



Ulster County 2021 Climate Smart Communities Recertification Documentation

PE3 Action: Advanced Vehicles

2 POINTS DOCUMENTED

Background: Ulster County purchased its first advanced vehicle in 2016 and currently operates 21 advanced vehicles, consisting of 4.5% of the County's fleet of 467 vehicles (2020 Fleet Inventory).

Documentation:

- Advanced vehicle list

Vehicle Type (pick from dropdown)	Vehicle Class (1-8) - scroll to the right for reference table	Vehicle Year	Vehicle Make	Vehicle Model	Currently Active?	Current Miles	VIN	Date purchased	Vehicle Purpose
Plug-in Hybrid	Class 1	2016	FORDX	FUSION ENERGI	Yes	19,868	3FA6P0PU1GR292210	1/17/2016	County executive travel
Plug-in Hybrid	Class 1	2016	FORDX	FUSION ENERGI	Yes	25,058	3FA6P0PU3GR292208	1/17/2016	Social services transport
Plug-in Hybrid	Class 1	2016	FORDX	FUSION ENERGI	Yes	37,347	3FA6P0PU5GR292209	1/17/2016	Health department business
Plug-in Hybrid	Class 1	2016	FORDX	FUSION ENERGI	Yes	14,618	3FA6P0PU3GR292211	1/17/2016	Health department business
Plug-in Hybrid	Class 1	2017	CHEVL	VOLT	Yes	25,135	1G1RC6S56HU160214	11/28/2016	Routine business Office for the Aging
Plug-in Hybrid	Class 1	2017	CHEVL	VOLT	Yes	32,152	1G1RC6S55HU160009	11/28/2016	Health department business
Plug-in Hybrid	Class 1	2017	CHEVL	VOLT	Yes	33,368	1G1RC6S54HU160938	11/28/2016	Health department business
Battery Electric	Class 1	2017	NISSA	LEAF	Yes	13,500	1N4B20CP6HC305834	4/13/2017	Routine business/field work
Plug-in Hybrid	Class 2	2019	CHRY	PACIFICA	Yes	20,776	2C4RC1H7XKR590190	1/30/2019	Social services transport
Plug-in Hybrid	Class 2	2019	CHRY	PACIFICA	Yes	31,470	2C4RC1H71KR590191	1/30/2019	Social services transport
Plug-in Hybrid	Class 2	2019	CHRY	PACIFICA	Yes	38,944	2C4RC1H73KR590192	1/30/2019	Social services transport
Plug-in Hybrid	Class 2	2019	CHRY	PACIFICA	Yes	36,195	2C4RC1H75KR590193	1/30/2019	Social services transport
Plug-in Hybrid	Class 2	2019	CHRY	PACIFICA	Yes	23,741	2C4RC1H77KR590194	1/30/2019	Social services transport
Plug-in Hybrid	Class 2	2019	CHRY	PACIFICA	Yes	53,201	2C4RC1H79KR590195	1/30/2019	Social services transport
Plug-in Hybrid	Class 1	2019	CHEVL	VOLT	Yes	21,256	1G1RC6S58KU117887	12/31/2018	School resource officer
Plug-in Hybrid	Class 1	2019	HYUNDAI	IONIQ	Yes	1,685	KMH6C65LD5KU144366	3/4/2019	Building site visits
Plug-in Hybrid	Class 1	2019	HYUNDAI	IONIQ	Yes	5,081	KMH6C65LD5KU151429	5/10/2019	Building site visits
Plug-in Hybrid	Class 1	2019	MITSUBISHI	OUTLANDER	Yes	5,031	JA4J24A58KZ038469	5/31/2019	Probation business
Plug-in Hybrid	Class 1	2019	MITSUBISHI	OUTLANDER	Yes	9,120	JA4J24A50KZ046856	10/4/2019	Health department business
Plug-in Hybrid	Class 1	2019	MITSUBISHI	OUTLANDER	Yes	2,556	JA4J24A59KZ055975	10/4/2019	Routine business DPW Commissioner
Plug-in Hybrid	Class 1	2019	MITSUBISHI	OUTLANDER	Yes	5,679	JA4J24A59KZ056043	10/4/2019	Health department business



PE3 Action: Advanced Vehicles

2 Points

4 Points

6 Points

8 Points

10 Points

A. Why is this action important?

Advanced vehicles are more fuel-efficient and produce fewer greenhouse (GHG) emissions than their traditional counterparts. Examples include plug-in hybrid vehicles, battery-electric vehicles, compressed natural gas (CNG) vehicles, and hydrogen fuel cell vehicles. Use of these vehicles can help stimulate the local and national market for advanced vehicles and the market for alternative fuels. In addition, these vehicles can help raise awareness of the local government's commitment to clean air and fuel efficiency as the vehicles are used and seen in the community.

B. How to implement this action

As part of a larger vehicle-based, GHG-reduction strategy, the Climate Smart Communities (CSC) program recommends that local governments implement these actions in this order: Begin by completing an inventory (as per [PE3 Action: Fleet Inventory](#)) and developing a fleet efficiency policy (as per [PE3 Action: Fleet Efficiency Policy](#)). Then conduct a rightsizing initiative (as per [PE3 Action: Fleet Rightsizing](#)), followed by an effort to replace traditional vehicles with advanced vehicles (as per [PE3 Action: Advanced Vehicles](#))

There are four types of vehicles that the CSC program currently defines as advanced vehicles: plug-in hybrid vehicles, battery-electric vehicles, CNG vehicles, and hydrogen fuel cell vehicles. (Advanced vehicles must also be manufactured for use primarily on public streets, roads, and highways, and have a maximum speed capability of at least 50 miles per hour.) Prior to purchase or lease, local governments should assess which of these four types of advanced vehicles are well suited to their circumstances.

A fleet inventory is a prerequisite for the higher point tiers of this action. (Guidance on this process is provided in [PE3 Action: Fleet Inventory](#)). Points for this CSC action are tiered based on the percentage of advanced vehicles in the local government fleet. As a result, the first step is to define the scope of the replacement initiative. Use the local fleet inventory to select which types of vehicles will be examined for replacement with advanced vehicles and which types of vehicles will be exempt. The scope of the replacement initiative establishes the baseline by which eligibility for the different tiers of CSC points will be measured. The scope could only include light-duty vehicles, for example.

As part of evaluating the most appropriate advanced vehicles, local governments should consider the following strategies.

- Use established minimum fuel efficiency requirements for the types of vehicles in the fleet, as developed under [PE3 Action: Fleet Efficiency Policy](#), if completed.
- Collect information on which advanced vehicles are likely to suit local needs and be available for purchase or lease locally.
- Replace vehicles as they near the end of their useful life with advanced vehicles, and/or replace the least fuel-efficient vehicles prior to the end of their useful life.
- Research opportunities to reduce costs through grants, rebates, and bulk purchasing, including the programs described below.
- Participate in a bulk purchase or lease of vehicles or organize a joint procurement with other neighboring jurisdictions, to maximize your buying power. The New York State Office of General Services and the New York State Department of Environmental Conservation (DEC) have organized several joint aggregate purchases of electric vehicles with municipalities. Contact climatesmart@dec.ny.gov to inquire about upcoming state-organized aggregate purchases of plug-in hybrid vehicles and battery-electric vehicles. All

authorized users of the [New York State Vehicle Marketplace](#) (which includes local governments) can participate.

- DEC offers a Municipal [Zero-Emission Vehicle \(ZEV\) Rebate Program](#) that provides rebates to municipalities for costs associated with the purchase or lease (for at least 36 months) of eligible clean vehicles and with the installation of eligible infrastructure that supports public use of clean vehicles.

To be eligible for points under this CSC action, the advanced vehicles may have been acquired at any time prior to the application date, but must be active at the time of the CSC application.

C. Time frame, project costs, and resource needs

Implementing a comprehensive vehicle-based GHG-reduction strategy and guidelines to purchase advanced vehicles can take about four to six months, depending on the level of local support, the quality of information about the local government fleet, and available financial resources. The initial effort involves developing procurement guidelines and can typically be performed by local government staff.

The additional cost of advanced vehicles compared to traditional vehicles varies, depending on the type. The [U.S. DOE Vehicle Cost Calculator](#) helps compare the total cost of ownership for different vehicle makes and models. Local governments should also research opportunities to reduce costs through grants, rebates, and bulk purchasing, as described above.

D. Which local governments implement this action? Which departments within the local government are most likely to have responsibility for this?

This action is applicable to any local government that owns and/or manages a fleet of vehicles. The department with responsibility for managing the local government's vehicle fleet, typically within the public works department, would be responsible implementing this action.

E. How to obtain points for this action

Points for this action are tiered based on the percentage of advanced vehicles in the local government fleet. See above for the definition of advanced vehicles and for information about completing a fleet inventory (which is a prerequisite for the higher point tiers of this action) and defining the scope of the vehicle replacement initiative.

	POSSIBLE POINTS
Deployment of 1 light-duty or medium-duty advanced vehicle (if not amounting to at least 10% of fleet)*	2
Deployment of 1 heavy-duty advanced vehicle or 10-24% of fleet is advanced vehicles*	4
25-49% of fleet is advanced vehicles	6
50-74% of fleet is advanced vehicles	8
75-100% of fleet is advanced vehicles	10

***NYSERDA Clean Energy Communities:** Local governments that have completed the Clean Energy Communities (CEC) Clean Fleets – Light/Medium Duty Electric Vehicles high-impact action will satisfy at least the minimum two points available under this CSC action. Those that have completed the CEC Clean Fleets – Heavy Duty Electric Vehicles high-impact action will satisfy at least the minimum four points available under this CSC action.

F. What to submit

In order to be eligible for the higher point tiers of this action, local governments must submit documentation on the proportion of advanced vehicles in the fleet. Documentation should indicate the scope of the replacement initiative and the total number of vehicles that were examined for replacement with advanced vehicles; for example, provide information on whether the scope was limited to the portion of the fleet that are light-duty vehicles.

The submittal should also include the types of advanced vehicles that were acquired (whether plug-in hybrid vehicles, battery-electric vehicles, CNG vehicles, or hydrogen fuel cell vehicles) and whether those vehicles are currently active. The advanced vehicles may have been acquired at any time prior to the application date but must be active at the time of submittal.

Local governments that have completed the CEC Clean Fleets high-impact action(s) are eligible for CSC points by providing documentation of NYSERDA approval. Please also submit a completed Clean Fleets Certification Form (which is part of the Clean Fleets toolkit available at www.nyserderda.ny.gov/cec). This form should include information about the vehicle and confirmation that it is actively in use at the time of applying for CSC certification. If requesting more than the two minimum points (for one advanced vehicle), provide additional documentation, as described above.

All CSC action documentation is available for public viewing after an action is approved. Action submittals should not include any information or documents that are not intended to be viewed by the public.

G. Links to Additional Resources or Best Practices

- [DEC Zero-emission Vehicle Program](#)
- NYSERDA Clean Energy Communities Clean Fleets toolkit: available at www.nyserderda.ny.gov/cec
- [US Department of Energy Fuel Economy Website](#)
- [US Department of Energy Alternative Fuels Data Center, New York Laws and Incentives](#)
- [US DOE Vehicle Cost Calculator](#)
- [EPA Green Fleet Guide](#)
- [NYSERDA Clean Transportation Program](#)
- [NYSERDA Transpiration Technology Program](#)

H. Recertification requirements

The recertification requirements are the same as the initial certification requirements.