



GRAND ISLAND, NY

The Heart of the Niagara

Government Operations Greenhouse Gas Inventory

A Comparison of Greenhouse Gases Emitted from Government Operations in 2016 and 2019

Prepared by:

University at Buffalo Regional Institute

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Introduction

The Town of Grand Island (hereafter referred to as “the Town”) is a growing community located in northern Erie County and home to over 20,000 people. As its name suggests, the Town is located on a large island in the Niagara River—just over 33 square miles—and a significant portion of it is devoted to open space, including parks, wetlands, and wildlife management areas. As an island community, the Town also enjoys an extensive shoreline.

The Town considers these natural resources to be valuable assets and supports their conservation, which is reflected in the primary guiding document for recent and current Town practices: the 2018 Comprehensive Plan. Concurrent with the adoption of the 2018 Comprehensive Plan, the Town pursued and was awarded the Clean Energy Communities designation from the New York State Energy Research and Development Authority (NYSERDA), and is now pursuing an award in the Leadership Round of that program, while also preparing its submission for certification through the New York State Department of Conservation (DEC)’s Climate Smart Communities program.

On March 15, 2021, the Town took the first step toward becoming certified by adopting the Climate Smart Communities Pledge, committing to, among other things, reduce energy use; shift to clean, renewable energy; and enhance community resilience to climate change.

Climate change is expected to manifest itself in many ways in the Western New York region: longer, more frequent heat waves; more intense lake effect snow; and, of particular concern to an island community such as the Town, more frequent extreme rain events and flooding. These changes will not only strain the Town’s infrastructure, but will also pose a threat to the health and livelihoods of its citizens.

The Town believes that now is the time to act—there is no time to waste. The first step in reducing the Town’s greenhouse gas emissions and, hopefully, limiting the effects of climate change on the Town, is to inventory the greenhouse gases emitted by government operations. While the Town has been benchmarking energy use at municipal buildings since 2017, a greenhouse gas inventory will provide a better understanding of overall energy use and emissions from all aspects of government operations and help inform the Town’s next steps as it seeks to reduce its emissions.

Methodology

This report compares emissions from government operations in 2016 (the baseline year) and 2019 (the comparison year). 2019 was chosen as the comparison year instead of 2020 because in spring 2020, Town facilities were closed to the public (except for essential business) for approximately two months due to the COVID-19 pandemic. As such, 2019 is the most recent year in which usage of Town facilities can be considered “normal.”

Emissions were not normalized to account for changes in temperature, and only include Scope 1 and 2 emissions. Scope 1 emissions are direct emissions that result from the stationary and mobile combustion of fuel (including in boilers, furnaces, and vehicles) and Scope 2 emissions are indirect emissions that result from the consumption of electricity purchased from the grid. Not included in this report are Scope 3 emissions, which are indirect emissions not included in Scope 2; for municipalities, the most common source of Scope 3 emissions is employee commuting. Also not included in this report are emissions generated by residents and businesses located within the Town, although a community-wide greenhouse gas inventory is a logical next step for the Town.

The calculations in this report were made using the GHG Performance Calculator developed by the Department of Environmental Conservation and Cornell Cooperative Extension. Emissions were calculated for municipal buildings over 1,000 square feet using utility data from National Grid and National Fuel. Emissions for traffic signals and street lights were also calculated using utility data from National Grid, whereas emissions from mobile sources (including the municipal fleet) were calculated using municipal records of purchases of gasoline and diesel fuel from Speedway and the Grand Island Central School District. These municipal records did not distinguish between gasoline and diesel fuel purchased for use in vehicles and gasoline and diesel fuel purchased for use in other gas- and diesel-powered equipment. Based off the municipal fleet inventory (see Appendix A), which showed that 95% of the Town’s gas-powered vehicles are categorized as “light trucks” (which includes vans, pickup trucks, and SUVs), all gasoline was assumed to be consumed by “light trucks,” while all diesel fuel was assumed to be consumed by “heavy duty vehicles.”

Emissions are reported in metric tons of carbon dioxide equivalent, or MTCO₂e. The unit “CO₂e” serves to standardize other greenhouse gases besides carbon dioxide based on their global warming potential. Other major greenhouse gases include methane (CH₄) and nitrous oxide (N₂O); together with carbon dioxide, these gases make up 97% of greenhouse gas emissions in the United States. While methane and nitrous oxide are emitted in much smaller amounts than carbon dioxide, they have much greater global warming potential than carbon dioxide.

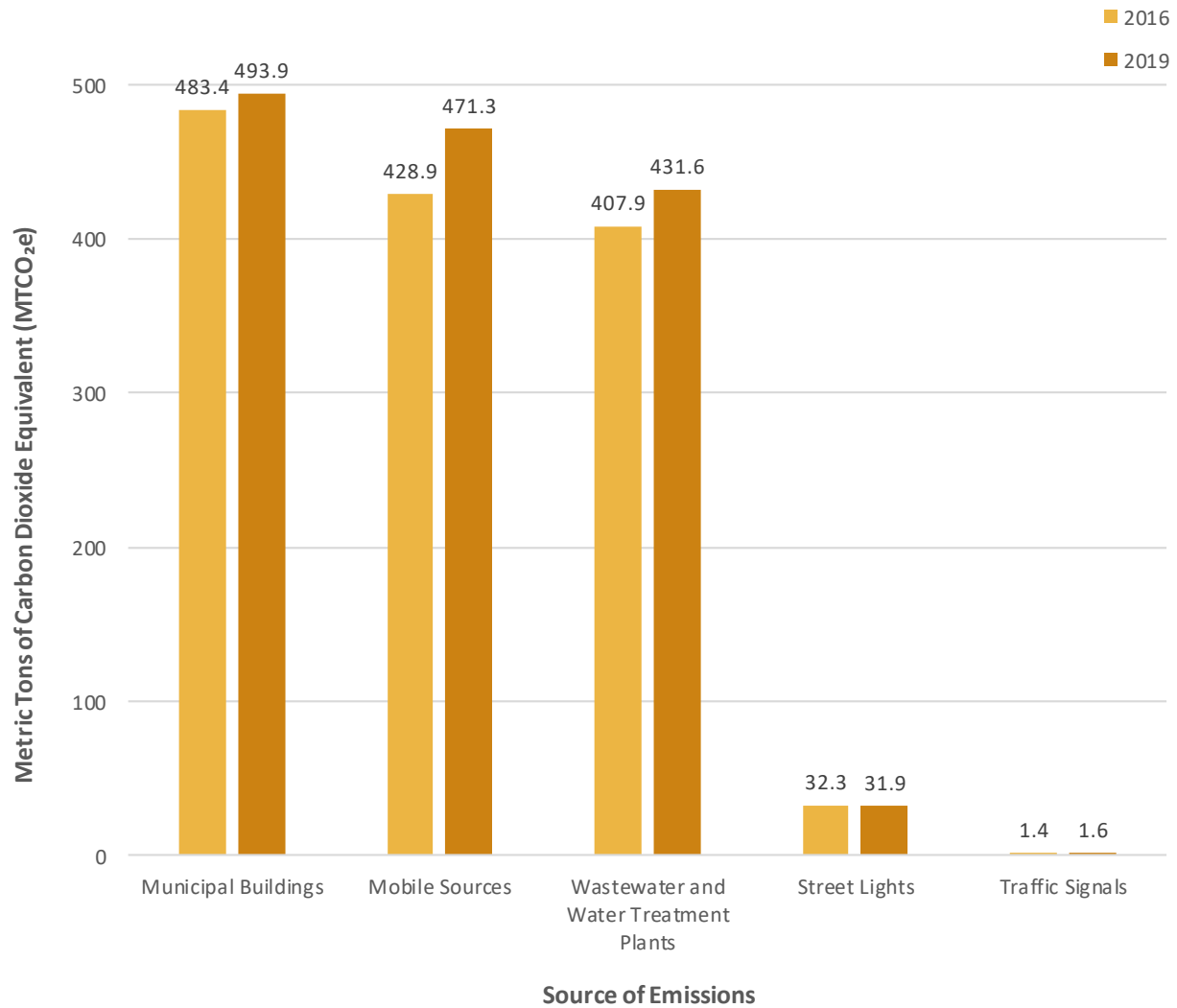
This report was prepared for the Town by the Clean Energy Communities program staff at the University at Buffalo Regional Institute as part of the technical assistance it provides to municipalities in Erie and Niagara counties.

Results

The Town's government operations emitted a total of 1,353.9 MTCO₂e in 2016 and 1,430.3 MTCO₂e in 2019, an increase of 5.6%. These figures should be considered to be estimates, representing at least 95% of the Town's greenhouse gas emissions, because it is very difficult to include every source of emissions associated with local government operations.

In both years, energy use in municipal buildings was the largest source of the Town's greenhouse gas emissions, followed by mobile sources and the wastewater and water treatment plants (see Figure 1). In comparison, street lights and traffic signals contributed very little to the Town's overall emissions. The emissions from each source are discussed in more detail below.

Figure 1. Emissions by Source, 2016 and 2019



Municipal Buildings

Besides the wastewater and water treatment plants, the Town has nine buildings in its building portfolio over 1,000 square feet (see Table 1).

Table 1. Municipal Buildings

Building Name	Address	Year Built	Use	Gross Floor Area (Square Feet)
Town Hall	2255 Baseline Road	1953	Office	24,939
Youth & Recreation	3278 Whitehaven Road	1974	Social/Meeting Hall	30,353
Highway Garage	1820 Whitehaven Road	1951	Public Services	30,446
Water Tank	1600 Whitehaven Road	1920	Drinking Water Treatment & Distribution	13,266
Parks Maintenance Building	1881 Bedell Road	2016	Public Services	10,300
Lift Station	1490 East River Road	1978	Public Services	1,184
Library	1715 Bedell Road	1960	Library	11,621
Chamber of Commerce	1856 Whitehaven Road	1969	Office	3,381
Salt Building	1830 Whitehaven Road	1951	Public Services	4,200

Altogether, these buildings emitted 483.4 MTCO₂e in 2016 and 493.9 MTCO₂e in 2019, an increase of 2.2% (see Table 2). Note that the Parks Maintenance Building was built in 2016, and therefore is not included in the calculation of emissions from municipal buildings in 2016. If the Parks Maintenance Building were also excluded from the calculation of emissions from municipal buildings in 2019, emissions would have decreased by 2.1%.

Table 2. Emissions by Municipal Building, 2016 and 2019

Building Name	2016 Emissions (MTCO ₂ e)	2019 Emissions (MTCO ₂ e)	Change in Emissions (MTCO ₂ e)	Percent Change in Emissions
Town Hall	196.6	147.7	-48.9	-24.9%
Youth & Recreation	127.6	130.7	3.1	2.4%
Highway Garage	77.5	111	33.5	43%
Water Tank	42.9	40.9	-2	-4.7%
Parks Maintenance Building	-	20.7	-	-
Lift Station	13.6	17.1	3.5	25.7%
Library	13.9	13.3	-0.6	-4.3%
Chamber of Commerce	11.2	12.3	1.1	9.8%
Salt Building	0.1	0.2	0.1	100%
Total	483.4	493.9	10.5	2.2%

Included in the emissions from municipal buildings are the Scope 1 emissions from the combustion of natural gas for heat (see Table 3), as well as the Scope 2 emissions from the consumption of electricity purchased from the grid (see Table 4). Note that the Lift Station and the Salt Building are not heated and therefore does not use natural gas.

Table 3. Natural Gas Usage by Municipal Building, 2016 and 2019

Building Name	2016 Natural Gas Usage (Mcf)	2019 Natural Gas Usage (Mcf)	Change in Natural Gas Usage (Mcf)	Percent Change in Natural Gas Usage
Town Hall	2,792	2,141	-651	-23.3%
Youth & Recreation	1,995	2,052	57	2.9%
Highway Garage	1,259	1,894	635	50.4%
Water Tank	291	262	-29	-10%
Parks Maintenance Building	-	336	-	-
Lift Station	-	-	-	-
Library	178	193	14	7.9%
Chamber of Commerce	141	179	38	27%
Salt Building	-	-	-	-
Total	6,656	7,057	401	6%

Table 4. Electricity Usage by Municipal Building, 2016 and 2019

Building Name	2016 Electricity Usage (kWh)	2019 Electricity Usage (kWh)	Change in Electricity Usage (kWh)	Percent Change in Electricity Usage
Town Hall	319,360	222,098	-97,262	-30.5%
Youth & Recreation	131,794	131,587	-207	-0.2%
Highway Garage	60,945	49,745	-11,200	-18.4%
Water Tank	200,297	197,244	-3,053	-1.5%
Parks Maintenance Building	-	16,309	-	-
Lift Station	101,192	127,561	26,399	26.1%
Library	30,679	20,362	-10,317	-33.6%
Chamber of Commerce	25,835	18,630	-7,205	-27.9%
Salt Building	475	1,099	624	131.4%
Total	870,577	784,635	-85,942	-9.9%

Mobile Sources

Emissions from mobile sources totaled 428.9 MTCO₂e in 2016 and 471.3 MTCO₂e in 2019, an increase of 9.9% (see Table 5). There are 74 vehicles in the Town’s municipal fleet (see Appendix A) and the Town also has several lawn mowers, tractors, and other landscaping equipment that use gas and diesel fuel.

Table 5. Emissions from Mobile Sources, 2016 and 2019

2016 Emissions (MTCO ₂ e)	2019 Emissions (MTCO ₂ e)	Change in Emissions (MTCO ₂ e)	Percent Change in Emissions
428.9	471.3	42.4	9.9%

Included in the emissions from mobile sources are the Scope 1 emissions from the combustion of gasoline (see Table 6) and diesel fuel (see Table 7).

Table 6. Gasoline Usage, 2016 and 2019

2016 Gasoline Usage (Gallons)	2019 Gasoline Usage (Gallons)	Change in Gasoline Usage (Gallons)	Percent Change in Gasoline Usage
26,544	29,260	2,716	10.2%

Table 7. Diesel Fuel Usage, 2016 and 2019

2016 Diesel Fuel Usage (Gallons)	2019 Diesel Fuel Usage (Gallons)	Change in Diesel Fuel Usage (Gallons)	Percent Change in Diesel Fuel Usage
18,708	20,868	2,160	11.5%

Several departments at the Town contribute to emissions from mobile sources (see Table 8).

Table 8. Gasoline and Diesel Fuel Usage and Emissions by Department, 2019

Department	2019 Gasoline Usage (Gallons)	2019 Diesel Fuel Usage (Gallons)	2019 Emissions (MTCO ₂ e)
Building	840	-	7.4
Engineering	213	-	1.9
Golden Age Center	1,944	308	20.3
Highway	6,714	18,001	243.2
Parks	4,852	758	50.5
Police	4,141	-	36.5
Recreation	327	5	2.9
Town Hall Maintenance	165	-	1.4
Unassigned	18	28	0.4
Water	5,867	1,023	62.2
Wastewater	4,180	745	44.5

Wastewater and Water Treatment Plants

The Town owns and operates a 3.5 Million Gallons per Day (MGD) wastewater treatment plant, located in the northern part of the Town, and a 2.5 MGD water treatment plant, located in the southern part of the Town. The wastewater treatment plant emitted 284.9 MTCO₂e in 2016 and 286.5 MTCO₂e in 2019, whereas the water treatment plant emitted 123 MTCO₂e in 2016 and 145.1 MTCO₂e in 2019, an increase of 0.6% and 18% respectively (see Table 9).

Table 9. Emissions from Wastewater and Water Treatment Plants, 2016 and 2019

Building Name	2016 Emissions (MTCO ₂ e)	2019 Emissions (MTCO ₂ e)	Change in Emissions (MTCO ₂ e)	Percent Change in Emissions
Wastewater Treatment Plant	284.9	286.5	1.6	0.6%
Water Treatment Plant	123	145.1	22.1	18%
Total	407.9	431.6	23.7	5.8%

Included in the emissions from the wastewater and water treatment plants are the Scope 1 emissions from the combustion of natural gas for heat (see Table 10), as well as the Scope 2 emissions from the consumption of electricity purchased from the grid (see Table 11). Greenhouse gases are also emitted by the treatment of wastewater; these emissions were not captured in this inventory, but could be the subject of future study.

Table 10. Natural Gas Usage by Wastewater and Water Treatment Plants, 2016 and 2019

Building Name	2016 Natural Gas Usage (Mcf)	2019 Natural Gas Usage (Mcf)	Change in Natural Gas Usage (Mcf)	Percent Change in Natural Gas Usage
Wastewater Treatment Plant	1,479	1,516	37	2.5%
Water Treatment Plant	675	988	313	46.4%
Total	2,154	2,504	350	16.3%

Table 11. Electricity Usage by Wastewater and Water Treatment Plants, 2016 and 2019

Building Name	2016 Electricity Usage (kWh)	2019 Electricity Usage (kWh)	Change in Electricity Usage (kWh)	Percent Change in Electricity Usage
Wastewater Treatment Plant	1,516,084	1,512,666	-3,418	-0.2%
Water Treatment Plant	639,956	675,744	35,788	5.6%
Total	2,156,040	2,188,410	32,370	1.5%

Street Lights

The Town owns and maintains approximately 240 street lights. The Town's street lights emitted 32.3 MTCO₂e in 2016 and 31.9 MTCO₂e in 2019, a decrease of 1.2% (see Table 12). The emissions from street lights are Scope 2 emissions from the consumption of electricity purchased from the grid.

Table 12. Electricity Usage by and Emissions from Street Lights, 2016 and 2019

2016 Electricity Usage (kWh)	2019 Electricity Usage (kWh)	Change in Electricity Usage (kWh)	Percent Change in Electricity Usage	2016 Emissions (MTCO ₂ e)	2019 Emissions (MTCO ₂ e)	Change in Emissions (MTCO ₂ e)	Percent Change in Emissions
240,777	237,821	-2,956	-1.2%	32.3	31.9	-0.4	-1.2%

Traffic Signals

The Town operates traffic signals at eight intersections. The Town's traffic signals emitted 1.4 MTCO₂e in 2016 and 1.6 MTCO₂e in 2019, an increase of 14.3% (see Table 13). The emissions from traffic signals are Scope 2 emissions from the consumption of electricity purchased from the grid.

Table 13. Electricity Usage by and Emissions from Traffic Signals, 2016 and 2019

2016 Electricity Usage (kWh)	2019 Electricity Usage (kWh)	Change in Electricity Usage (kWh)	Percent Change in Electricity Usage	2016 Emissions (MTCO ₂ e)	2019 Emissions (MTCO ₂ e)	Change in Emissions (MTCO ₂ e)	Percent Change in Emissions
10,177	11,782	1,605	15.8%	1.4	1.6	0.2	14.3%

Discussion of Results

This greenhouse gas inventory has indicated several opportunities to improve the Town's emissions performance, which are discussed below.

Municipal Buildings

Recent improvements at Town Hall, including the conversion of interior lighting to LED technology, have resulted in significant reductions in electricity and natural gas usage. However, these reductions are offset by increases in electricity and natural gas usage at other Town facilities. Most notably, the Highway Garage, which is already one of the largest emitters in the Town's building portfolio, increased its natural gas usage by 50% between 2016 and 2019. Approximately a third of the roof of the Highway Garage was replaced in November 2020, which should result in increased energy efficiency and reduced emissions in the future.

Mobile Sources

Despite newer, presumably more fuel-efficient vehicles being added to the municipal fleet between 2016 and 2019 (see Appendix A), gasoline and diesel usage increased by 10.2% and 11.5%, respectively. The department with the highest gasoline and diesel usage in 2019, by far, was the Highway Department, followed by the Water Department, the Parks Department, the Wastewater Department, and the Police Department. These departments also have the majority of the vehicles in the municipal fleet (see Appendix A).

Wastewater and Water Treatment Plants

Emissions from the wastewater plant did not increase much during the study period, but the emissions from the water treatment plant increased by 18% between 2016 and 2019, mostly due to an increase in natural gas usage. An energy efficiency study of the Town's entire water distribution system is planned for later in 2021 and will be funded in part by a Flex Tech grant from NYSERDA. If the recommended improvements from the energy efficiency study are made to the water distribution system, it is likely that the emissions from the water treatment plant will be reduced.

Street Lights

The Town is currently in the process of converting its street lights to LED technology. Once complete, the LED street light conversion project is estimated to reduce energy usage by over 25%, which will further reduce Scope 2 emissions from purchasing electricity from the grid to power street lights.

Additional Actions to Reduce Greenhouse Gas Emissions

While the planned improvements discussed in the previous section will likely reduce greenhouse gas emissions from the Town's government operations, the following additional measures are recommended to further reduce emissions from government operations:

Benchmark Energy Usage in Municipal Buildings Annually

The Town adopted an energy benchmarking policy for municipal buildings in 2017, but it is important to continue to complete the benchmarking on an annual basis in order to measure the impact of any energy efficiency measures that are implemented by the Town, as well as to identify any trends in energy usage that warrant closer analysis and/or intervention.

Evaluate Needed Improvements to Highway Garage/Salt Building

An energy audit should be conducted at the Highway Garage complex at 1820 Whitehaven Road (including the Salt Building) to evaluate needed improvements that would counteract the increase in natural gas usage at this facility. While the partial roof replacement at this facility likely improved energy efficiency, more energy efficiency improvements may be needed.

Reinvest Savings from Energy Efficiency Improvements

While energy efficiency improvements often pay for themselves over time, the upfront cost may limit the Town's ability to implement them in municipal facilities. The Town should consider using the savings from energy efficiency improvements to create a revolving fund to finance future improvements.

Develop and Maintain a Fleet Inventory

Creating a fleet inventory and updating it on a regular basis can help the Town enforce a fleet efficiency policy, if adopted (see below), as well as provide the information needed to "right-size" the fleet (see page 11). Keeping detailed records of the mileage and gasoline/diesel fuel usage of each vehicle will also aid the development of the next greenhouse gas inventory.

Adopt a Fleet Efficiency Policy

Fleet efficiency policies establish minimum efficiency standards for the municipal fleet, which should be periodically revisited. These policies ensure that the least efficient vehicles are replaced first, and by vehicles that are much more efficient, thus increasing the average fuel efficiency of the municipal fleet over time. These policies can also include provisions for replacing traditional vehicles with battery-electric or plug-in hybrid vehicles, which are increasingly common in the marketplace, and with incentives, can actually have a lower upfront cost than traditional vehicles. For example, the NYS Department of Environmental Conservation (DEC) offers rebates of up to \$7,500 per vehicle (depending on electric range) for the purchase or lease of a battery-electric or plug-in hybrid vehicle for municipal fleet use. Battery-electric and plug-in hybrid vehicles also have lower maintenance costs over their lifetimes than traditional vehicles, which can save the Town money in the long run.

“Right-Size” the Fleet

The Town should consider the needs of each department as requests to purchase vehicles are made. The vast majority of the vehicle fleet is made up of “light trucks” (vans, pickup trucks, and SUVs), even though smaller, more fuel-efficient vehicles might be sufficient, depending on department needs. The Town could also consider reducing the number of vehicles in the municipal fleet by evaluating the usage of each vehicle and determining whether vehicles could be shared between departments or eliminated from the fleet entirely.

Conduct an Employee Commute Survey

This greenhouse gas inventory did not include Scope 3 emissions. A survey of how far and by which modes employees commute would help the Town build a more accurate picture of the overall greenhouse gas emissions from government operations.

Install Electric Vehicle Charging Stations at Municipal Buildings

Installing electric vehicle charging stations at municipal buildings can help encourage employees to purchase or lease plug-in hybrid or battery-electric vehicles, which would reduce the Scope 3 emissions from employee commutes. To have the biggest impact, the Town should install charging stations at the municipal buildings with the most employees. There are incentives available from the utility (National Grid) and NYSERDA that can help to offset up to 90% of the cost of installation of the charging stations.

Electrify Landscaping and Snow Removal Equipment

Electrifying landscaping and snow removal equipment would not only reduce gasoline and diesel fuel usage, therefore reducing emissions from mobile sources, but would also improve working conditions for employees who use this equipment on a regular basis.

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For inquiries regarding this greenhouse gas inventory, please contact:

Jennifer Baney

Councilwoman, Town of Grand Island
(716) 622-9006 | jbaney@grand-island.ny.us

OR

Heike Jacob

Associate Planner, UB Regional Institute
(716) 878- 2439 | heikejac@buffalo.edu

Appendix A: Municipal Fleet Inventory

Department	Year	Make	Model	Fuel	Vehicle Type
Building	2011	Chevrolet	Impala	Gas	Sedan
Building	2017	Chevrolet	Equinox	Gas	SUV
Building	2020	Ford	F-150	Gas	Pickup
Engineering	2018	Chevrolet	Equinox	Gas	SUV
Engineering	2018	Ford	Transit Van	Gas	Van
Engineering	2020	Ford	F-150	Gas	Pickup
Golden Age	2013	Chevrolet	Express 3500	Gas	Van
Golden Age	2015	Dodge	Grand Caravan	Gas	Van
Highway	2000	Ford	F-450	Diesel	Heavy Duty
Highway	2002	Sterling	L8500	Diesel	Heavy Duty
Highway	2003	Sterling	F8500	Diesel	Heavy Duty
Highway	2004	Sterling	L8500	Diesel	Heavy Duty
Highway	2007	Sterling	L8500	Diesel	Heavy Duty
Highway	2007	Case	721E-M	Diesel	Heavy Duty
Highway	2008	Sterling	L7500	Diesel	Heavy Duty
Highway	2010	Freightliner	Dump	Diesel	Heavy Duty
Highway	2011	Chevrolet	Silverado	Gas	Pickup
Highway	2011	Ford	F-150	Gas	Pickup
Highway	2011	Freightliner	Dump	Diesel	Heavy Duty
Highway	2014	Freightliner	108SD	Diesel	Heavy Duty
Highway	2014	Freightliner	P/SH	Diesel	Heavy Duty
Highway	2015	Ford	F550 Dump	Diesel	Heavy Duty
Highway	2016	Ford	F-150	Gas	Pickup
Highway	2016	Ford	F-250	Gas	Pickup
Highway	2016	Freightliner	-	Diesel	Heavy Duty
Highway	2018	Ford	F-250	Gas	Pickup
Highway	2018	Ford	F-250	Gas	Pickup
Highway	2018	Freightliner	Dump 114SD	Diesel	Heavy Duty
Highway	2019	Ford	F-250	Gas	Pickup
Highway	2019	Ford	F-250	Gas	Pickup
Highway	2020	Ford	F-150	Gas	Pickup
Highway	2020	Freightliner	114SD	Diesel	Heavy Duty
Parks	1993	Chevrolet	GC3 Dump	Gas	Heavy Duty
Parks	2004	Chevy	Express Van	Gas	Van
Parks	2004	Chevy	Express Van	Gas	Van
Parks	2006	Ford	F-250	Gas	Pickup
Parks	2007	Ford	F-150	Gas	Pickup
Parks	2009	Ford	F-250	Gas	Pickup
Parks	2011	Chevrolet	Silverado	Gas	Pickup
Parks	2011	Chevrolet	Silverado	Gas	Pickup
Parks	2011	Ford	Ranger	Gas	Pickup
Parks	2013	Ford	F-150	Gas	Pickup
Parks	2017	Ford	F-250	Gas	Pickup

Department	Year	Make	Model	Fuel	Vehicle Type
Parks	2019	Chevrolet	Silverado	Gas	Pickup
Parks	2020	Chevrolet	Silverado	Gas	Pickup
Parks	2020	Chevrolet	-	Gas	Pickup
Police	2011	Chevrolet	Tahoe	Gas	SUV
Police	2015	Chevrolet	Tahoe	Gas	SUV
Police	2020	Ford	Explorer	Gas	SUV
Police	2021	Chevrolet	Tahoe	Gas	SUV
Recreation	2015	Dodge	Ram Van	Gas	Van
Recreation	2018	Chevrolet	Express Van	Gas	Van
Town Hall Maintenance	2008	Ford	F-250	Gas	Pickup
Water	2007	Ford	F-150	Gas	Pickup
Water	2008	Dodge	Sprinter Van	Diesel	Van
Water	2008	International	7400 Workstar Dump	Diesel	Heavy Duty
Water	2009	Ford	F-150	Gas	Pickup
Water	2011	Ford	F-250	Gas	Pickup
Water	2013	Ford	F-250	Gas	Pickup
Water	2013	Ford	Van	Gas	Van
Water	2014	Ford	F-150	Gas	Pickup
Water	2014	Dodge	Grand Caravan	Gas	Van
Water	2014	International	750 Dump	Diesel	Heavy Duty
Water	2015	Ford	F-150	Gas	Pickup
Water	2019	Ford	F-250	Gas	Pickup
Water	2019	Ford	F-350	Gas	Heavy Duty
Wastewater	2007	Ford	F-150	Gas	Pickup
Wastewater	2008	Sterling	Vactor L7500	Diesel	Heavy Duty
Wastewater	2011	Ford	F-250	Gas	Pickup
Wastewater	2012	Ford	F-150	Gas	Pickup
Wastewater	2016	Ford	F-150	Gas	Pickup
Wastewater	2017	Ford	F-150	Gas	Pickup
Wastewater	2018	Ford	F-150	Gas	Pickup
Wastewater	2021	Ford	F-250	Gas	Pickup