



FAIRFAX TOWN COUNCIL MEETING STAFF REPORT

MEETING DATE: November 1, 2023
PREPARED FOR: Mayor and Town Council
PREPARED BY: Sean Youra, Climate Action Coordinator
SUBJECT: Adopt Resolution Adopting a Fleet Zero-Emissions Vehicle Policy

RECOMMENDATION

Adopt Resolution adopting a fleet zero-emissions vehicle (ZEV) policy (Attachment A).

BACKGROUND

The Town of Fairfax's adopted Climate Action Plan (CAP) includes several measures to reduce transportation-related greenhouse gas (GHG) emissions with the most significant measure (Measure T-1) being to transition to zero-emissions vehicles (ZEVs) for residents, businesses, and the Town. As it relates to the Town's fleet, the CAP recommends purchasing or leasing electric vehicles (EVs) for the fleet as older gas- or diesel-powered vehicles are replaced with the goal of transitioning all fleet vehicles to ZEVs by 2030. It also recommends installing EV chargers for Town fleet vehicles and using renewable diesel as a transition fuel where feasible until those vehicles are replaced with ZEVs.

On September 6, 2023, the Marin Countywide Electric Vehicle Acceleration Strategy was discussed with the Town Council, which includes recommended strategies for increasing municipal fleet electrification including adopting an EV fleet replacement policy with the goal to convert 100% of municipal fleets to EVs by 2030. The Town Council directed staff to develop a work plan to prioritize strategies from the EV Acceleration Strategy for implementation.

On October 19, 2021, the Climate Action Committee (CAC) approved a recommendation that all future Town fleet purchases be ZEVs unless there is a compelling reason to purchase an alternate vehicle. The proposed Resolution to adopt a fleet ZEV policy was first discussed with the CAC at their September 19, 2023 meeting and then subsequently recommended for adoption at their October 17, 2023 meeting.

On September 23, 2020, Governor Newsom signed Executive Order N-79-20, which set a Statewide goal that 100 percent of in-state sales of new light-duty passenger vehicles be zero-emission by 2035 and 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045.

On April 28, 2023, the California Air Resources Board (CARB) approved the Advanced Clean Fleets regulation to help accomplish the goals set in Executive Order N-79-20 by requiring a phased-in transition toward zero-emission medium- and heavy-duty vehicles for fleets owned by State, local, and federal government agencies. The Advanced Clean Fleets regulation applies to medium- and heavy-duty on-road fleet vehicles with a gross vehicle weight rating (GVWR) greater than 8,500 pounds. The regulation requires that 50 percent of applicable vehicle purchases are zero-emissions beginning on January 1,

2024 and 100 percent of applicable vehicle purchases are zero-emissions starting January 1, 2027. Until 2035, both ZEVs and near-ZEVs (NZEVs) such as plug-in hybrid electric vehicles qualify to meet the purchasing requirements. Starting January 1, 2035, only ZEVs will meet the purchasing requirements. Emergency vehicles including publicly owned police and fire department vehicles are exempted from the purchase requirements. Local governments must submit annual compliance reports to CARB starting April 1, 2024 and each year thereafter. If vehicles are removed or added to the fleet, this must also be reported to CARB within 30 days.

DISCUSSION

The proposed fleet ZEV policy was created in close collaboration with Public Works, Police, and Building department staff, all of whom have vehicles that are currently included in the Town's fleet vehicle inventory (Attachment B). There are currently 18 vehicles in the fleet that would be subject to the proposed ZEV policy, and four of these vehicles would also be subject to the Advanced Clean Fleets regulation as they have a GVWR greater than 8,500 lbs. Any Police vehicles are exempt from complying with the Advanced Clean Fleets regulation, but these vehicles would not be exempt from the proposed ZEV policy.

The purpose of the policy is to document the process and department responsibilities for purchasing and managing the Town's vehicle fleet in a manner that minimizes GHG emissions and considers life-cycle costs when purchasing fleet vehicles. Adoption of the policy would help implement several measures from the Town's CAP, ensure compliance with the Advanced Clean Fleets regulation, save the Town money through reduced fuel and maintenance costs by purchasing ZEVs, and would serve as a model for the community by transitioning to ZEVs in a timely and cost-effective manner. Furthermore, the policy is focused on reducing vehicle size/weight and optimizing the fleet size to reduce overall fleet management costs and reduce environmental impacts associated with the manufacturing and distribution of new vehicles.

To ensure the policy is adhered to, a Fleet Advisory Group consisting of Public Works, Police, Finance, and Climate & Environment department staff would be established. They would also be responsible for developing and monitoring the Fleet Replacement Plan, which would identify: 1) a timeframe for replacing each vehicle in the fleet (or disposing of it), 2) vehicle life-cycle costs (where feasible), 3) a suitable replacement vehicle that is compliant with the policy, 4) any available funding that can help lower the total cost for a ZEV or NZEV replacement, 5) if additional ZEV fueling/charging infrastructure will be required for any ZEVs added to the fleet, and 6) any exemptions to this policy that are granted by the Fleet Advisory Group. It is critical that the installation of ZEV fueling/charging infrastructure keep pace with future anticipated ZEV purchases for the fleet and that sufficient funding is allocated for this purpose.

A Fleet Manager would also be officially established with the adoption of the ZEV policy, which would be the Public Works Director (or their designee). The primary responsibilities of the Fleet Manager would include maintaining the fleet vehicle inventory and submitting the annual compliance reports to CARB as required per the Advanced Clean Fleets regulation.

The proposed fleet policy is a ZEV-first policy, in which ZEVs would be prioritized for procurement. If a suitable ZEV isn't available, then the next lowest-emission vehicle (i.e., a NZEV) would be prioritized for procurement followed by an internal combustion engine (ICE) vehicle capable of using an alternative fuel such as renewable diesel. The lowest priority in terms of procurement would be an ICE vehicle not capable of using an alternative fuel.

Additional preferences include ZEVs with bidirectional charging capability, if costs are similar to a ZEV without that capability and if the ZEV can meet all required user needs. Similar considerations would be made when procuring EV charging stations (EVCS) for charging fleet vehicles. This is aligned with the Proclamation in support of bidirectional EVs and bidirectional charging equipment for municipal fleets approved by the Council on August 2, 2023. Both purchasing an e-bike and downsizing a vehicle (e.g., from heavy-duty to medium-duty) are included as preferences in the policy, if all user needs could still be met. Additionally, preference is given to leasing a vehicle or buying a used vehicle over purchasing a new one. This will help reduce the upfront cost associated with procuring ZEVs for the fleet, allow the vehicles to be replaced more often to keep pace with technological changes, and could accelerate the transition to ZEVs in the fleet overall.

The policy also directs the Fleet Manager to determine if alternative fuels can be used for current fleet vehicles, which would result in immediate GHG emissions reductions by switching to a fuel like renewable diesel. Any changes to the fuel type used for each vehicle would be tracked in the fleet vehicle inventory. The Town does currently purchase renewable diesel for all of its diesel vehicles.

Finally, three types of exemptions are included in the policy, which could be granted by the Fleet Advisory Group for a particular vehicle purchase, if the necessary criteria are met. The exemptions fall under three general categories: 1) Lack of available ZEV or NZEV on the market, 2) vehicle delivery delay, and 3) installation of ZEV fueling/charging infrastructure delay. In all of these exemption cases, the next lowest-emission vehicle type would be prioritized for procurement, if an exemption is granted.

FISCAL IMPACT

If adopted by the Council, existing staff resources would be used to implement the fleet ZEV policy. The FY 2023-24 adopted Town budget includes \$150,000 for fleet electrification under Fund 3, Field Equipment/Vehicle Replacement. This allocated funding along with external funding from MCE, TAM, and other agencies will be used to implement the policy in procuring ZEVs for the fleet and installing any necessary charging infrastructure. For future fiscal years, the Fleet Advisory Group will be responsible for recommending fleet replacements during the annual budgeting process and any additional ZEV fueling/charging infrastructure that may be needed based on anticipated demand for ZEVs identified in the Fleet Replacement Plan.

ATTACHMENTS

- A. Resolution
- B. Fleet Vehicle Inventory

RESOLUTION 23-__

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FAIRFAX ADOPTING A FLEET ZERO-EMISSIONS VEHICLE POLICY

WHEREAS, the Town Council for the Town of Fairfax (“Town”) has established a Climate Action Committee, which is charged with creating and implementing the Town’s Climate Action Plan; and

WHEREAS, on October 19, 2021, the Climate Action Committee approved a recommendation that all future Town fleet purchases be zero-emissions vehicles (ZEVs) unless there is a compelling reason to purchase an alternate vehicle; and

WHEREAS, the Climate Action Plan includes Measure T-1, related to Zero-Emission Vehicles, and provides that the Town will “Purchase or lease EVs for Town fleet as vehicles are replaced, to be completed by 2030” and “Install chargers for Town vehicles;” and

WHEREAS, the Town’s Climate Action Committee supports the adoption of this Resolution to establish a fleet ZEV policy to prioritize the procurement of ZEVs in the Town’s vehicle fleet; and

WHEREAS, the Marin Countywide Electric Vehicle (EV) Acceleration Strategy that was discussed with the Town Council at the September 6, 2023 meeting contains recommended strategies for increasing municipal fleet electrification including adopting an EV fleet replacement policy with the goal to convert 100% of municipal fleets to EVs by 2030; and

WHEREAS, on August 2, 2023, the Town Council approved a Proclamation in support of bidirectional EVs and bidirectional charging equipment for municipal fleets, which proclaimed that bidirectional EVs and charging equipment shall be considered for future fleet purchases to the extent practicable; and

WHEREAS, on September 23, 2020, the Governor signed Executive Order N-79-20, which set a Statewide goal that 100 percent of in-state sales of new light-duty passenger vehicles be zero-emission by 2035 and 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045; and

WHEREAS, on April 28, 2023, the California Air Resources Board (CARB) approved the Advanced Clean Fleets regulation to help accomplish the goals set in Executive Order N-79-20 by requiring a phased-in transition toward zero-emission medium- and heavy-duty vehicles for fleets owned by State, local, and federal government agencies; and

WHEREAS, the implementation of the Advanced Clean Fleets regulation is expected to save \$26.5 billion in statewide health benefits and provide a net cost savings of \$48 billion to fleets;

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Town Council of the Town of Fairfax adopts the Fleet Zero-Emissions Vehicle Policy attached as Exhibit A and directs staff to implement the policy with all due diligence, as appropriate.

The foregoing Resolution was duly passed and adopted at a regular meeting of the Town Council of the Town of Fairfax held in said Town on the 1st day of November 2023 by the following vote, to wit:

AYES:

NOES:

ABSENT:

Chance Cutrano, Mayor

Attest: _____
Michele Gardner, Town Clerk

EXHIBIT A

TOWN OF FAIRFAX FLEET ZERO-EMISSIONS VEHICLE POLICY

Background and Purpose

The Town of Fairfax's adopted Climate Action Plan (CAP) includes several measures to reduce transportation-related greenhouse gas (GHG) emissions with the most significant measure being to transition to zero-emissions vehicles (ZEVs) for residents, businesses, and the Town. As it relates to the Town's fleet, the CAP recommends purchasing or leasing electric vehicles (EVs) for the fleet as older gas- or diesel-powered vehicles are replaced with the goal of transitioning all fleet vehicles to ZEVs by 2030. It also recommends installing EV chargers for Town fleet vehicles and using renewable diesel as a transition fuel where feasible until those vehicles are replaced with ZEVs.

Additionally, the California Air Resources Board (CARB) Advanced Clean Fleets regulation adopted in April 2023 applies to local government fleets and affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating (GVWR) greater than 8,500 pounds. The regulation requires that 50 percent of applicable vehicle purchases are zero-emissions beginning on January 1, 2024 and 100 percent of applicable vehicle purchases are zero-emissions starting January 1, 2027. Until 2035, both ZEVs and near-ZEVs (NZEVs) such as plug-in hybrid electric vehicles qualify to meet the purchasing requirements. Starting January 1, 2035, only ZEVs will meet the purchasing requirements. Authorized emergency vehicles including publicly owned police and fire department vehicles are exempted from the purchase requirements. Local governments must submit annual compliance reports to CARB starting April 1, 2024 and each year thereafter. If medium- or heavy-duty vehicles are removed or added to the fleet, this must also be reported to CARB within 30 days. Further information on the Advanced Clean Fleets regulation can be found on [CARB's website](#).

The purpose of the Fleet ZEV Policy is to document the process and department responsibilities for purchasing and managing the Town's vehicle fleet in a manner that minimizes GHG emissions and considers life-cycle costs when purchasing fleet vehicles.

Objectives

The objectives of this policy are to:

1. Implement the recommended transportation-related measures from the CAP that impact fleet procurement and operations
2. Ensure compliance with the Advanced Clean Fleets regulation and exceed compliance, when feasible
3. Serve as a model for the community by transitioning to ZEVs in a timely and cost-effective manner
4. Reduce GHG emissions and air pollutants emitted from the combustion of gasoline and diesel used in Town vehicles
5. Save the Town money through reduced fuel and maintenance costs by transitioning to ZEVs and reducing vehicle size, weight, and other factors affecting fuel use, when appropriate

6. Optimize the fleet size to eliminate unused or underutilized vehicles and promote interdepartmental and cross-agency vehicle sharing, when possible

Definitions

“Alternative Fuel” means any fuel other than gasoline, diesel, natural gas, or propane that are less polluting (e.g., renewable diesel).

“Authorized Emergency Vehicle” applies to publicly owned ambulances, fire department vehicles, and police department vehicles as defined in California Vehicle Code section 165. For the purposes of this policy, certain Public Works vehicles may also be considered emergency vehicles that may be needed to respond to emergencies.

“Battery Electric Vehicle (BEV)” refers to a vehicle operating exclusively on a battery charge and not possessing or requiring an internal combustion engine.

“Bidirectional Charging” refers to EVs and EVCS that allow electricity to flow from the grid to charge the vehicle or in the reverse direction flowing from the vehicle into the grid or into a building or appliance. Vehicle-to-grid (V2G), vehicle-to-home (V2H), and vehicle-to-load (V2L) are all examples of bidirectional charging that are differentiated by the intended use of the electricity flowing from the vehicle (e.g., V2H charging sends energy from the vehicle’s battery to power a home or building).

“Electric Bike (E-bike)” refers to a motorized bicycle with an integrated electric motor used to assist propulsion.

“Electric Vehicle (EV)” refers to BEVs, HEVs, FCEVs, and PHEVs that include an electric motor.

“Electric Vehicle Charging Station (EVCS)” means a parking space that includes installation of EVSE at an EV Ready space.

“Electric Vehicle (EV) Ready Space” means a vehicle space which is provided with a branch circuit; any necessary raceways, both underground and/or surface mounted, to support EV charging, terminating in a receptacle or a charger.

“Electric Vehicle Supply Equipment (EVSE)” means the conductors, including the undergrounded, grounded and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets or apparatus installed for the purpose of transferring energy between the premises wiring and the electric vehicle.

“Fleet” refers to the collection of vehicles utilized for Town operations that includes owned, leased, and shared vehicles.

“Fleet Replacement Plan” is a plan that identifies: 1) a timeframe for replacing each vehicle in the fleet (or disposing of it), 2) vehicle life-cycle costs (where feasible), 3) a suitable replacement vehicle that is compliant with this policy, 4) any available funding that can help lower the total cost for a ZEV or NZEV replacement, 5) if additional ZEV fueling/charging

infrastructure will be required for any ZEVs added to the fleet, and 6) any exemptions to this policy that are granted by the Fleet Advisory Group.

“Gross Vehicle Weight Rating (GVWR)” refers to the maximum weight of the vehicle, as specified by the manufacturer. It includes total vehicle weight plus fluids, passengers, and cargo.

“Hybrid Electric Vehicle (HEV)” refers to a vehicle powered by an internal combustion engine that works in concert with an electric motor. The electric motor augments the engine allowing the vehicle to run in an all-electric mode for short distances.

“Hydrogen Fuel-Cell Electric Vehicle (FCEV)” means a vehicle with an electric motor where energy for the motor is supplied by an electrochemical cell that produces electricity via the non-combustion reaction of hydrogen. FCEVs do not produce tailpipe emissions, only water vapor and warm air.

“Internal Combustion Engine (ICE) Vehicle” means a vehicle with a powertrain that includes an internal combustion engine that is powered by gasoline, diesel, natural gas, propane, or other fuel where the sole source of power is from the combustion of the on-board fuel to provide motive power.

“Life-Cycle Cost” is the analysis of total cost over the anticipated lifetime of each vehicle. Costs may include acquisition cost, registration fees, insurance, maintenance, fuel, and projected resale value. Life-cycle costing for vehicles is typically expressed in total cost per mile using expected miles or hours per year.

“Light-Duty Vehicle” is any vehicle with a gross vehicle weight of less than or equal to 8,500 pounds. Light duty vehicles include passenger cars, light duty trucks, sport utility vehicles (SUVs), minivans, and pick-up trucks.

“Medium-Duty or Heavy-Duty Vehicle” is any vehicle with a gross vehicle weight more than 8,500 pounds. Medium-duty vehicles include delivery trucks and buses. Heavy-duty vehicles include tractor trailers and trucks with four or more axles.

“Near-Zero-Emission Vehicle (NZEV)” refers to HEVs and PHEVs that have an internal combustion engine but can achieve an all-electric range using the electric motor.

“Plug-In Hybrid Electric Vehicle (PHEV)” refers to a vehicle whose battery can be recharged by plugging a charging cable into an external electric power source, in addition to internally by its on-board internal combustion engine-powered generator.

“Removed from the fleet” or “vehicle disposed” refers to a vehicle that is no longer operated by the Town on or after the date the vehicle meets one of the following conditions:

- a) Is sold out of the fleet, or
- b) Is destroyed or scrapped

“Zero-Emissions Vehicle (ZEV)” means a vehicle with a zero-emissions powertrain that produces zero exhaust emission of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions. ZEVs include BEVs and FCEVs.

Responsibilities

Fleet Manager

The Public Works Director (or their designee) shall be assigned the role of Fleet Manager and for the purposes of the Fleet ZEV Policy, is responsible for:

- a) Maintaining an up-to-date inventory of all fleet assets that includes all necessary vehicle information required for the Advanced Clean Fleets annual compliance reports,
- b) Submitting the annual compliance reports to CARB by April 1 each year,
- c) Reporting any medium- or heavy-duty fleet vehicle additions or removals to CARB within 30 days,
- d) Maintaining records of reportable fleet procurement information to CARB for at least five years and providing these records to CARB upon request,
- e) Assigning unit numbers and ensuring that all vehicles have proper registration, license plates, stickers (including ZEV stickers), and insurance documentation, and
- f) Communicating all significant changes in fleet needs to the Fleet Advisory Group

Fleet Advisory Group

The Fleet Advisory Group shall be comprised of the Fleet Manager and representatives from each stakeholder department, which shall include at a minimum, staff from the Public Works, Police, Finance, and Climate & Environment Departments. The Fleet Advisory Group is responsible for:

- a) Developing and monitoring the Fleet Replacement Plan including working with each applicable department to determine a suitable replacement vehicle for each vehicle in the fleet that is aligned with the requirements of this policy,
- b) Recommending updates to the ZEV Fleet policy, as needed,
- c) Overseeing the acquisition and disposal of fleet vehicles that meet the intent of the policy,
- d) Recommending fleet replacements during the annual budgeting process, and
- e) Monitoring ZEV fueling/charging infrastructure available for fleet vehicle use and recommending infrastructure upgrades/expansions to include in the Town's Capital Improvement Program based on anticipated demand for ZEVs identified in the Fleet Replacement Plan

The Fleet Advisory Group will meet in January each year at a minimum to update the Fleet Replacement Plan and discuss potential fleet replacements that need to be budgeted for along with any new ZEV fueling/charging infrastructure.

Finance Department

The Finance Department will be responsible for:

- a) Maintaining the accounting for Fund 03, Field Equipment/Vehicle Replacement,
- b) Projecting the availability of funds for fleet replacement at each meeting of the Fleet Advisory Group, and
- c) Tracking the depreciation of purchased vehicles and the capitalized leased vehicles

Policy

To accomplish the objectives of this policy, the following criteria shall be used to make acquisition decisions for new/replacement fleet vehicles, which are ranked in order of priority and preference:

1. ZEV
2. NZEV
3. ICE vehicle capable of using an alternative fuel
4. ICE vehicle not capable of using an alternative fuel

Additionally, if the costs of a ZEV with bidirectional charging capability is similar to the costs of a ZEV without bidirectional charging capability, and the ZEV with bidirectional charging can meet all required user needs, then preference should be given to procuring a ZEV with bidirectional charging capability. Similar considerations should be made when procuring EVCS for charging ZEVs in the fleet.

To further help reduce fleet management costs and promote active transportation, if an e-bike can meet all the required user needs for the vehicle to be replaced, then preference should be given to procuring an e-bike over a ZEV. If an e-bike cannot meet the user needs, downsizing the vehicle (e.g., from heavy-duty to medium-duty) should be considered in the acquisition decision, if the downsized vehicle could meet all required user needs and vehicle functions.

The above criteria shall be used in determining potential replacement vehicles for each vehicle in the Fleet Replacement Plan. The Advanced Clean Fleets requirements for medium- and heavy-duty vehicles (i.e., 50% of vehicle purchases are ZEVs or NZEVs starting in 2024 and 100% of vehicle purchases are ZEVs or NZEVs starting in 2027) must be factored into the development of the Fleet Replacement Plan to ensure compliance. The Fleet Replacement Plan should be updated at least annually and reflect any changes in the fleet vehicle inventory.

Furthermore, preference shall be given to leasing a vehicle or buying a used vehicle over purchasing a new one. To ensure compliance with the Advanced Clean Fleets regulation, any used medium- or heavy-duty ICE vehicle purchased must have a 2010 or newer model year engine.

To account for the higher upfront costs associated with procuring ZEVs, a 20 percent cost differential threshold shall be used when comparing the cost-effectiveness of purchasing a ZEV vs. a non-ZEV. When comparing these costs, life-cycle costs should ideally be used along with factoring in available incentives for ZEVs. Any ZEV purchase that would exceed the 20 percent threshold shall require approval by the Town Manager. The Town Manager's current signing authority is \$25,000 and any purchase exceeding that amount shall require Town Council authorization prior to making the purchase.

As part of the monitoring and updating of the Fleet Replacement Plan, the Fleet Advisory Group shall continually optimize the fleet size by identifying unused or underutilized vehicles and evaluating any vehicle redundancy within the fleet. Any vehicles that have been identified as unused, underutilized, or redundant shall be considered for disposal in the Fleet Replacement Plan. However, emergency vehicles including some Public Works vehicles may be needed to respond to emergencies despite how often they are utilized. Prior to disposal, underutilized vehicles should be evaluated to determine if there is potential to share the vehicle with other departments or agencies to increase its utilization.

For any current non-ZEVs in the fleet, the Fleet Manager will determine if an alternative fuel such as renewable diesel can be used for the vehicle to further reduce vehicle emissions. Any changes to fuel type shall be documented in the fleet vehicle inventory.

Exemptions

The Fleet Manager is responsible for determining whether exemptions in complying with this policy may be required for certain fleet vehicles. Any exemptions must be approved by the Fleet Advisory Group and documented in the Fleet Replacement Plan.

Exemptions may be granted in the following circumstances:

- If there is no ZEV or NZEV model available on the market that can meet the user needs and specifications for the vehicle's intended purpose. If an exemption is granted, then an ICE vehicle capable of using an alternative fuel should be prioritized for procurement.
- If there is a significant lead time (greater than six months) to deliver the ZEV and there is an immediate need to replace the current fleet vehicle. If an exemption is granted, then an NZEV should be prioritized for procurement.
- If there is a significant delay (greater than six months) in installing sufficient ZEV fueling/charging infrastructure and there is an immediate need to replace the current fleet vehicle. If an exemption is granted, then an NZEV should be prioritized for procurement.

It should be noted that the above exemptions are different than the ones provided in the Advanced Clean Fleets regulation. If an exemption to the State regulation is required, the Fleet Manager will be responsible for submitting an exemption request to CARB.

TOWN OF FAIRFAX VEHICLE SCHEDULE 2022-2023

Vehicle #	Year	Make	Model	Type	Fuel Type	GVWR (lbs)	Dept	Original Cost	Replacement Cost	Status	Seating Capacity	Usage
PD Unit #2	2011	GMC	Terrain	Private Passenger	Gas	6,000	411	36,000	40,000	Active	5	Administrative Use
PD Unit 501	2014	Ford	Taurus	Private Passenger	Gas	N/A	411	38,534	40,000	Active	5	Operations and Maintenance Use
PD Unit 504	2014	Ford	Taurus Police Interceptor	Private Passenger	Gas	N/A	411	37,291	40,000	Active	5	Operations and Maintenance Use
PD Unit 505	2014	Ford	Taurus Police Interceptor	Private Passenger	Gas	N/A	411	37,291	40,000	Active	5	Operations and Maintenance Use
PD Unit 510	2015	Ford	Fusion	Private Passenger	Gas	N/A	411	25,000	25,000	Active	5	Operations and Maintenance Use
PD Unit 508	2017	Ford	Explorer	Private Passenger	Gas	7,000	411	49,492	49,492	Active	5	Operations and Maintenance Use
PD Unit 507	2018	Ford	Police SUV	Private Passenger	Gas	7,000	411	56,000	56,000	Active	5	Operations and Maintenance Use
PD UNIT 506	2019	Toyota	Tacoma	Light Truck (Pick-Up, Van, Econoline)	Gas	6,000	411	38,502	45,500	Active	5	Operations and Maintenance Use
PD Unit 509	2017	Go-4	G-INTERCEP III	Light Truck (Pick-Up, Van, Econoline)	Gas	3,000	411	39,573	40,000		1	Operations and Maintenance Use
PD UNIT 511	2022	Ford	MachE	Private Passenger	Electric	6,000	411	62,000	62,000	Active	5	Operations and Maintenance Use

Total PD: \$ 419,683 \$ 437,992

Bld Inspector	2001	Ford	Escape	Light Truck (Pick-Up, Van, Econoline)	Gas	5,000	510	19,207	35,000	Active	5	Operations and Maintenance Use
PW Truck#1	1998	Ford	Ranger	Light Truck (Pick-Up, Van, Econoline)	Gas	6,000	510	25,000	25,000	Active	2	Operations and Maintenance Use
PW Truck#2	2008	Ford	F-250	Light Truck (Pick-Up, Van, Econoline)	Gas	9,000	511	22,017	28,000	Active	2	Operations and Maintenance Use
PW Truck#4	1998	Ford	F Dump Truck	Medium Truck (Step Van, UPS)	Diesel	6,000	511	26,000	42,000	Active	2	Operations and Maintenance Use
PW Truck#5	1994	GMC	Sierra Dump Truck	Medium Truck (Step Van, UPS)	Gas	14,000	625	20,000	37,000	Active	2	Operations and Maintenance Use
PW Truck#7	2000	Dodge	Ram 2500	Light Truck (Pick-Up, Van, Econoline)	Gas	9,000	511	20,000	32,000	Active	2	Operations and Maintenance Use
PW Truck #6	2019	FORD	Ranger	Light Truck (Pick-Up, Van, Econoline)	Gas	7,000	511	34,000	34,000	Active	2	Operations and Maintenance Use
PW TRUCK #8	1994	Ford	F Super Duty Bucket	Light Truck (Pick-Up, Van, Econoline)	Gas	16,000	511	5,000	13,500	Active	2	Operations and Maintenance Use
			Backhoe		Diesel							

Total PW: \$ 171,224 \$ 246,500

TOTAL \$ 590,907 \$ 684,492