



Aurora Fleet Electrification Assessment

January 2026

Prepared For:
Town of Aurora
575 Oakwood Avenue,
East Aurora, NY 14502

Prepared by:
Grant Bennett, Cadmus
Rex Hazelton, Cadmus

CADMUS

Table of Contents

1	Executive Summary	1
2	Transportation Electrification Landscape	6
3	Vehicle Analysis	7
3.1	Half-ton Trucks.....	7
3.1.1	Technically Feasible Fleet Description and Duty Cycle	7
3.1.2	Overview of EV Options & Vehicle Recommendations	7
3.1.3	Ford F-150 Lightning Pro	7
3.1.4	Ford Maverick EV	8
3.2	Three-quarter-ton Trucks	11
3.2.1	Technically Feasible Fleet Description and Duty Cycle	11
3.2.2	Overview of EV Options & Vehicle Recommendations	11
3.2.3	Chevy Silverado EV 5WT	11
3.2.4	Ram 1500 REV	12
3.3	Compact Cargo Van	13
3.3.1	Technically Feasible Fleet Description and Duty Cycle	13
3.3.2	Overview of EV Options & Vehicle Recommendations	14
3.3.3	Ford E-Transit.....	14
3.3.4	Chrysler Pacifica Select PHEV	15
3.3.5	Chevy Equinox EV	16
4	Charging Infrastructure	18
4.1	Recommended Chargers	18
4.2	Electricity Cost, Charge Management, and Metering.....	20
4.2.1	Electricity Cost	20
4.2.2	Charge Management	21
4.2.3	Metering.....	21
4.3	Preliminary Site Infrastructure Assessment	22
4.3.1	251 Quaker Road	22
4.3.2	Best Practices for Take-Home Fleet Vehicle Charging	23
4.4	Stub-Outs.....	24
4.5	Project Cost Estimates.....	25
5	Vehicle and Chargers Incentives.....	26

CADMUS

5.1	State Incentives	26
5.2	Utility Incentives	27
6	Recommended Next Steps	30
6.1	Next Steps on Electric Vehicles	30
6.2	Next Steps on Charging Infrastructure	30
	Appendix A: Electric Vehicles for Police Use	31

1 Executive Summary

The Town of Aurora, NY, is interested in converting a portion of its municipal fleet to electric vehicles (EVs) and installing EV charging ports for these vehicles. Fleet electrification may reduce operating costs for Aurora and support emissions reduction goals. This report provides recommendations for municipal sites suitable for electrification of fleet vehicles, assesses charging needs, and provides a total cost of ownership (TCO) assessment for electrification of vehicles at each location.

Aurora operates a fleet of 33 assets, including seven on-road light-duty vehicles (LDVs), 11 on-road medium- and heavy-duty vehicles (MHDVs), and 15 pieces of equipment. Within its LDV on-road fleet, Aurora currently operates four half-ton trucks, two three-quarter ton trucks, and one compact cargo van. One of Aurora's half-ton trucks is already electric and the remaining six LDVs were identified as *technically feasible* for electrification. Technical feasibility is defined as those current light-duty internal combustion engine (ICE) vehicles with a duty cycle that can be met with a widely available EV model of a similar type and class, or with a vehicle that is expected to be available in the next two years, using current charging technology. The number of vehicles technically feasible for electrification is expected to grow over time as the market continues to mature. Equipment and MHDVs, or vehicles considered greater than three-quarter-ton, operated by Aurora are not included in this assessment.

All vehicles included in the scenarios analyzed in this report are parked at the Building and Grounds site, located at 251 Quaker Road East Aurora, NY 14052. This report provides an assessment of vehicle electrification and charging infrastructure at this site. This report also provides details on best practices for take-home fleet EVs and an appendix on EVs for police use.

Cadmus identified lowest-cost EV replacement options that met the operational requirements of the six technically feasible vehicles based on the following:

1. **Vehicle Type:** EV matches the vehicle type and weight class for the existing fleet vehicle.
2. **Range:** EV Range is sufficient to support the fleet vehicle's daily range requirement.
3. **Charging:** EV with recommended charger can fully charge to meet the daily range requirement during non-operating hours.

An overview of potential EV replacement models is shown in Table 1.

CADMUS

Table 1. Potential EV Replacements for Town of Aurora Fleet Vehicles

	Vehicle Make & Model	Ford Maverick EV ¹
	Procurement Cost	\$30,000
	Availability	2027
	Range (miles)	Unknown
	Seats	5
	Additional Vehicle Information (NA)	
	Vehicle Make & Model	Ford F-150 Lightning Pro ²
	Procurement Cost	\$55,375
	Availability	Today
	Range (miles)	240
	Seats	5
	Additional Vehicle Information (link)	
	Vehicle Make & Model	Chevy Silverado EV 5WT
	Procurement Cost	\$62,995 ³
	Availability	Today
	Range (miles)	422
	Seats	5
	Additional Vehicle Information (link)	
	Vehicle Make & Model	Ram 1500 REV ⁴
	Procurement Cost	\$60,000
	Availability	2026
	Range (miles)	690
	Seats	5
	Additional Vehicle Information (link)	
	Vehicle Make & Model	Ford E-Transit
	Procurement Cost	\$52,595
	Availability	Today
	Range (miles)	159
	Seats	3
	Additional Vehicle Information (link)	
	Vehicle Make & Model	Chrysler Pacifica Select PHEV
	Procurement Cost	\$50,600
	Availability	Today
	Range (miles)	32 Electric, 520 Combined
	Seats	7
	Additional Vehicle Information (link)	
	Vehicle Make & Model	Chevy Equinox EV
	Procurement Cost	\$36,495
	Availability	Today
	Range (miles)	319
	Seats	5
	Additional Vehicle Information (link)	

¹ Ford does produce a Maverick EV, but has announced plans to produce a mid-sized electric truck in 2027 with a starting price of \$30,000 ([link](#)). For this assessment, it is referred to as the Maverick EV.

² In December 2025 Ford announced the fully electric F-150 Lightning would be replaced with a PHEV model. A suitable substitute is the base model Silverado EV 2WT.

³ Official pricing for the Work-Truck (WT) models of the Silverado EV are not published by Chevrolet, but the 5WT model is reported to be priced similarly to the non-WT model Silverado EV LT.

⁴ In September 2025, Stellantis announced cancellation of the electric Ram 1500 REV and replacement with a PHEV model name, which is expected to be launched at a similar time and starting MSRP.

CADMUS

Cadmus organized this assessment to align with future plans for the Aurora fleet to transition to three half-ton, three three-quarter-ton trucks, and one to be determined alternative for the current compact cargo van. For each vehicle category, Cadmus conducted a TCO analysis for multiple EV model options. Additionally, Cadmus summarized potential fleet electrification for Aurora into two scenarios. The first scenario represents electrification options in the ‘short-term’ and utilizes lowest-cost currently available vehicle models. The second scenario represents electrification options in the ‘long-term’ and utilized lowest-cost vehicle models expected to be available soon. Note that for both scenarios, Cadmus modeled replacement of all seven LDVs in Aurora’s fleet, including the existing electric half-ton truck.

For the TCO analysis, Cadmus estimated the average annual vehicle miles traveled (VMT) to be 5,500⁵ miles for all vehicles. Based on fueling cost data and electricity bills provided by Aurora, Cadmus estimated the price of gasoline at \$2.49 per gallon and the price of electricity at \$0.15 per kilowatt-hour (kWh). Using these parameters, only a subset of vehicle options is expected to present net savings if replaced with an EV instead of a conventional ICE vehicle. Those vehicles for which electrification presents net savings to Aurora compared to ICE models are considered *economically feasible*.

Table 2 shows the assessed EV models for each vehicle type in Aurora’s LDV fleet and indicates if the model is expected to be economically feasible.

Table 2. EV Models Assessed for Town of Aurora

Vehicle Type	EV Replacement Model	Economically Feasible?
Half-ton Truck	Ford Maverick EV	Yes
Half-ton Truck	Ford F-150 Lightning Pro	No
Three-quarter-ton Truck	Chevy Silverado EV 5WT	No
Three-quarter-ton Truck	Ram 1500 REV	No
Transit Van	Ford E-Transit	Yes
Transit Van	Chrysler Pacifica Select PHEV	Yes
Transit Van	Chevy Equinox EV	Yes

It should be noted that economic feasibility is significantly impacted by average annual VMT, vehicle type, and the cost of fuel. In general, Aurora can improve the economic benefit of EV replacement vehicles or increase the total number of economically feasible vehicles for electrification if vehicles are driven more or if vehicles are downsized to smaller models that can still meet operational needs for the fleet.

This analysis provides an estimate of TCO as net present value (NPV) over a ten-year period for the replacement of current fleet vehicles with a comparable EV and ICE model. EV models were selected based on the criteria above and ICE models were selected to be the same as or as close as possible to current fleet vehicles utilizing 2025 prices.

⁵ Cadmus determined the average annual mileage of Aurora fleet vehicles based on current fleet vehicle data provided by Aurora and discussions with Aurora staff. Individual vehicles in Aurora fleet may drive more or less than 5,500 miles annually.

CADMUS

As shown in Figure 1, replacement in the short-term of all seven LDVs assessed in Aurora’s fleet with EVs is expected to present net cost for Aurora in comparison to ICE vehicles. The short-term scenario includes one Chevy Equinox EV SUV, three Ford F-150 Lightning Pro trucks, and three Chevy Silverado EV 5WT trucks, all of which are currently available for purchase. The net cost is estimated as \$12,100 (3%) over a ten-year ownership period, excluding the cost of charging infrastructure. This TCO analysis includes incentives from the New York State Energy Research and Development Authority (NYSERDA) Drive Clean Rebate Program. Details of all incentives and programs that may reduce the cost to Aurora are discussed in Section 5.

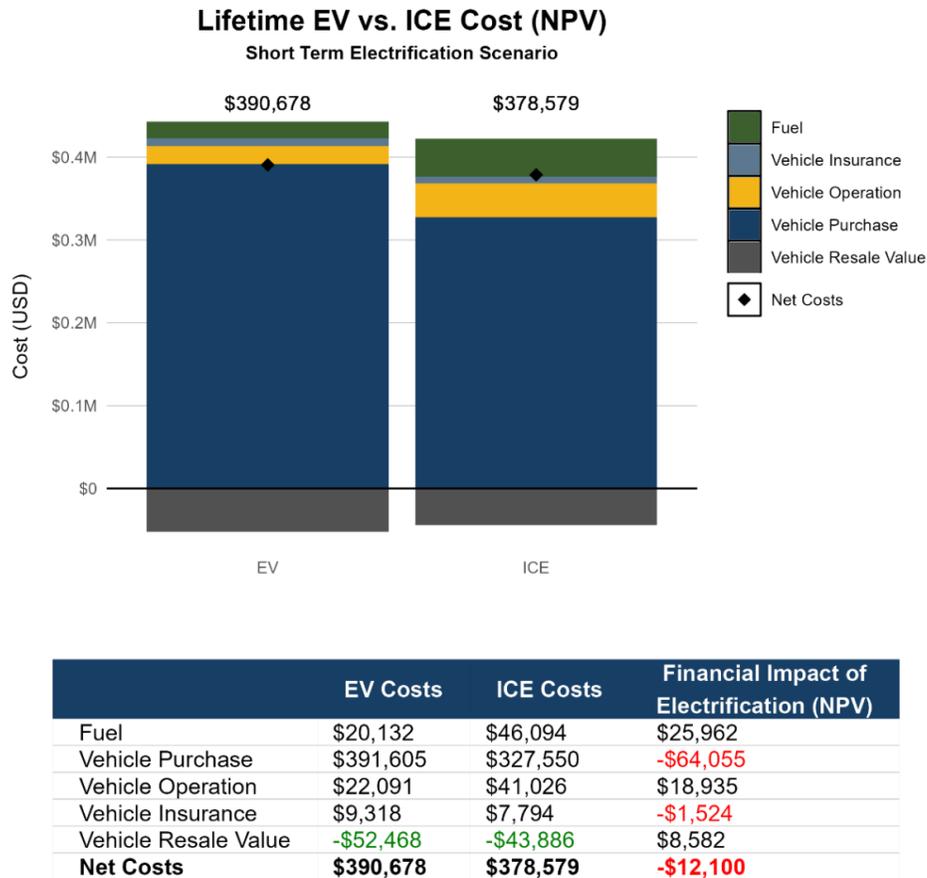
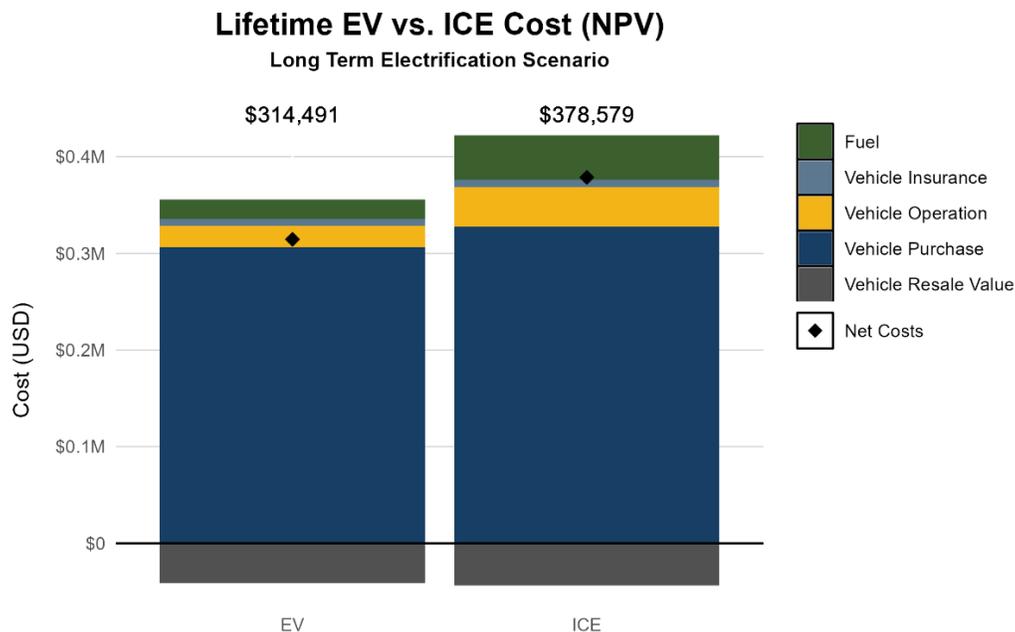


Figure 1. TCO Estimate for Electrification of Technically Feasible Vehicles in the Short-Term

*Note: In all TCO figures, negative costs in green represent positive cashflow for Aurora and negative financial impacts in red represent negative cashflow for Aurora.

Alternatively, if Aurora pursued replacement of the same vehicles with EVs over a longer term, Aurora is expected to realize net TCO savings. The long-term scenario includes one Chevy Equinox EV SUV, three Ford Maverick EV trucks, and three Ram 1500 REV trucks. The Ford Maverick and the Ram 1500 REV are expected to be available in 2027 and 2026, respectively. As shown in Figure 4, net savings are estimated at \$64,087 (17%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$19,677	\$46,094	\$26,417
Vehicle Purchase	\$306,495	\$327,550	\$21,055
Vehicle Operation	\$22,091	\$41,026	\$18,935
Vehicle Insurance	\$7,293	\$7,794	\$501
Vehicle Resale Value	-\$41,065	-\$43,886	-\$2,821
Net Costs	\$314,491	\$378,579	\$64,087

Figure 2. TCO Estimate for Electrification of Technically Feasible Vehicles in the Long-Term

For the charging infrastructure to support the six technically feasible vehicles at the municipal site, Cadmus recommends installing 6 kW wall-mounted Level 2 electric vehicle service equipment (EVSE). Cadmus recommends installing ports at a ratio of one vehicle per port.

Aurora may also choose to install “stub-outs” (pre-wiring) to allow for future expansion of its charging infrastructure or to stage procurement of EVSE. These stub-outs could serve additional fleet vehicles or employee charging, depending on evaluation of electrical capacity at the site.

Finally, this assessment includes high-level cost estimates for the construction and installation of EV chargers. Cadmus estimates EVSE at the 251 Quaker Road site to cost approximately \$5,600 per port, totaling \$33,600 for the installation of six ports. Cost estimates are based on publicly available data and detailed cost data from over 100 charging projects for fleet operators in California and New York evaluated by Cadmus. Incentives from New York State Electric and Gas (NYSEG) Make-Ready program are included in this cost estimate, the details of which can be found in Sections 4 and 5.

2 Transportation Electrification Landscape

Passage of federal policies, such as the 2021 Infrastructure Investment and Jobs Act (IIJA) and the 2022 Inflation Reduction Act (IRA), provided major investments in EV incentives and infrastructure. However, recent actions including revocation of Biden-era federal EV adoption targets, elimination of the federal EV tax credit by Congress, and cuts to EV production goals by automotive Original Equipment Manufacturers (OEMs) represent a rollback of support for vehicle electrification at the national level.

Section 177 of the Clean Air Act states that New York has the option to follow the vehicle regulations implemented by California, including the Advanced Clean Cars II (ACC II) standard, which New York adopted in December 2022. This regulation requires a percentage of new light-duty vehicle sales to be zero-emission vehicles, starting with 35 percent ZEV sales in model year 2026 and increasing to 100 percent ZEV sales by 2035. However, in response to recent U.S. Congressional action, the New York State Department of Environmental Conservation (NYSDEC) has paused penalties associated with shortfalls of ZEVs sales during the first two years of ACC II.⁶

Although battery costs have dropped significantly, currently EVs are generally more expensive than comparable internal combustion engine (ICE) vehicles. Cost parity is expected by the end of the decade, if not before. The benefits of EVs include:

- **Cost Less to Power** – EVs are over three times more efficient than ICE vehicles. This leads to much lower energy use and cost.
- **Less Maintenance** – Depending on vehicle class and usage, EVs are estimated to cost roughly 50% less in maintenance and repair costs. EVs have far fewer moving parts, and do not require most of the drivetrain maintenance seen in ICE vehicles. EVs also use regenerative braking, reducing brake wear.
- **Zero Emissions** – EVs have no direct emissions, and green power options can provide carbon-free electricity for EV charging.
- **Air Quality** – EVs do not produce any of the harmful pollutants that are linked to asthma, allergies, respiratory illness, and chronic obstructive pulmonary disease (COPD).
- **Equity** – Studies show that vulnerable populations, young children, and the elderly are more impacted by negative health effects of traffic pollution.⁷
- **Convenience** – Avoid navigating to gas stations during the active hours of fleet operation. Vehicles can be charged whenever they are not in service.

⁶ New York State Department of Environmental Conservation. May 23, 2025. *NYS Department of Environmental Conservation Acts to Sustain Support for Statewide Transition to Cleaner Vehicles*. Retrieved from: <https://dec.ny.gov/news/press-releases/2025/5/nys-department-of-environmental-conservation-acts-to-sustain-support-for-statewide-transition-to-cleaner-vehicles>

⁷ American Lung Association. (n.d.). *Who is at risk?* Retrieved from: <https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways>

3 Vehicle Analysis

Aurora currently operates four half-ton trucks, two three-quarter ton trucks, and one compact cargo van. However, in the future Aurora plans to transition its fleet to three half-ton trucks, three three-quarter ton trucks, and an alternative for the current compact cargo van. To align with this plan, Cadmus conducted this vehicle analysis utilizing example vehicles of each type and providing multiple replacement EV model options.

3.1 Half-ton Trucks

This section provides an assessment of Aurora's half-ton trucks.

3.1.1 Technically Feasible Fleet Description and Duty Cycle

Aurora's Highway Department is located at 251 Quaker Road and operates four half-ton trucks, one of which is already electrified. Cadmus identified the three remaining half-ton trucks as technically feasible for electrification. Based on odometer data provided by Aurora and discussions with Aurora staff, these trucks are estimated to have an average annual VMT of 5,500 miles. This mileage is spread out an estimated 10-year operational life. In the future, Aurora has expressed an interest in transitioning to only three half-ton trucks.

3.1.2 Overview of EV Options & Vehicle Recommendations

Options for EVs in all vehicle classes are still limited, however the market is evolving quickly with an increasing number of models expected to be available in the coming years. This assessment identified the lowest-cost NPV models currently available and capable of meeting the duty cycles of half-ton trucks in Aurora's fleet. The EV options assessed include the Ford F-150 Lightning Pro⁸ and the Ford Maverick EV. Cadmus included the Ford Maverick EV in this analysis after Aurora expressed an interest in a downsized half-ton truck option.

It should be noted that Ford does not currently produce a Maverick EV and has not announced plans to electrify the Maverick line. However, Ford has announced plans to produce a mid-sized electric truck on their new Universal EV Platform in 2027 with a targeted starting price of \$30,000⁹. For this analysis, Ford's planned electric truck is referred to as the Maverick EV.

3.1.3 Ford F-150 Lightning Pro

Cadmus has developed a preliminary TCO estimate for replacing current ICE half-ton trucks with the Ford F-150 Lightning Pro or ICE Ford F-150 XL, based on purchase of

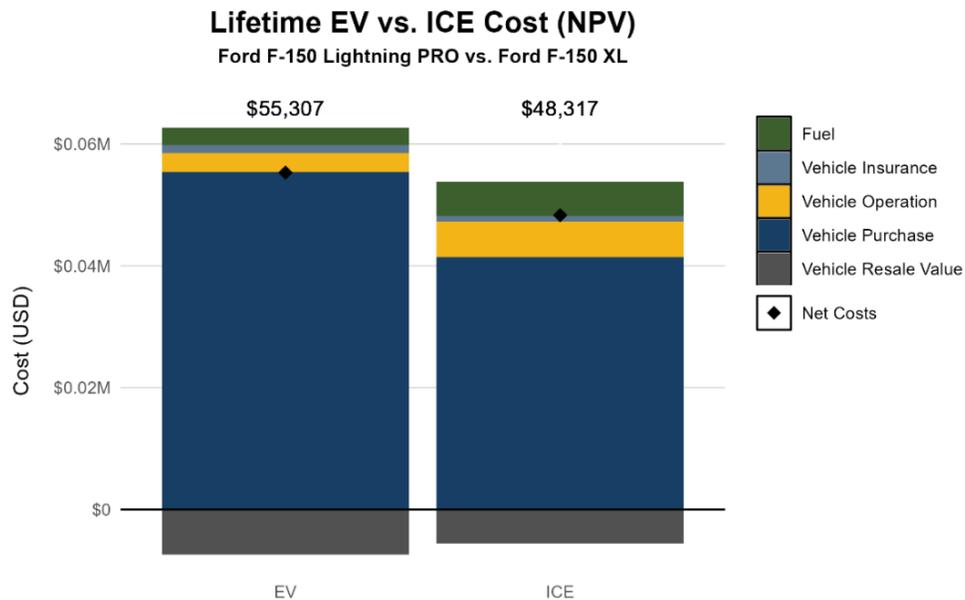
⁸ Ford announced that the fully electric F-150 Lightning would be discontinued and the launch of a plug-in hybrid EV replacement for the F-150 model in December 2025. A suitable substitute for the 2025 F-150 Lightning is the base model Silverado EV 2WT, which is priced similarly to the base F-150 Lightning.

⁹ Forbes. August 11, 2025. *Ford To Build New \$30,000 Midsize Electric Pickup In Louisville, Kentucky*. Retrieved from: <https://www.forbes.com/sites/samabuelsamid/2025/08/11/ford-to-build-new-30k-midsize-electric-pickup-in-louisville-kentucky/>

CADMUS

the vehicles and a ten-year operational life. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use.

As shown in Figure 3, the replacement of half-ton trucks with the Ford F-150 Lightning Pro is expected to present a net cost for Aurora in comparison to ICE vehicles at an average electricity cost of \$0.15/kWh. The net cost for replacing three half-ton trucks with the F-150 Lightning Pro is estimated to be \$20,970 (14%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$2,878	\$5,613	\$2,735
Vehicle Purchase	\$55,375	\$41,405	-\$13,970
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$1,318	\$985	-\$332
Vehicle Resale Value	-\$7,419	-\$5,548	\$1,872
Net Costs	\$55,307	\$48,317	-\$6,990

Figure 3. TCO Estimate for a Ford F-150 Lightning Pro

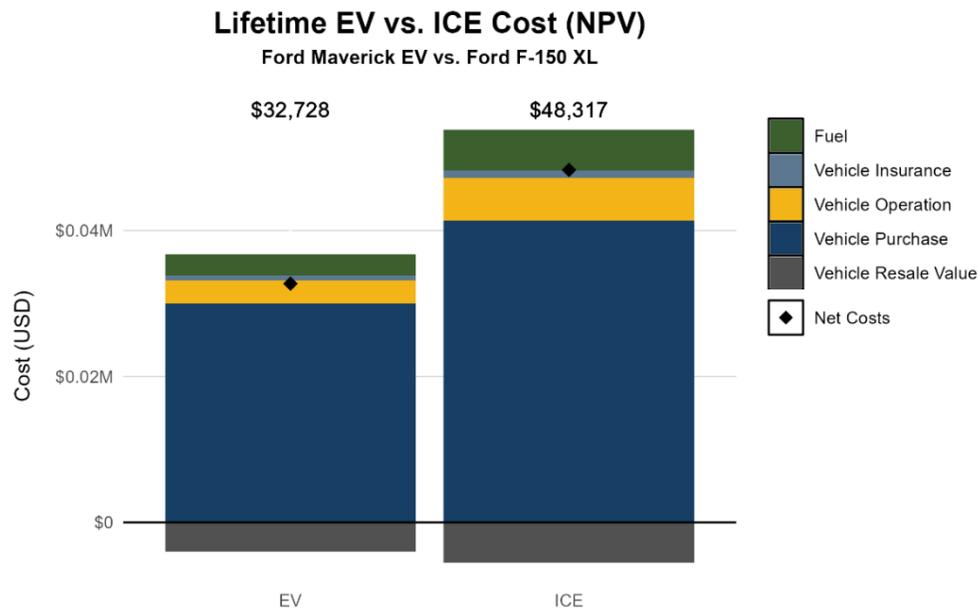
3.1.4 Ford Maverick EV

Cadmus has developed a preliminary TCO estimate for replacing current ICE half-ton trucks with the Ford Maverick EV or the ICE Ford F-150 XL, based on purchase of vehicles and a ten-year operational life. While the Ford F-150 XL is a significantly larger than the Maverick EV, Cadmus made this comparison to demonstrate the TCO impact of downsizing to a mid-sized truck. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use. Cadmus

CADMUS

conducted this TCO analysis at three different electricity prices to demonstrate the impact of electricity price on TCO.

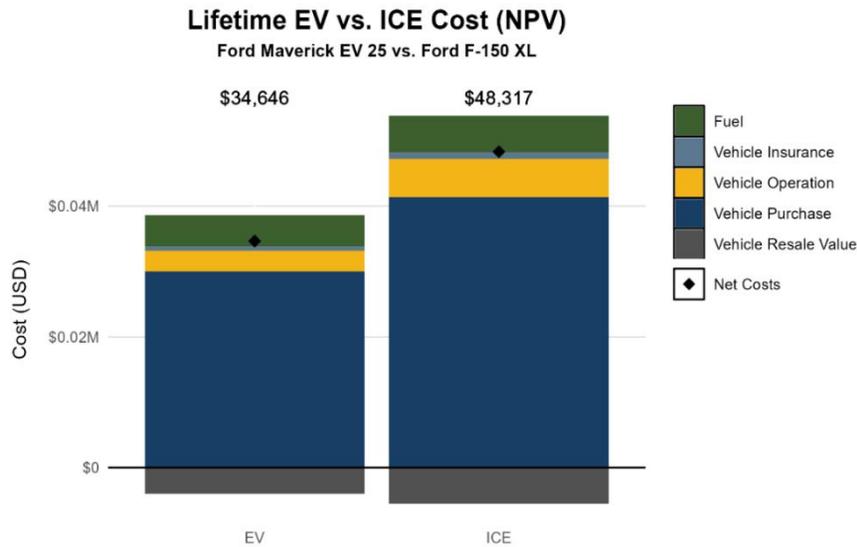
As shown in Figure 4, the replacement of half-ton trucks with the Ford Maverick EV is expected to present net savings for Aurora in comparison to ICE vehicles at an average electricity cost of \$0.15/kWh. The net savings for replacement of three half-ton trucks with the Maverick EV is estimated to be \$46,767 (32%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$2,878	\$5,613	\$2,735
Vehicle Purchase	\$30,000	\$41,405	\$11,405
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$714	\$985	\$271
Vehicle Resale Value	-\$4,019	-\$5,548	-\$1,528
Net Costs	\$32,728	\$48,317	\$15,589

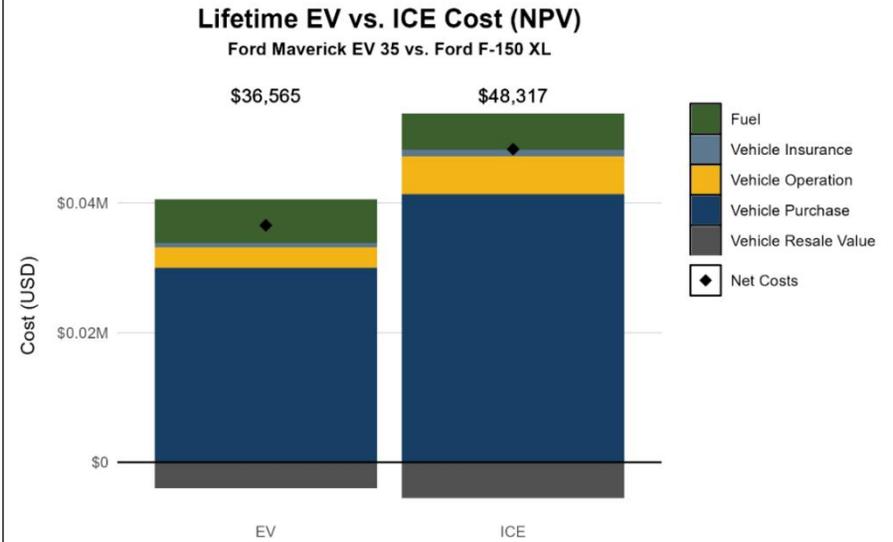
Figure 4. TCO Estimate for a Ford Maverick EV, \$0.15/kWh

Figure 5 and Figure 6 show the net savings for replacement of a half-ton truck with the Ford Maverick EV at electricity prices of \$0.25/kWh and \$0.35/kWh over a ten-year ownership period, excluding the cost of charging infrastructure. While both scenarios still represent net savings for Aurora in comparison to ICE vehicles, higher electricity prices significantly change the TCO. For three half-ton trucks, the net savings are expected to be \$41,010 (28%) at \$0.25/kWh and \$35,256 (24%) at \$0.35/kWh over a ten-year ownership period.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$4,796	\$5,613	\$817
Vehicle Purchase	\$30,000	\$41,405	\$11,405
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$714	\$985	\$271
Vehicle Resale Value	-\$4,019	-\$5,548	-\$1,528
Net Costs	\$34,646	\$48,317	\$13,670

Figure 6. TCO Estimate for a Ford Maverick EV, \$0.25/kWh



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$6,715	\$5,613	-\$1,102
Vehicle Purchase	\$30,000	\$41,405	\$11,405
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$714	\$985	\$271
Vehicle Resale Value	-\$4,019	-\$5,548	-\$1,528
Net Costs	\$36,565	\$48,317	\$11,752

Figure 5. TCO Estimate for a Ford Maverick EV, \$0.35/kWh

CADMUS

3.2 Three-quarter-ton Trucks

This section provides an assessment of Aurora's three-quarter-ton trucks.

3.2.1 Technically Feasible Fleet Description and Duty Cycle

Aurora's Highway Department is located at 251 Quaker Road and operates two three-quarter-ton trucks identified for electrification. Based on odometer readings and discussions with Aurora staff, these trucks are estimated to have an average annual VMT of 5,500 miles. This mileage is spread out over an estimated 10-year operational life. In the future, Aurora has expressed an interest in transitioning to three three-quarter-ton trucks.

3.2.2 Overview of EV Options & Vehicle Recommendations

This assessment identified the lowest-cost NPV models currently available and potentially capable of meeting the duty cycles of three-quarter-ton trucks in Aurora's fleet. The EV options assessed include the Silverado EV 5WT, which is currently available, and the Ram 1500 REV¹⁰ which is expected to be available in 2026.

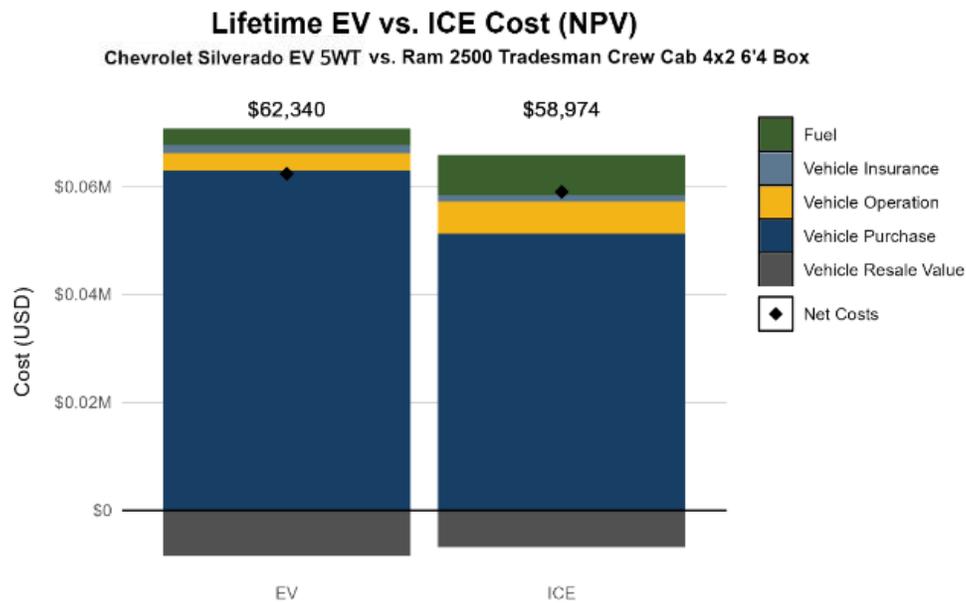
Cadmus selected these EV models because of their ability to conduct heavier-duty tasks like towing. The Silverado EV 5WT and Ram 1500 REV have a published towing capacity of 12,500 lbs and 14,000 lbs, respectively. However, if Aurora's three-quarter-ton trucks need greater towing and payload capacity like the ICE Ram 2500 with a towing capacity of up to 20,000 lbs, these EV options may not be suitable.

3.2.3 Chevy Silverado EV 5WT

Cadmus has developed a preliminary TCO estimate for replacing current ICE three-quarter-ton trucks with Chevy Silverado EV 5WT or ICE Ram 2500 Tradesman, based on purchase of vehicles and a ten-year operational life. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use.

As shown in Figure 7, the replacement of three-quarter-ton trucks with Chevy Silverado EV 5WT trucks is expected to present a net cost for Aurora in comparison to ICE vehicles at an average electricity cost of \$0.15/kWh. The net cost for replacing three three-quarter-ton trucks with the Silverado EV 5WT is estimated to be \$10,098 (6%) over a ten-year ownership period, excluding the cost of charging infrastructure.

¹⁰ In September 2025, Stellantis announced that the planned fully electric Ram 1500 REV would not be launched, and a plug-in hybrid EV (PHEV) will adopt the Ram 1500 REV model name. It is expected that the PHEV Ram 1500 REV will launch at a similar time and starting MSRP and retain the same towing performance as the planned fully electric version.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$3,131	\$7,484	\$4,353
Vehicle Purchase	\$62,995	\$51,280	-\$11,715
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$1,499	\$1,220	-\$279
Vehicle Resale Value	-\$8,440	-\$6,871	\$1,570
Net Costs	\$62,340	\$58,974	-\$3,366

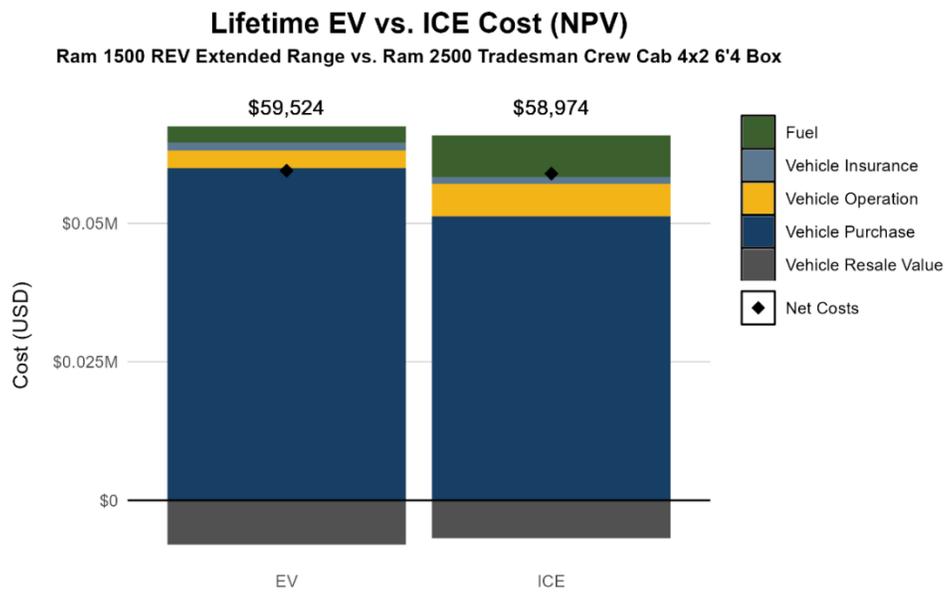
Figure 7. TCO Estimate for a Chevy Silverado EV 5WT

*Note: In Figure 7, negative costs in green represent positive cashflow for Aurora and negative financial impacts in red represent negative cashflow for Aurora.

3.2.4 Ram 1500 REV

Cadmus has developed a preliminary TCO estimate for replacing current ICE three-quarter-ton trucks with Ram 1500 REV or ICE Ram 2500 Tradesman, based on purchase of the vehicles and a ten-year operational life. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use.

As shown in Figure 8, the replacement of three-quarter-ton trucks with Ram 1500 REV trucks is expected to present a net cost for Aurora in comparison to ICE vehicles at an average electricity cost of \$0.15/kWh. The net cost for replacing three three-quarter-ton trucks with the REV 1500 is estimated to be \$1,647 (1%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$2,979	\$7,484	\$4,505
Vehicle Purchase	\$60,000	\$51,280	-\$8,720
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$1,428	\$1,220	-\$207
Vehicle Resale Value	-\$8,039	-\$6,871	\$1,168
Net Costs	\$59,524	\$58,974	-\$549

Figure 8. TCO Estimate for a Ram 1500 REV

*Note: In Figure 8, negative costs in green represent positive cashflow for Aurora and negative financial impacts in red represent negative cashflow for Aurora.

3.3 Compact Cargo Van

This section provides an assessment of Aurora’s compact cargo van.

3.3.1 Technically Feasible Fleet Description and Duty Cycle

Aurora’s Dog Control Officer Department is located at 251 Quaker Road and houses a single Ford Transit Connect compact cargo van identified as technically feasible for electrification. Based on odometer readings and discussions with Aurora staff, this vehicle is estimated to have an average annual VMT of 5,500 miles. This mileage is spread out over an estimated 10-year operational life.

CADMUS

3.3.2 Overview of EV Options & Vehicle Recommendations

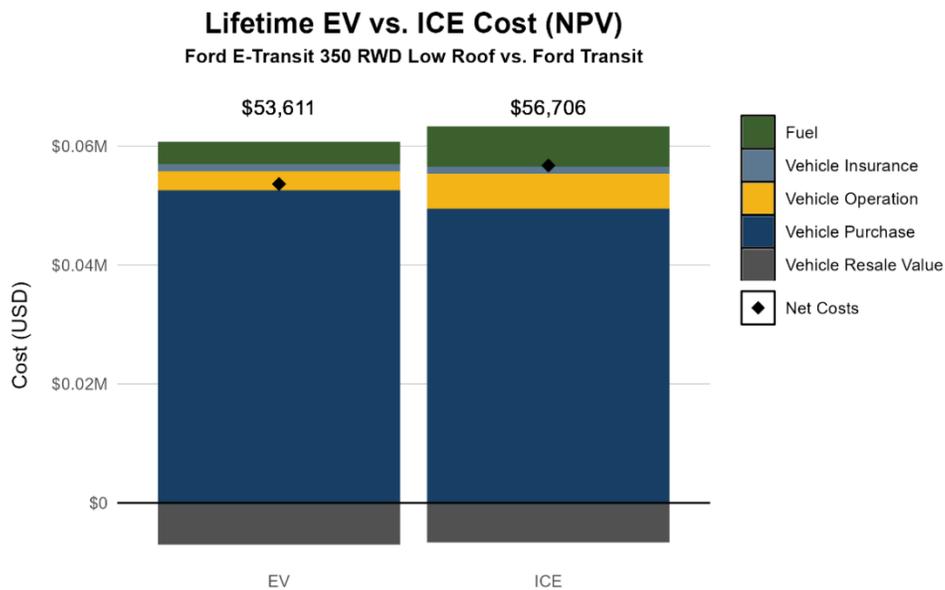
There are no longer any EV or ICE vehicle models available in the United States that fit the compact cargo van category. As a result, Cadmus identified the lowest-cost EV models across multiple vehicle types currently available and capable of meeting the duty cycle of the compact cargo van in Aurora's fleet.

The EV options assessed include the Ford-E-Transit full-sized cargo van, the Chrysler Pacifica Select PHEV minivan, and the Chevy Equinox EV mid-sized SUV. All three EV replacement models are currently available. It should be noted that all vehicle models may require upfitting to accommodate the current Dog Control van use case.

3.3.3 Ford E-Transit

Cadmus has developed a preliminary TCO estimate for replacing the current ICE Transit Connect with a full-sized Ford E-Transit or full-sized ICE Ford Transit, based on purchase of the vehicle and a ten-year operational life. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use.

As shown in Figure 9, the replacement of the transit van with a full-sized Ford E-Transit is expected to present net savings for Aurora in comparison to an ICE vehicle at an average electricity cost of \$0.15/kWh. The net savings for replacing the compact cargo van with the E-Transit is estimated to be \$3,095 (5%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$3,655	\$6,804	\$3,148
Vehicle Purchase	\$52,595	\$49,495	-\$3,100
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$1,251	\$1,178	-\$74
Vehicle Resale Value	-\$7,047	-\$6,631	\$415
Net Costs	\$53,611	\$56,706	\$3,095

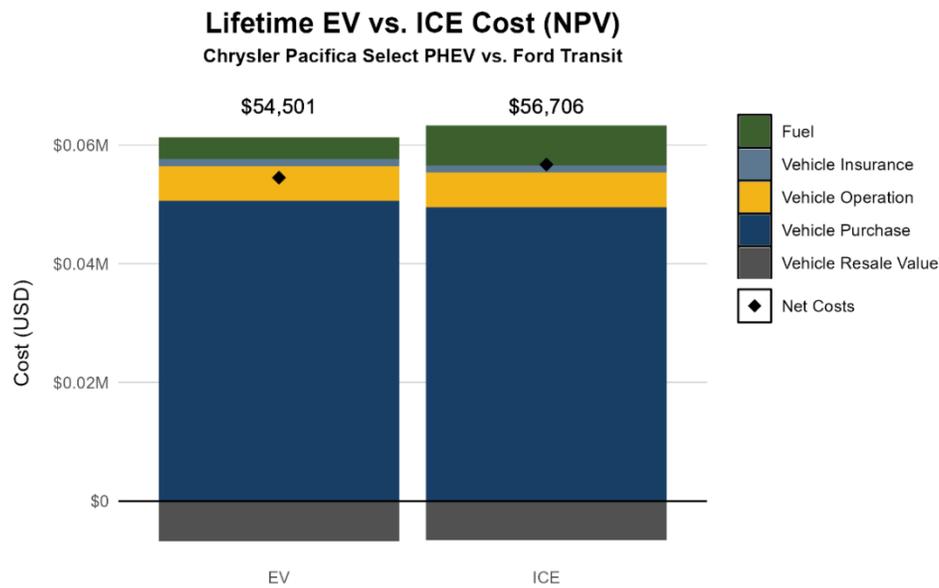
Figure 9. TCO Estimate for a Ford E-Transit

*Note: In Figure 9, negative costs in green represent positive cashflow for Aurora and negative financial impacts in red represent negative cashflow for Aurora.

3.3.4 Chrysler Pacifica Select PHEV

Cadmus has developed a preliminary TCO estimate for replacing the current ICE Transit Connect with a Chrysler Pacifica Select PHEV or ICE Ford Transit, based on purchase of the vehicle and a ten-year operational life. While the Ford Transit is significantly larger than the Pacific Select PHEV, Cadmus made this comparison to demonstrate the TCO impact of downsizing to a minivan. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use.

As shown in Figure 10, the replacement of the transit van with a Chrysler Pacifica Select PHEV minivan is expected to present net savings for Aurora in comparison to an ICE vehicle at an average electricity cost of \$0.15/kWh. The net savings for replacing the compact cargo van with the Pacifica Select PHEV is estimated to be \$2,205 (4%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$3,616	\$6,804	\$3,188
Vehicle Purchase	\$50,600	\$49,495	-\$1,105
Vehicle Operation	\$5,861	\$5,861	\$0
Vehicle Insurance	\$1,204	\$1,178	-\$26
Vehicle Resale Value	-\$6,779	-\$6,631	\$148
Net Costs	\$54,501	\$56,706	\$2,205

Figure 10. TCO Estimate for a Chrysler Pacifica Select PHEV

*Note: In Figure 10, negative costs in green represent positive cashflow for Aurora and negative financial impacts in red represent negative cashflow for Aurora.

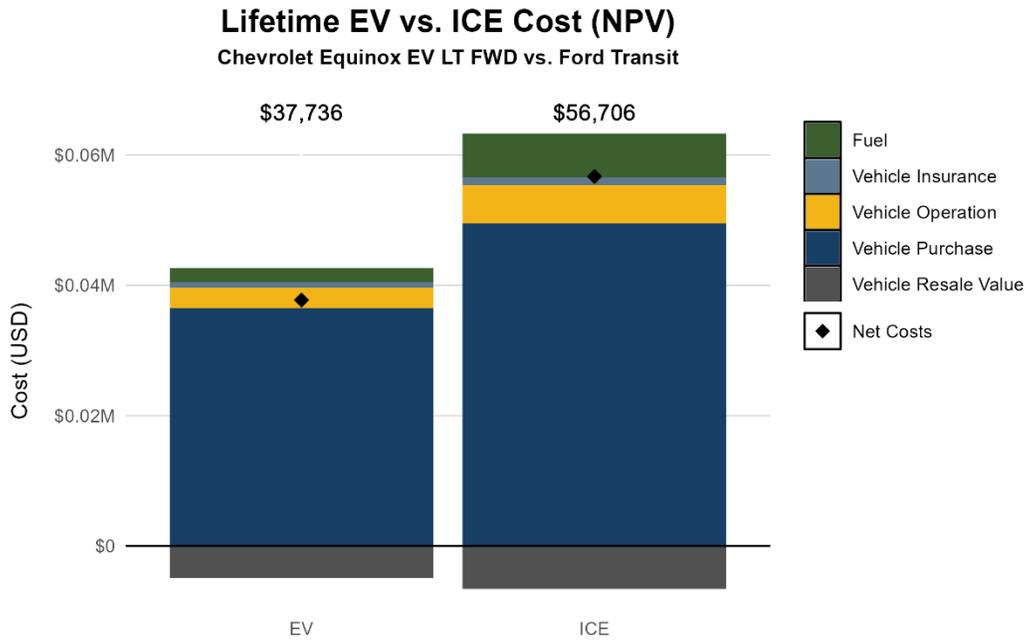
3.3.5 Chevy Equinox EV

Cadmus has developed a preliminary TCO estimate for replacing the current ICE Transit Connect with a Chevy Equinox EV or ICE Ford Transit, based on purchase of the vehicle and a ten-year operational life. While the Ford Transit is a significantly larger than the Equinox Ev, Cadmus made this comparison to demonstrate the TCO impact of downsizing to a mid-sized SUV. This TCO assessment is calculated using NPV and uses VMT data provided by Aurora to estimate vehicle operations and use.

As shown in Figure 11, the replacement of the transit van with a Chevy Equinox EV compact SUV is expected to present net savings for Aurora in comparison to an ICE vehicle at an average electricity cost of \$0.15/kWh. The net savings for electrifying the

CADMUS

compact cargo van with the Equinox EV is estimated to be \$18,969 (33%) over a ten-year ownership period, excluding the cost of charging infrastructure.



	EV Costs	ICE Costs	Financial Impact of Electrification (NPV)
Fuel	\$2,107	\$6,804	\$4,697
Vehicle Purchase	\$36,495	\$49,495	\$13,000
Vehicle Operation	\$3,156	\$5,861	\$2,705
Vehicle Insurance	\$868	\$1,178	\$309
Vehicle Resale Value	-\$4,890	-\$6,631	-\$1,742
Net Costs	\$37,736	\$56,706	\$18,969

Figure 11. TCO Estimate for a Chevy Equinox EV

*Note: In Figure 11, negative costs in green represent positive cashflow for Aurora and negative financial impacts in red represent negative cashflow for Aurora.

4 Charging Infrastructure

This section provides recommendations for the number and type of EV chargers needed to support Aurora fleet vehicles identified at the municipal site in this report and best practices for take-home fleet EVs. Additionally, this section provides a preliminary assessment for the site evaluated in this report. Note that an in-depth site assessment should be conducted with an EV charging installer prior to site design and construction. During this in-depth assessment, Aurora should consider the distance to electric distribution infrastructure, the ability to restrict access to chargers, and future site needs to minimize current and future project construction scope.

4.1 Recommended Chargers

Figure 12 provides a comparison of the characteristics and performance of the various charger types available to Aurora.

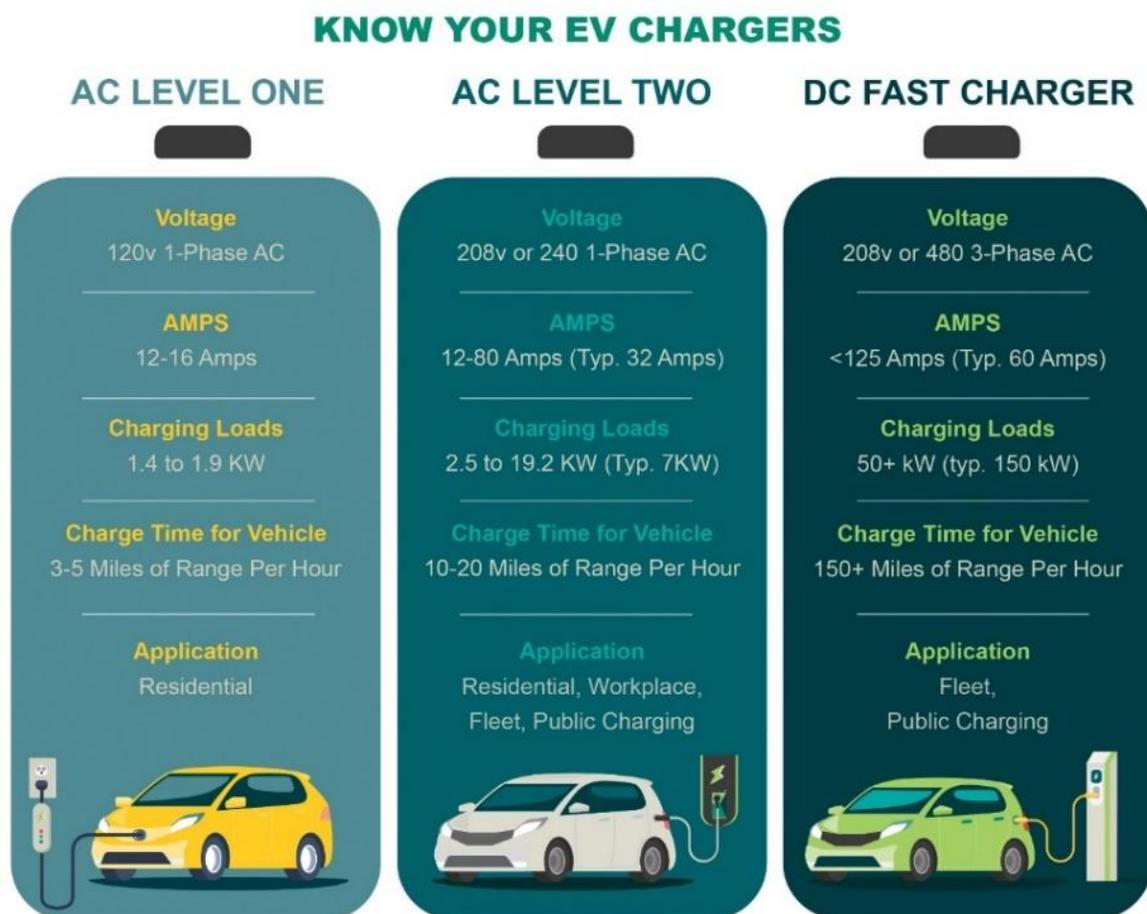


Figure 12. Comparison of Charger Types

There are multiple plug/port or connector types in use for both L2 and DCFC chargers (Figure 13). For L2 (AC) charging, the two types in the United States are the J1772

CADMUS

connector and J3400 connector (previously known as the North American Charging Standard [NACS] connector), developed by Tesla. For DC charging, the two primary connectors are the Combined Charging System (CCS) and J3400 (NACS). The J3400/NACS connector can support both AC and DC charging. As the adoption of EVs continues to rise, there is a push for standardization of connectors for charging. The J3400/NACS connector is becoming the favored connector type adopted by light duty vehicle (LDV) manufacturers, including Tesla, Ford, General Motors, and others. However, both the J1772 and CCS connectors are expected to be widely used in both LDV and Medium and Heavy Duty (MDHD) applications in the future. Adapters are available to enable interoperability between charging port types, and chargers may be equipped with both plug types in the future.



Figure 13. EV Charging Connector Types and Interoperability Adapters

In selecting the recommended chargers, Cadmus considered charger cost, functionality, and charge rate. A 6 kW Level 2 charger will meet the operational needs for each of the recommended vehicles for Aurora. Aurora may choose to select a higher power and higher cost Level 2 charger (up to 19.2 kWh) if faster recharge times are desired. Based upon operational requirements, all vehicles would be fully charged in under six hours by a 6-kW charger. It should be noted that most Aurora vehicles do not need to be charged each night to meet operational demands. Additionally, most vehicles will have extended dwell times during the weekends to fully recharge if needed.

To service the recommended replacement vehicles, a total of six charging ports are recommended for the 251 Quaker Road site. In addition to the existing charger already installed at the site, this will provide all seven of the light-duty EVs in Aurora's fleet with a dedicated port. To generate a cost estimate, Cadmus selected the ChargePoint CPF50 Level 2 wall-mounted charging station as a mid-range model. This model can be

CADMUS

configured to provide 3.8-12 kW to a single port at a time. Cadmus assumed the chargers are configured to deliver 6 kW per port.

Given the annual VMT of technically feasible vehicles in Aurora's fleet inventory is approximately 5,500 miles per year, vehicles in the Aurora fleet could feasibly share charging ports. 5,500 miles per year corresponds to an estimated 22 to 35 miles per operational day, well below the range of all the recommended EV replacement models.

Level 2

ChargePoint CPF50, Wall-mounted Level 2 Charger
16-50 AMP
240 V
3.8-12 kW maximum single port

4.2 Electricity Cost, Charge Management, and Metering

4.2.1 Electricity Cost

The EV charging cost for the Aurora fleet will depend on the utility rate schedule. Currently, Aurora's 251 Quaker Road site buildings are on the NYSEG 12002 Non-residential Demand rate, as identified using electric bills for this site. For this analysis Cadmus assumed that Aurora would employ charge management strategies, outlined in section 4.2.2, to limit peak power demand from EV charging to 21 kW in order to minimize demand charges. Demand charges are the fees utility customers pay reflecting their peak electricity usage, in kW, during a billing period.

Charging seven vehicles at an average of 3 kW would result in 21 kW of excess demand at the relevant site. Aurora could achieve this limited 21 kW of excess demand by limiting the power delivered to each vehicle to 3 kW, alternating charge days for fleet vehicles, or scheduling charging to take place during separate times of the day. In this managed scenario, Cadmus determined that \$0.15/kWh was the appropriate average electricity rate for TCO modeling. In an alternative scenario where Aurora charges seven EVs at 6kW simultaneously without any method of charge management, Cadmus

CADMUS

estimates that the average price of electricity for EV charging could be \$0.30/kWh. In both scenarios, Cadmus assumed that Aurora would be eligible for NYSEG’s Demand Charge Rebate program, outline in Section 5.2.

If the Aurora utilizes a time-of-use (TOU) rate in the future, the price of electricity will depend on when fleet vehicles are charging. TOU rates are a dynamic pricing strategy employed by utilities to reflect the varying costs of electricity consumption throughout the day and year. Figure 14 shows an example TOU rate from [NYSEG for residential EV charging](#). To take advantage of less expensive electricity on a TOU rate, most EVs and Chargers can be programmed to charge during a specific time window.



Figure 14. NYSEG’s Residential EV TOU Rate Plan

4.2.2 Charge Management

To limit peak electricity demand and demand fees from EV charging, Aurora can implement charge management practices such as load shifting, sequential charging and limiting charging speeds. Many Electric Vehicle Service Providers (EVSPs) offer automated load management, which will prevent vehicles from charging during periods of peak demand and highest cost electricity and delaying charging until lower cost periods. Sequential charging allows only a limited number of fleet vehicles to charge concurrently; when a vehicle is done charging, the next vehicle in line will begin to charge. This prevents peak demand from spiking if multiple fleet vehicles are plugged in at the same time. Reduced charging speeds allow vehicles to be charged at a steady current that is below rated capacity, limiting the combined power drawn from an EV fleet. These strategies can be integrated by Aurora through its charge management software provider.

4.2.3 Metering

An important consideration for Aurora during the design of charging infrastructure projects is how EV chargers are metered. For larger projects, upgrades to the existing meter and panel or installation of a new independent meter and panel are often required to accommodate the increased load from charging. While not all projects require an independent meter and panel to service chargers, Aurora should consider metering EV infrastructure separately from existing loads. Separate metering would allow Aurora to monitor energy use and demand from EV charging independent of EVSE software and allow Aurora to utilize the ideal rate structure for chargers including EV-specific utility rates. While NYSEG currently only offers EV-specific rates to residential customers, EV-

CADMUS

specific rates for commercial customers are becoming more prevalent the U.S. and can offer significant cost savings for EV charging. The disadvantage to independently metering EV chargers where not required is added cost and complexity.

4.3 Preliminary Site Infrastructure Assessment

This section provides high-level site infrastructure assessments for 251 Quaker Road East Aurora, NY 14052, NY and provides best practices for take-home fleet vehicle charging.

4.3.1 251 Quaker Road

Figure 15 shows the 251 Quaker Road site. Cadmus recommends that six 6 kW wall-mounted charging ports be installed at this site to maintain an available charger for each EV in the fleet. In addition to the existing charger installed, this would provide a dedicated charger for all seven LDVs if electrified. Cadmus recommends the chargers be installed indoors where vehicles are parked overnight to protect charging equipment and reduce overall construction costs as outdoor installations require additional protection, trenching, and utility runs.



Figure 15. Potential charging port locations at the 251 Quaker Road site

NYSEGS [Electrification Capacity Map](#) reveals that the 251 Quaker Road site has more than 1.5 Megavolt-Ampere (MVA) capacity for EV charging. This indicates that installation of the six additional recommended chargers at this site would not require upstream utility upgrades.

CADMUS

4.3.2 Best Practices for Take-Home Fleet Vehicle Charging

Currently, there is only a single take-home vehicle in the Aurora fleet. This vehicle has already been electrified and has a dedicated charger installed at the 251 Quaker Road site. Cadmus has provided a list of take-home charging models below in case more vehicles become take-home in the future or Aurora wishes to change its take-home vehicle charging approach.

- **Install dedicated EV chargers at private employee residences.** One option to serve take-home fleet EVs is for Aurora to reimburse employees for the cost of installing and maintaining an EV charger at their home and for the cost charging their fleet EV. While this option is convenient for employees and would ensure that take-home fleet vehicles could be charged every day, this approach does have a financial and administrative burden for Aurora. Aurora would have to review and approve reimbursement requests for charger installation and maintenance as well as track vehicle charging and reimburse electricity costs. Tracking vehicle charging at a private residence would require a separate meter or a networked charger, both of which add additional cost.
- **Subsidize public charging for employees.** Another option to serve take-home fleet EVs is to provide payment cards to employees for use at public charging stations. This option introduces a lower financial burden on Aurora but is significantly less convenient for employees. Drivers of take-home fleet EVs would face the additional burden of charging close to work or home, during their commute, or dedicating time just to charging their fleet vehicle.
- **Take-home fleet EVs share chargers with other fleet vehicles.** A third option for charging take-home fleet EVs is to make the dedicated chargers installed at municipal locations in Aurora available to take-home vehicles. This approach is the most economical for Aurora but would require additional planning to facilitate charging port sharing between vehicles and is only feasible if take-home vehicle drivers spend a significant amount of time at municipal locations with fleet EV chargers.
- **Compensate fleet EV drivers a fixed amount.** Finally, Aurora could enact a take-home EV policy that compensates employees a fixed amount every week for charging or other EV related costs. This solution presents minimal administrative burden on Aurora and offers maximum flexibility for take-home fleet EV drivers. In this scenario, employees would be reimbursed for charging their vehicles or for installing and maintaining an EV charger at home if they choose to do so. Similar policies have been enacted in other jurisdictions with compensations totaling \$100 per month for take-home fleet EV drivers.

All these options are intended to compensate take-home fleet EV drivers for any cost burden associated with driving a vehicle for work. Like providing gas cards to employees or a municipal refueling location, these policies should ensure that electrification of fleet vehicles does not adversely impact Aurora employees.

CADMUS

4.4 Stub-Outs

In the future it is expected that a larger number of vehicles in Aurora fleet will become suitable for electrification. This may occur as additional EV models enter the market in segments that currently cannot be served by EVs (such as medium and heavy-duty vehicles) or as electrification of fleet vehicles becomes more economical. Additionally, workplace charging for employees is an option that can enable EV ownership by those who do not have access to home charging.

One strategy to plan for future EV adoptions is installing “stub-outs” during construction of other EV charging infrastructure. Stub-outs are sites where trenching, conduit, pre-wiring, charging pads, bollards and pre-wiring are installed if applicable for the future deployment of a charging port (Figure 16). This is done so that additional chargers can be added without the need for significant construction, such as trenching, reducing future overall EV conversion costs. Additionally, because some charging infrastructure incentives only apply to one project per site, stub outs would allow Aurora to capture additional funding by reducing the overall cost of electrification



Figure 16. Example of Stub-Outs at Charging Stie in California

Stub-outs can also be installed in place of complete EV charger deployment to stage procurement of EVSE. If Aurora plans to electrify only a subset of its fleet vehicles at a given site and does not want to invest in chargers for the entire fleet, stub-outs can prevent future redundant construction efforts, reducing the cost of the initial project. In this scenario, when Aurora acquires additional EVs in the future, only the EV charging pedestal would need to be procured and installed to service those vehicles.

CADMUS

4.5 Project Cost Estimates

Estimated costs for EVSE at the project site have been developed using cost data estimates for similar projects across the United States, EV charging project cost data tracked by the California Electric Vehicle Infrastructure Project (CALEVIP), and detailed cost data from over 100 charging projects for fleet operators in California evaluated by Cadmus.

Based on the non-disadvantaged community location and private fleet-only nature of the proposed chargers at the three municipal sites, it is expected that Aurora will be eligible to receive a 50% cost-share through NYSEG's Make-Ready program. No other incentives were applied.

With a 50% cost-share on construction and infrastructure costs through the NYSEG Make-Ready program, Cadmus estimates the EVSE project cost to Aurora to be approximately \$5,600 per Level 2 charging port. Using this estimate, six 6 kW ports would cost approximately \$33,600. However, if Aurora can receive a discount on EVSE or if the wall-mounted chargers do not require panel upgrades for the buildings, the cost per port may be lower. The estimated cost for stub-outs is approximately \$500 per port (\$1,000 per pedestal). The actual costs will be variable for each installation based on existing electrical capacity, trenching costs and required construction at the project site. This will require an on-site assessment by an EVSE contractor that has [been approved by NYSEG](#) to be eligible for Make-Ready Program incentives.

5 Vehicle and Chargers Incentives

There are state and utility incentive programs for EV and charging infrastructure that may be used by Aurora to reduce the cost of electrification of its fleet. A summary of these incentive programs with links to relevant information can be found in Table 3 below, followed by additional details regarding each program.

It should be noted that the availability of EV and EV charging infrastructure incentives in the future is uncertain. Changes at the federal level, including the elimination of the federal EV tax credits by Congress, represent a potential rollback of support for vehicle electrification. Aurora should continue to monitor the availability of relevant incentives as they will have a significant impact on the economic feasibility of fleet electrification.

Table 3. Vehicle and Charger Incentives

Incentive	Amount	Details
NYSERDA Drive Clean Rebate	\$2,000 rebate for vehicles under \$42,000; \$500 for vehicles over \$42,000	Limited rebate for vehicles with MSRP over \$42,000. List of vehicles and incentives can be found here .
Charge Ready NY 2.0 - NYSERDA	Up to \$4,000 per charging port, based on specific criteria; \$1,000 per port for fleets.	Value of the program depends on site location (Disadvantaged Community census tract) and use case (public, workplace, multi-unit dwelling (MUD), or fleets). No sites in this assessment are expected to be eligible for this credit.
DEC Municipal ZEV Rebate	Up to \$7,500 per vehicle based on vehicle weight rating and range.	Rebates are available to municipalities (counties, cities, towns, and villages of the State of New York) for the purchase or lease of eligible zero-emission vehicles for fleet use.
Electric Vehicle Charger Make-Ready - NYSEG	Up to 50% for non-public charging, up to 90% for public charging and up to 100% for public charging in disadvantaged communities or MUDs.	Applies to Distribution Network, Transformers, Conductor, Panel, Boring, Trenching, and Conduit for light-duty vehicle charging. Does not apply to EVSE, network equipment, signs, bollards, network, and maintenance fees.
Demand Charge Rebate Program - NYSEG	Up to 50% rebate for EV charging customers on their billed demand charges	Program is intended to help cover the potentially excessive cost of demand charges for EV charging.

5.1 State Incentives

NYSERDA Drive Clean Rebate Program

The NYSERDA Drive Clean Rebate Program provides an incentive of \$500 for EVs with a base MSRP of over \$42,000, such as the Ford Lightning. This incentive is up to \$2,000 for vehicles under \$42,000 and an all-electric range of over 200 miles, such as the VW ID4. A full listing of EV models and incentives [can be found here](#).

NYSERDA Charge Ready NY 2.0 Program

The NYSERDA Charge Ready NY 2.0 rebate program provides incentives of up to \$4,000 per Level 2 port to support the installation of EV charging equipment and infrastructure. The value of the rebate depends on location, use case, and owner of the chargers. Based on the public ownership and non-DAC location of the municipal sites in this report, Aurora is not expected to be eligible for incentives for fleet vehicles under this program. Aurora may be eligible for workplace charging incentives under this program. Additional information [can be found here](#).

DEC Municipal ZEV Rebate Program

The New York State Department of Environmental Conservation's Municipal Zero-emission Vehicle Rebate Program is available to counties, cities, towns, and villages and provides between \$2,500 and \$7,500 per ZEV depending on vehicle weight class and range. Applications for the 2025 round are open through February 27, 2026. Additional information [can be found here](#).

5.2 Utility Incentives

New York State Electric and Gas Electric Vehicle Charging Station Make-Ready Program

New York State Electric and Gas (NYSEG) offers an Electric Vehicle Charging Station Make-Ready Program, which provides incentives to cover a portion of EV charging infrastructure costs for light-duty vehicles. Incentives are structured in three tiers, based upon the location and type of infrastructure project. The NYSEG municipal site in this report currently does not fall under NYSEG's definition of a disadvantaged community, a map of which [can be found here](#). Figure 17 provides a summary of eligibility and incentive levels for Level 2 charging installations. DCFC stations will require specific assessment to ensure ability to meet power demand and understand available incentives.

Incentives and Eligibility

For those interested in Level 2 (L2) charging stations

Incentive level	Up to 100%	Up to 90%	Up to 50%
Site characteristics			
Public		✓	✓
Non-public			✓
Disadvantaged Community	✓		
Multi-Unit Dwelling	✓		
Plug types			
Standard ≥ Proprietary	✓	✓	✓
Proprietary > Standard			✓

Definitions:

Public: municipally-owned pay-to-park lots or open parking lots available 24/7 without any restricted access, key card entry or gates.

Non-Public: Privately-owned pay-to-park lots or other lots with restricted access such as multi-unit dwellings or workplaces.

Disadvantaged Community: Households with annual incomes at or below 50% of the Area Median Income of their Census block group, that are also located within the DEC Potential Environmental Justice Areas or New York State Opportunity Zones.

Standard Plugs: SAE J1772 (all L2 plugs) or CCS1 (DCFC)

Proprietary Plugs: Tesla (DCFC) or CHAdeMO (DCFC)

Figure 17. NYSEG Make-Ready Infrastructure Tiers

Participation in this program requires Aurora to work with an [approved contractor](#) to create a site design and determine suitable location(s) for charging infrastructure. This site design will be submitted along with a program application to NYSEG for approval, who will then work with the contractor to build necessary electrical infrastructure. Once the charging stations are installed and activated the incentive payment is provided by NYSEG upon submission of required documentation. The types of infrastructure covered by the NYSEG Make-Ready Program incentives are shown in Figure 18.

	Covered by Make-Ready incentives		Paid for by the customer	
	 Utility-side infrastructure	 Customer-side infrastructure	 EVSE hardware	 Other soft costs
Examples	<ul style="list-style-type: none"> • Distribution Network • Transformers • Conductor 	<ul style="list-style-type: none"> • Panel • Conductor • Boring • Trenching • Conduit 	<ul style="list-style-type: none"> • Charging Station • Network equipment 	<ul style="list-style-type: none"> • Signs • Bollard • Network • Maintenance fees
Paid for by	RG&E reimburses up to 50%, 90% or 100% for eligible sites		Customer and/or NYSERDA*	
	Customer is responsible for the remainder			
Owned by	RG&E	Customer	Customer	

*NYSERDA incentives may be available to cover a portion of the costs for EVSE hardware. Check website for updates.

Funding and incentives subject to approval.

Figure 18. Eligible Infrastructure Components for NYSEG Make-Ready Incentives

Based on the expectation that the chargers at the Aurora site would be dedicated to specific fleet vehicles, the NYSEG program is expected to cover up to 50% of the cost of supporting infrastructure for EV chargers.

New York State Electric and Gas Demand Charge Rebate Program

To support EV charging, NYSEG also provides eligible commercial EV charging customers with a 50% rebate on their billed demand charges. Depending on the operational profile of electrified fleet vehicles, demand charges can make up the majority of electricity costs at a site. Details for the rebate program [can be found here](#).

6 Recommended Next Steps

6.1 Next Steps on Electric Vehicles

The following list highlights our recommended next steps for Aurora to pursue regarding EVs. The items are based on Aurora unique fleet characteristics and insights from prior fleet electrification analysis completed by Cadmus.

- Coordinate with procurement programs on the purchase of upcoming EVs, as this process could take a year or more for some makes and models.
- Review opportunities for additional incentives for vehicle procurement that may be available to the Aurora as outlined in the Vehicle and Charger Incentives section.

6.2 Next Steps on Charging Infrastructure

The following list highlights our recommended next steps for Aurora to pursue regarding charging infrastructure.

- Determine desired ownership model for fleet charging infrastructure at Aurora properties and select partner for detailed engineering and site design.
- Coordinate with NYSEG as early as possible to ensure the availability of electrical capacity to meet charging needs and eligibility for the fleet charging program. Sites requiring grid infrastructure upgrades may require a year or more for procurement and installation of equipment.
- Review opportunities for additional incentives for charging infrastructure that may be available to the Aurora as outlined in the Vehicle and Charger Incentives section
- Work with charging providers to ensure that charge management software and practices are utilized effectively to reduce electricity costs.

Appendix A: Electric Vehicles for Police Use

At the Town of Aurora's request, Cadmus has prepared an overview of the current market and applicability of EVs for police use. While the Town of Aurora contracts police services with the Village of East Aurora and therefore does not control police vehicle selection, this market review may be relevant for future vehicle selection.

Police Vehicle Duty Cycle and Electrification Challenges and Opportunities

Police vehicles are a unique use case for municipalities. The list below provides considerations for police vehicles and the challenges and opportunities for each.

- **High daily mileage and long idling periods:** Police vehicles typically spend significantly more time idling and driving than other municipal vehicles, averaging 25,000-30,000 miles per year.¹¹ While this may present challenges for ultra-high mileage police duty cycles, many of today's EV models have ranges of 200-300 miles. These ranges are high enough today to complete most police duty cycles and are expected to improve in the coming years. Additionally, high mileage vehicles are the most likely to see a lifetime cost reduction when electrified due to lower fuel and maintenance costs.
- **Greater Performance Requirements:** Police vehicle duty cycles require greater performance like rapid acceleration and braking, high-speed capability, and pursuit durability. EVs often outperform ICE vehicles in these categories with features like instant torque, regenerative braking, and reduced fire-risk.¹² However, operating police model EVs under pursuit conditions will reduce vehicle range.
- **Short Vehicle Downtime:** Police vehicles are often shared between multiple officers across multiple shifts. Minimal vehicle downtime means police vehicles would have less time to charge than other municipal vehicles, requiring higher-power charging infrastructure which is more expensive to install and charge with. Alternately, high vehicle turnover and short downtime may also be a vehicle charging advantage as departments can install fewer high-power chargers and cycle vehicles in and out of charging spots more quickly.
- **Operation During Emergencies:** Police vehicles must be operational during emergency scenarios where infrastructure like EV chargers may be out of service. Unlike ICE vehicles, police EVs cannot rely on municipal fuel depots during these situations. This is a challenge for police EVs, but municipalities can address resiliency concerns with backup charging infrastructure or electrifying only a portion of the fleet to ensure police vehicles can respond during prolonged emergency events.

¹¹ Government Fleet. March 1, 2007. *Replacement Mileage Creeping Up for Public Safety Agencies*. Retrieved from: <https://www.government-fleet.com/145550/replacement-mileage-creeping-up-for-public-safety-agencies>

¹² Kelly Blue Book. November 24, 2023. *Report: EVs Less Likely to Catch Fire Than Gas-Powered Cars*. Retrieved from: <https://www.kbb.com/car-news/report-evs-less-likely-to-catch-fire-than-gas-powered-cars/>

CADMUS

Police Vehicle Models and Recent Deployments

The most prominent police EV models currently available on the market are the Chevy Blazer EV PPV and various upfit Tesla models, shown in Figure 19. These models have been deployed at several locations in the US and have received praise from adopting departments. Tesla police models are primarily produced by the Unplugged Performance [Up.Fit brand](#). The Chevy Blazer EV PPV is produced by a variety of aftermarket manufacturers working with Chevy dealers.



Figure 19. Examples of the Chevy Blazer EV PPV (Left) Tesla Model 3 with Police

Examples of police EV deployments include:

- **City of South Pasadena, CA:** The City of South Pasadena electrified its entire police fleet, purchasing 10 Model Ys and 10 Model 3s. The City estimates a \$4,000 annual savings per vehicle.¹³ The vehicles were produced by Unplugged Performance's Up.Fit division.
- **City of Sterling Heights, MI:** The City of Sterling Heights purchased and placed into service one Chevy Blazer EV PPV, one of the first EV pursuit vehicles in Michigan. The City has noted they see expected cost and emissions savings.¹⁴
- **City of Austin, TX:** The City of Austin unveiled a pilot program purchasing and deploying multiple Chevy Blazer EV PPVs. The City stated the pilot is part of its efforts to modernize its operations and advance climate goals.¹⁵
- **City of Las Vegas, NV:** The City of Las Vegas announced its deployment of 10 Tesla Cybertrucks for police patrol use, produced by Unplugged Performance's Up.Fit division.¹⁶ The purchase cost of the vehicles was paid for via a donation to the City.

¹³ City of South Pasadena. July 29, 2024. *South Pasadena Launches Nation's First All-Electric Police Fleet*. Retrieved from: <https://www.southpasadenaca.gov/News-articles/South-Pasadena-Launches-Nations-First-All-Electric-Police-Fleet#:~:text=The%20South%20Pasadena%20Police%20Department%20became%20the,division.%20The%20vehicles%20have%205%2Dstar%20safety%20ratings>.

¹⁴ GM News. September 4, 2025. *Electrifying public safety with the Chevrolet Blazer EV PPV*. Retrieved from: <https://news.gm.com/home.detail.html/Pages/topic/us/en/2025/sep/0904-Electrifying-public-safety-Chevrolet-Blazer-EV-PPV.html>.

¹⁵ KXAN. Aug 22, 2025. *100% electric: Austin unveils new police patrol vehicles*. Retrieved from: <https://www.kxan.com/news/local/austin/100-electric-austin-unveils-new-police-patrol-vehicles/>.

¹⁶ Las Vegas Metropolitan Police Department. October 28, 2025. *Sheriff Kevin McMahill Introduces Tesla Cybertrucks for Patrol*. Retrieved from: <https://www.lvmpd.com/Home/Components/News/News/2323/263>.