
Tourism	1	6,339	328		\$609	\$0.10
UCAT	34	1,088,068	148,717		\$281,726	\$0.26
Vets	5	63,997	5,694		\$10,204	\$0.16
Weights & Measures	2	16,792	1,469		\$2,652	\$0.16

Note: This table includes data only for vehicles with accurate mileage reporting. Actual departmental vehicle count and fuel usage may be higher than shown.

Appendix B

Ulster County Electric Vehicle Charging Stations- Detailed Usage Report (2017) Pursuant to Resolution No. 332 of 2015

	Fleet	Public	Total
Total Energy Usage (kWh)	5,798	11,976	17,774
Total Cost to County (@ \$0.114/kWh)	\$660.97	\$1,365.25	\$2,062.22
Number of Charging Sessions	570	1,502	2,072
Average Energy per Session (kWh)	10.2	8.0	N/A
Average Cost per Session	\$1.16	\$0.91	N/A
Greenhouse Gas Avoided (kg)	2,435	5,030	7,465
Gallons of Gas Saved	726	1,499	2,225
Median Time Charging		1 hr 49 mins	

Unique User Zip Codes:

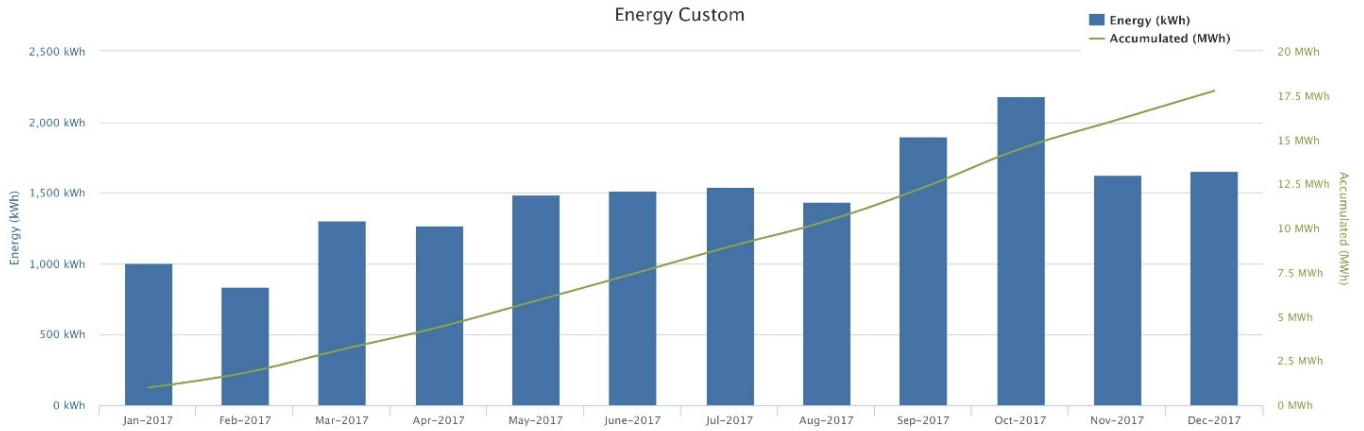
Amherst MA, Stow MA, Somerville MA, Arlington MA, Burlington VT, Shoreham VT, Danbury CT, Fairfield CT, Fort Lee NJ, Montclair NJ, Verona NJ, Westwood NJ, Chatham NJ, Madison NJ, Ardsley NY, Chappaqua NY, Port Chester NY, Monroe NY, Brooklyn NY, Brooklyn NY, Forest Hills NY, Baldwin NY, Averill Park NY, Delmar NY, East Greenbush NY, Gilboa NY, Ravena NY, Slingerlands NY, Albany NY, Schenectady NY, Kingston NY, Accord NY, Cottekill NY, Glenford NY, High Falls NY, Hurley NY, Kerhonkson NY, Lake Katrine NY, Margaretville NY, Rosendale NY, Saugerties NY, Shandaken NY, Shokan NY, Stone Ridge NY, Tillson NY, Ulster Park NY, West Park NY, Woodstock NY, Beacon NY, Clintondale NY, Copake NY, Elizaville NY, Gardiner NY, Highland NY, Hudson NY, Montgomery NY, New Paltz NY, Pawling NY, Pine Plains NY, Red Hook NY, Rhinebeck NY, Staatsburg NY, Walkkill NY, Wappingers Falls NY, Poughkeepsie NY, Wurtsboro NY, Greenwich NY, Buffalo NY, Pittsburgh PA, York PA, Afton VA, Blacksburg VA, Etobicoke ON



Unique Drivers using Ulster County Charging Equipment each Month

Source: Chargepoint

2017 Ulster County Green Fleet Report



Energy Dispensed per Month at Ulster County Electric Vehicle Charging Stations
Source: Chargepoint

Station & Session Type	2015	2016	2017
ULSTER COUNTY / ELLENVILLE			
Fleet	0	2	0
Public	60	84	37
ULSTER COUNTY / SUNY EXTENSION			
Fleet	0	1	3
Public	13	31	61
ULSTER COUNTY / UC COURTHOUSE			
Fleet	0	0	5
Public	99	337	568
ULSTER COUNTY / UC DPW			
Fleet	0	0	3
Public	15	77	162
ULSTER COUNTY / UC DSS			
Fleet	0	36	134
Public	21	26	35
ULSTER COUNTY / UC GOLDEN HILL			
Fleet	0	170	288
Public	3	200	263
ULSTER COUNTY / UC OFFICE			
Fleet	0	171	137
Public	78	220	276
ULSTER COUNTY / UC PROBATION			
Public	15	31	99
ULSTER COUNTY / UCLEC			
Public	1	1	1

Appendix C

Fleet Vehicles Auctioned in 2017

(Ulster County #11653 – September 13, 2017)

Lot #0001 - 2000 Dodge Dakota Pickup Truck
Lot #0002 - 2001 Jeep Cherokee SUV
Lot #0003 - 2002 Chevrolet Express Van
Lot #0004 - 2000 Dodge Caravan Mini-Van
Lot #0005 - 2006 Jeep Grand Cherokee SUV
Lot #0006 - 2001 Ford Taurus 4 Door
Lot #0007 - 2002 Chevrolet Astra Mini-Van
Lot #0008 - 2004 Chevrolet Astra Mini-Van
Lot #0009 - 2001 Dodge Ram 2500 Pickup Truck with Plow
Lot #0010 - 2005 Chevrolet Venture Van
Lot #0011 - 2007 Dodge Durango SUV
Lot #0012 - 2007 Dodge Caravan Mini-Van
Lot #0013 - 2008 Dodge Durango SUV
Lot #0014 - 2008 Dodge Durango SUV
Lot #0015 - 2009 Ford Crown Victoria 4 Door/Police Interceptor
Lot #0016 - 2010 Ford Crown Victoria 4 Door/Police Interceptor
Lot #0017 - 2010 Ford Crown Victoria 4 Door/Police Interceptor
Lot #0018 - 2004 Ford E350 Van
Lot #0019 - 2004 Ford Crown Victoria 4 Door/Police Interceptor
Lot #0020 - 2007 Dodge Magnum 4 Door Wagon
Lot #0021 - 2003 Volkswagen Passat Wagon
Lot #0022 - 2003 Ford Taurus 4 Door
Lot #0023 - 2001 Dodge Durango 4 Door SUV
Lot #0024 - 2009 Ford Crown Victoria 4 Door/Police Interceptor
Lot #0032 - 2002 Chevrolet 3500 Cargo Van
Lot #0033 - 2003 Chevrolet Silverado 2500HD Pickup Truck
Lot #0034 - 2003 Chevrolet Silverado 2500HD Pickup Truck
Lot #0035 - 2006 GMC Sierra 3500 Crew Cab Pickup Truck with Dump
Lot #0036 - 1999 Sterling L9511 Dump Truck
Lot #0037 - 2002 Sterling L9500 Dump Truck
Lot #0038 - 2002 Sterling L9500 Dump Truck
Lot #0039 - 2004 Sterling L9500 Dump Truck
Lot #0040 - 2007 Sterling L9500 Dump Truck
Lot #0041 - 2007 Sterling L8500 Utility Truck
Lot #0043 - 2008 Sterling LT9500 Truck with Sander and Plow
Lot #0044 - 2008 Sterling LT9500 Truck with Sander and Plow
Lot #0045 - 2009 Sterling LT9500 Truck with Sander and Plow
Lot #0046 - 1985 John Deere 5108 Backhoe
Lot #0047 - 2002 Cat IT28G Loader