City of Kingston

2026 Municipal Vehicle Fleet Report

for the 2025 Calendar Year

Mayor Steven T. Noble

This Vehicle Fleet Report covers the City of Kingston's vehicle fleet and fuel use from January 1st, 2025 to December 31st, 2025. The purpose of this report is to review the City of Kingston's vehicle fleet and fuel use in 2025. This report also examines trends in fuel use and fleet composition since 2019.

This report includes:

- An introduction to the City's Fleet
- Changes made to fleet management in 2025
- A year-end vehicle fleet inventory for 2025
- A report on changes to the fleet from 2018-2025
- A report on fleet fuel use, fuel economy, and emissions

Introduction

The City of Kingston began maintaining comprehensive logs of fleet statistics during the final quarter of 2018 when the position of Fleet Manager was established in the City's Sustainability Office. The first full year of fuel use data was 2019. Below is an introduction of the ways in which Kingston's fleet is managed and maintained.

In 2012, through the Climate Action Plan, the City of Kingston set a goal that by 2020 10% of all non-exempt vehicles purchased would be green vehicles. By 2021 with previous goals met, the City set new goals for the future with the Green Fleet Policy. This policy mandates that: *By 2030 100% of new vehicles that are non-exempt in the City of Kingston fleet will be green vehicles.* This policy also established that the City will maintain an inventory of all four-wheeled vehicles owned or leased by the City. No later than May 31 of each year following the adoption of this policy, the Fleet Manager shall submit a report on the City fleet to the Mayor and Common Council regarding, among other things, the use of electric, hybrid, and alternative fuel vehicles in the fleet for the previous calendar year, to include the updated inventory and fuel use for the year.

Kingston City government departments are responsible for budgeting, procurement and fueling of their own vehicles. Responsibility for municipal vehicle maintenance and repair varies by department and equipment. In 2025, KPD vehicles were serviced at Bonesteel Auto & Truck Center in the town of Ulster. KFD maintains vehicles in-house, and the remaining departments use DPW's garage for vehicle servicing. Non-municipal mechanics are hired for repairs and maintenance that cannot be completed in-house at the DPW garage. This includes work on electric vehicles in the growing green fleet as city staff do not have the training or equipment to perform all maintenance on these vehicles.

The City of Kingston uses a digital fleet management system called *FuelMasterPlus* (FMP) to maintain a log of vehicles and authorized employees, as well as catalogue fuel purchased, fuel consumed, and miles driven per user and vehicle. Data is associated to each municipal department using unique department codes, with each department maintaining, with the support of the Fleet Manager, individual listings of associated vehicles and users. FMP is managed by staff members across multiple departments but primarily accessed by the Department of Public Works (DPW) and Parks and Recreation.

The City of Kingston fuel pump is operated by DPW and services all municipal vehicles. At the fuel pump, authorized users enter several codes including their driver ID number, department ID number and odometer reading of their vehicle.

A fleet inventory is updated annually to maintain logs of vehicles owned and operated by the City. The City fleet inventory includes light, medium, and heavy duty on-road vehicles, vehicles used for administrative purposes, maintenance, emergency response, and more.

The following sections will provide an overview and analysis of the City's fleet inventory, Citywide and by Department, with vehicles classified in one of three categories: Light-Duty, Medium-Duty, Heavy Duty. Duty classifications of vehicle have been sourced from the U.S. Department of Transportation Federal Highway Administration (FHWA). Fully electric and plug-in hybrid vehicles are further classified as belonging to the City's Green Fleet.

For the purposes of this report, the categories referenced above are defined in the following subsections as:

- **Light-Duty Vehicle**: < 10,000 lbs. / Class 1-2 / Example vehicles: sedans, SUVs, and pick-up trucks
- **Medium-Duty Vehicle**: 10,001 – 26,000 lbs. / Class 3-6 / Example vehicles: dump trucks, step vans, bucket trucks
- **Heavy-Duty Vehicle**: > 26,000 lbs. / Class 7-8 / Example vehicles: refuse trucks
- **Green Fleet**: Fully electric or plug-in hybrid electric vehicles.

Changes to Fleet Management in 2025

The City updated its FuelMasterPlus fueling code system at the end of 2025 to streamline tracking of the municipal vehicle inventory and fuel use across departments. Under the new system, each vehicle has a code made up of a department-specific number paired with either the last four digits of the vehicle's VIN (for on-road vehicles) or the last three digits of the serial number (for off-road equipment). This change is intended to provide a clear link between fuel consumption and individual vehicles and equipment.

In 2025, the City also installed GPS units in vehicles operated by DPW, Parks & Recreation, Building Safety, and City Hall departments, along with sensors mounted on DPW snowplows to record plow position and activity. These technologies will help improve route efficiency, enhance response times, and support real-time decision-making during snowstorms.

The City of Kingston ran a renewable diesel pilot program from May to November in 2025. Renewable diesel is a biofuel that meets the ASTM D975 standard for diesel in the USA but produces only 35% of the lifecycle greenhouse gas emissions of petroleum diesel.[1] This fuel is a drop-in replacement for diesel, requiring no

[1] https://afdc.energy.gov/fuels/renewable-diesel

changes to the fleet or fueling system.

Year-End Vehicle Fleet Inventory for 2025

Department	Light Duty	Medium Duty	Heavy Duty	Total	Vehicles in Green Fleet	% Green
Assessor	1	0	0	1	1	100%
Building Safety	11	0	0	11	11	100%
Comptroller	4	0	0	4	2	50%
DPW	13	26	41	80	0	0%
Engineering	1	0	0	1	0	0%
KFD	5	7	7	19	0	0%
KPD	71	0	0	71	13	18%
Parks	10	6	0	16	1	6%
Total	**116**	**39**	**48**	**203**	**28**	**14%**

Table 1. Kingston fleet vehicle inventory by department

The 2025 Fleet Inventory records 203 vehicles across 8 departments (Table 1). The Department of Public Works had the largest fleet with 80 vehicles, followed by KPD with 71 vehicles. All other departments had 20 or less vehicles. The most common vehicle category was Light-Duty vehicles (116), followed by Heavy-Duty (48) and Medium-Duty (39). 28 vehicles were classified as Green, making up 14% of the entire fleet and 24% of all Light-Duty vehicles. In 2025, 100% of vehicles assigned to the Assessor's Office and Building Safety were EV or PHEV. The complete fleet inventory discussed in this report is available upon request from the Fleet Manager.

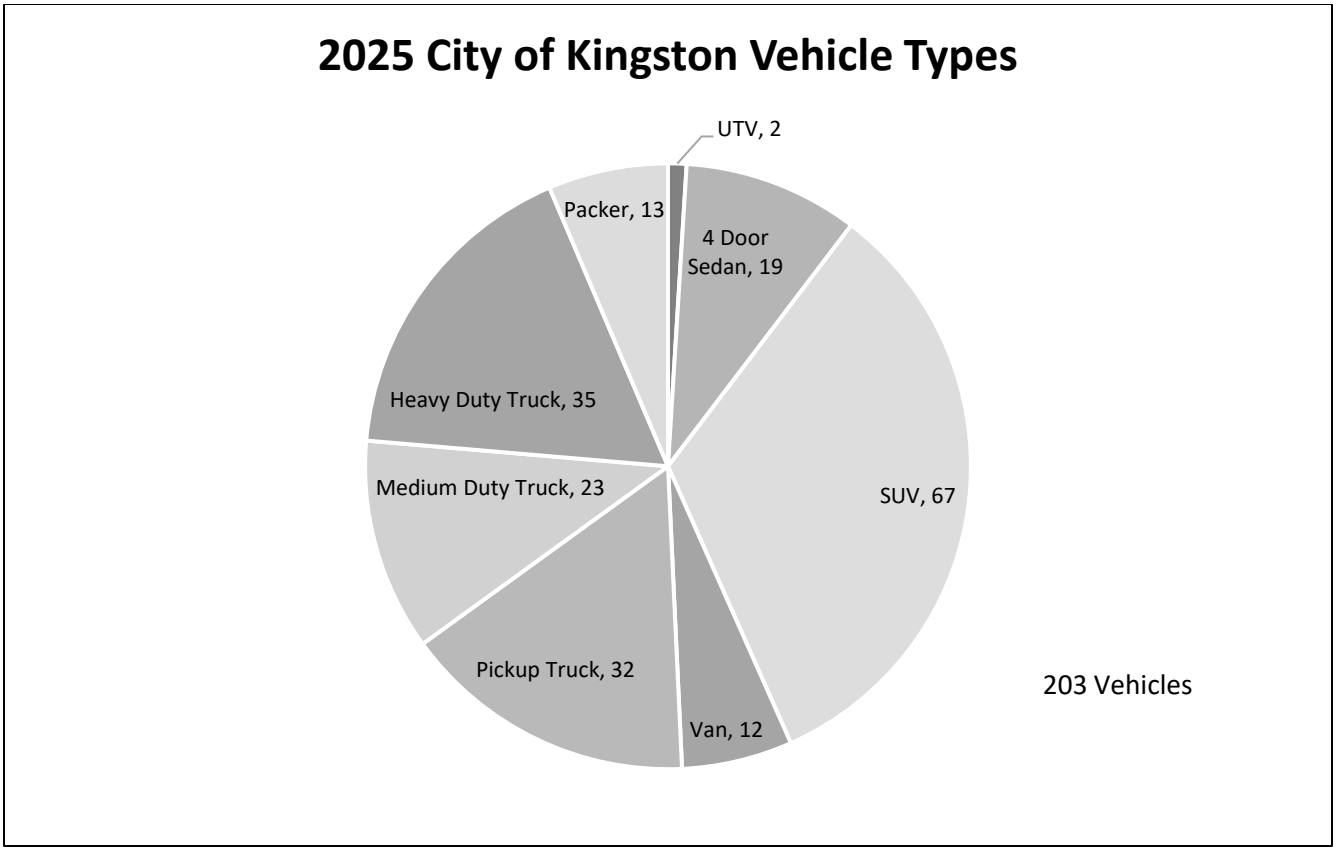

Figure 1. Pie chart showing the vehicle types in Kingston's fleet.

In 2025, the City of Kingston's vehicle fleet was mostly trucks and SUVs, which together made up 84% of vehicles (Figure 1). The largest categories were SUVs (67), Heavy-Duty Trucks (35), and Pickup Trucks (32). Moderate numbers of vehicles include Medium Duty Trucks (23), 4 Door Sedans (19), Packers (13), and Vans (12). There were only 2 UTVs in the City fleet.

Vehicle Type	#	Average Age (years)
UTV	2	18
4 Door Sedan	19	9
SUV	67	6
Van	12	15
Pickup Truck	32	9
Medium Duty Truck	23	9
Heavy Duty Truck	35	11
Packer	13	9

Table 2. Fleet vehicle inventory and age.

The City of Kingston's fleet showed a wide range of vehicle ages across types (Table 2). UTVs were on average the oldest at 18 years, followed by Vans (15 years), and Heavy-Duty Trucks (11 years). Pickup Trucks, 4 Door Sedans, and Medium Duty Trucks all had an average age of 9 years. SUVs were on average 6 years old and the newest vehicles in Kingston's fleet.

Changes to the City Fleet 2018-2025

Kingston's fleet has undergone significant changes in size and composition from 2018-2025. These changes reflect changes to the City's responsibilities, general trends in the American automotive industry, and the purchasing choices of City departments.

Fleet purchases in 2025 included a 2026 Western Star Dump Truck, 2026 Chevrolet Equinox EV, and a 2025 Dodge Ram 2500 for DPW, 2 EV Refuse Packers, a 2024 Dodge Ram 2500, and a 2025 Dodge Ram 2500 for Parks and Rec, an Ambulance for KFD, and 2 Chevrolet Equinox EVs for KPD. KFD sold a 1989 GMC Crew Cab Fire Truck.

Vehicle Type	# (2018)	# (2025)	% Change
UTV	2	2	0%
4 Door Sedan	28	19	-32%
SUV	34	67	97%
Van	7	12	71%
Bus	9	0	-100%
Pickup Truck	31	32	3%
Medium Duty Truck	14	23	64%
Heavy Duty Truck	31	35	13%
Packer	10	13	30%
Total	**166**	**203**	**22%**

Table 3. Fleet vehicle inventory comparison 2018-2025

Municipal fleet inventories show a 22% increase in the size of Kingston's vehicle fleet from 2018-2025. However, this increase in vehicles was not distributed evenly across vehicle types. Over this time, the City has divested all its buses following the closure of the municipally run public transit service, CitiBus. There was a smaller reduction in the number of sedans over this time (-32% change) and no change in the number of UTVs owned by the City. The City owns more of all other listed vehicle types. The single greatest increase has been in the number of SUVs owned by the City (+97%). The number of Vans also increased by a sizable portion (+71%), likely due to the implementation of the municipal ambulance service.

The increasing size of the municipal fleet and shift in vehicle types recorded here is cause for concern. It is unclear whether municipal responsibilities have increased enough to warrant a 22% increase in fleet size since 2018. Furthermore, the reasons behind the increasing number and proportion of SUVs in the City's fleet should be examined. SUVs are generally more expensive to purchase, operate, and maintain than smaller vehicles and consume more fuel while performing the same role (transporting employees) in municipal operations.

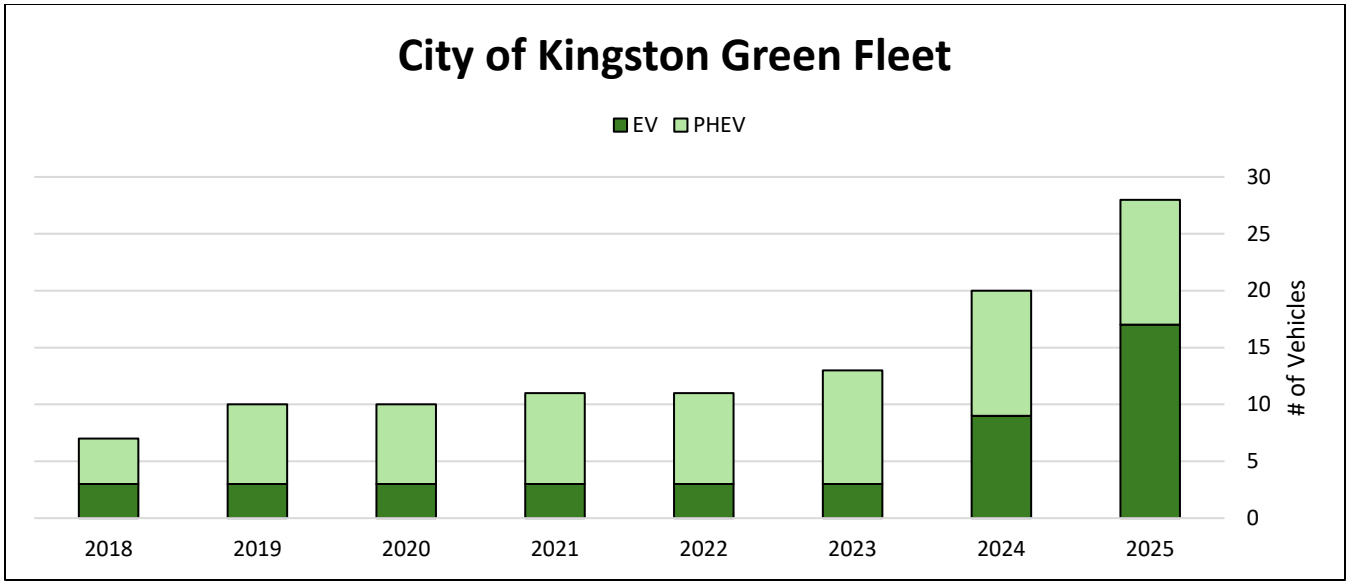

Figure 2. Kingston Green Fleet growth through time

The City's fleet of green vehicles increased significantly from 2018-2025 (Figure 2). By the end of 2025, the fleet included 17 EVs and 11 PHEVs, for a total of 28 green vehicles.

Fleet Fuel Use

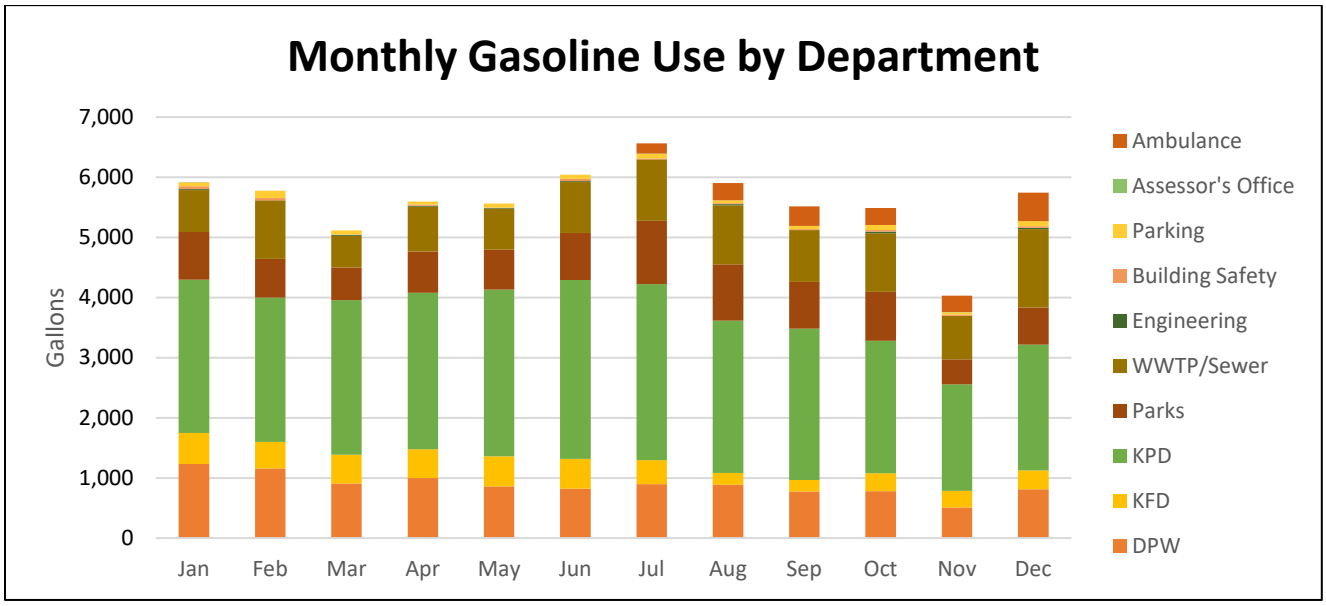

Figure 3. Monthly gasoline consumption by department.

Kingston's fleet gasoline usage generally ranged between 4,000 and 6,500 gallons per month, peaking in June and July and dipping in March and November (Figure 3). KPD accounted for the largest share of gasoline consumption each month, while other departments contributed more modest amounts. Overall, gasoline demand remained steady year-round, barring a pronounced dip in use in November.

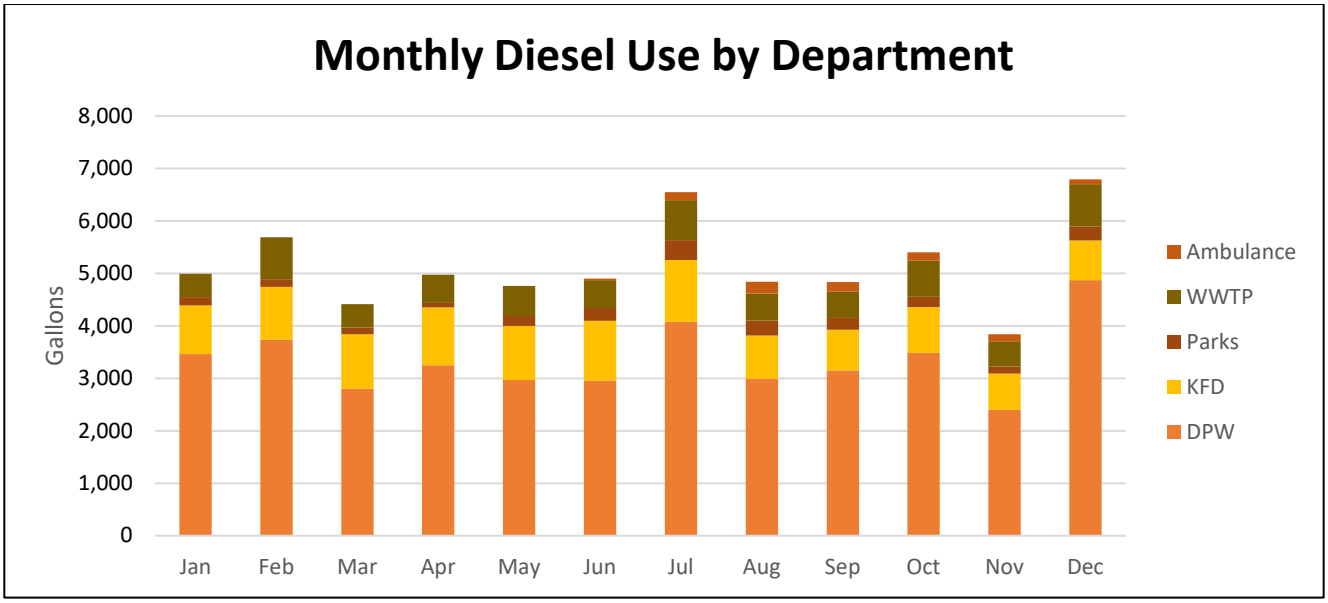

Figure 4. Monthly diesel consumption by department

Kingston's fleet diesel usage in 2025 generally ranged between 3,500 and 7,000 gallons per month, with highest use in July and December and lowest use in November (Figure 4). DPW consistently accounted for most diesel consumption, while KFD and the WWTP made smaller but steady contributions. The Parks Department used only modest amounts. Renewable diesel was purchased for fleet use from May to November and approximately 50% (31,806 gallons) of the diesel consumed in 2025 was renewable diesel.

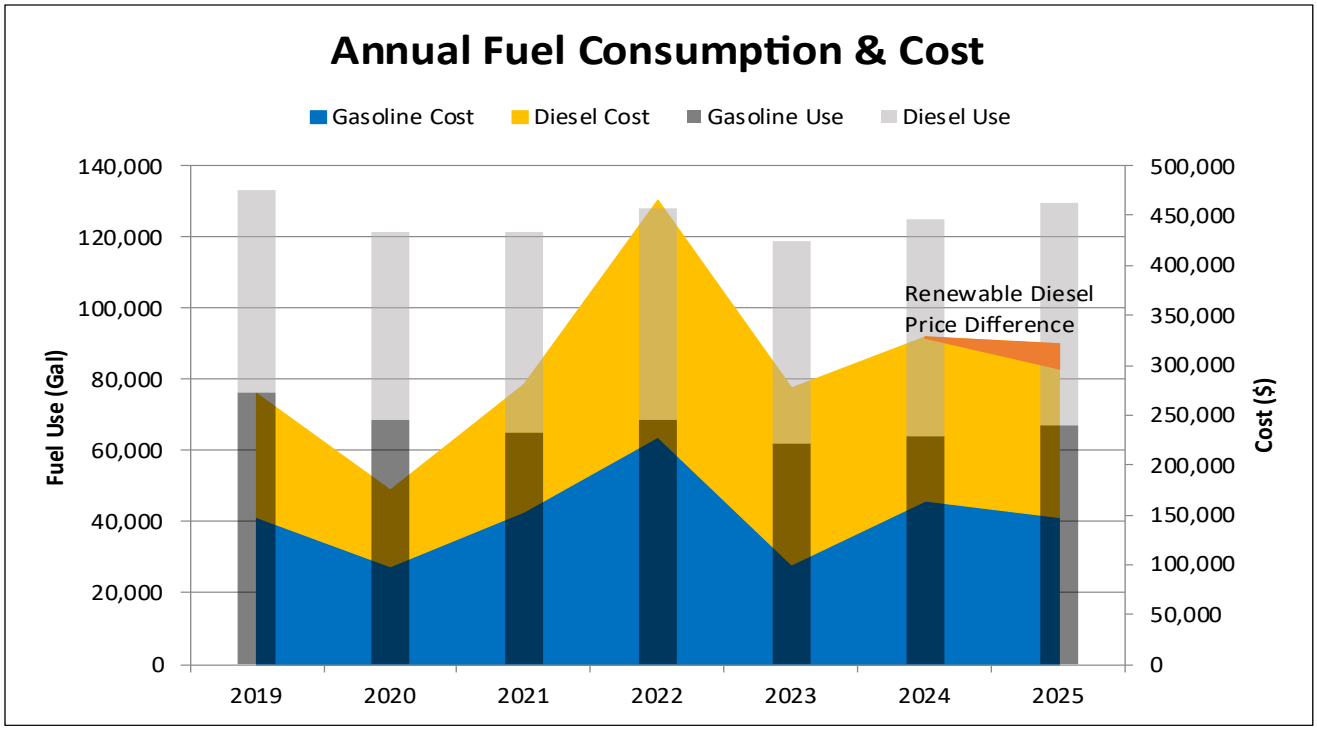

Figure 5. Kingston's annual fuel consumption and cost.

From 2019 to 2025, municipal fuel use stayed relatively steady, but fuel costs fluctuated sharply (Figure 5). Combined gasoline and diesel use remained in the ~120,000–135,000 gallon range annually over this time. This is an important observation because it suggests that efforts thus far to green the City's fleet are having a

negligible effect on fuel use. Fuel expenditures, have seen significant fluctuation (>170%) from a low of $175,000 in 2020 to a high of $475,000 in 2022.

Fuel expenditures in 2025 remained consistent with 2024 despite a switch to more expensive renewable diesel (Figure 5). Renewable diesel increased fuel costs by ~$24,000 in 2025. This difference amounts to a 16% increase in annual fuel costs in 2025 which is negligible when compared to fuel price volatility from 2019 to 2025.

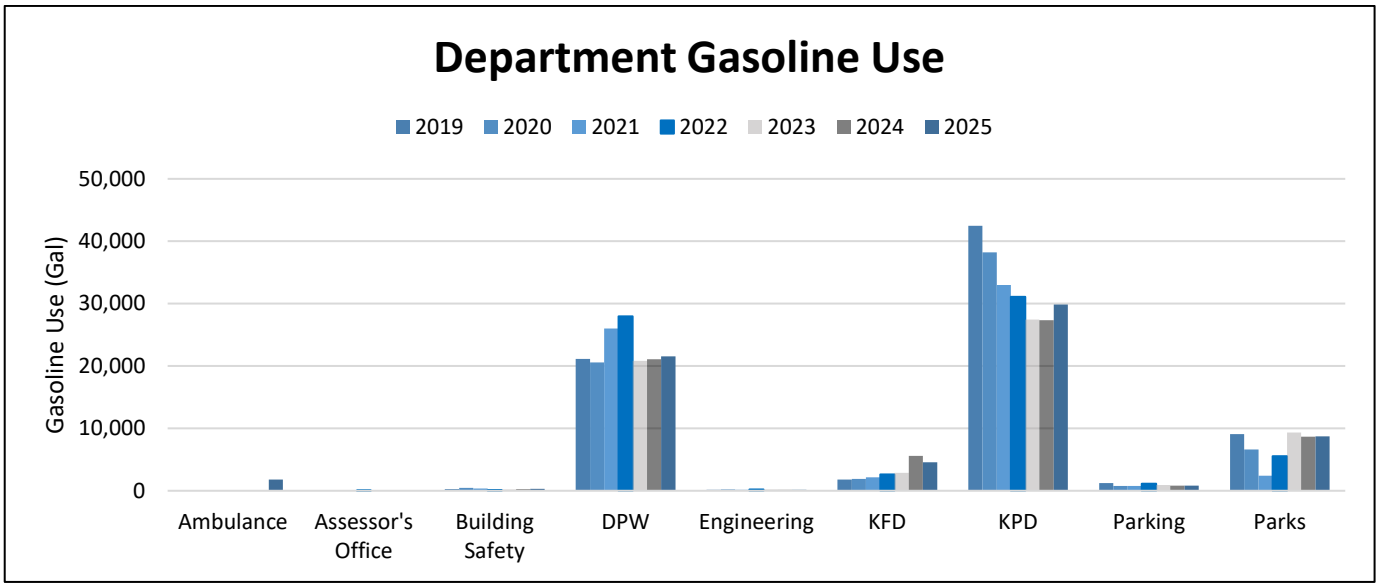

Figure 6. Annual gasoline consumption by department

Between 2019 and 2025, gasoline use across departments was led by the KPD and DPW with smaller but significant contributions from Parks and the KFD (Figure 6). KPD began at over 40,000 gallons in 2019 and steadily decreased to 30,000 gallons by 2025. Gasoline use by DPW remained more stable, ranging between 20,000 and 30,000 gallons annually, with a peak in use in 2022. Parks shows an inverse trend to DPW, with steady use just below 10,000 gallons for 2019 and 2023-25, and a significant decrease in use in 2020-22. KFD saw a steady increase in gasoline use over the study period. Other departments used relatively little gasoline.

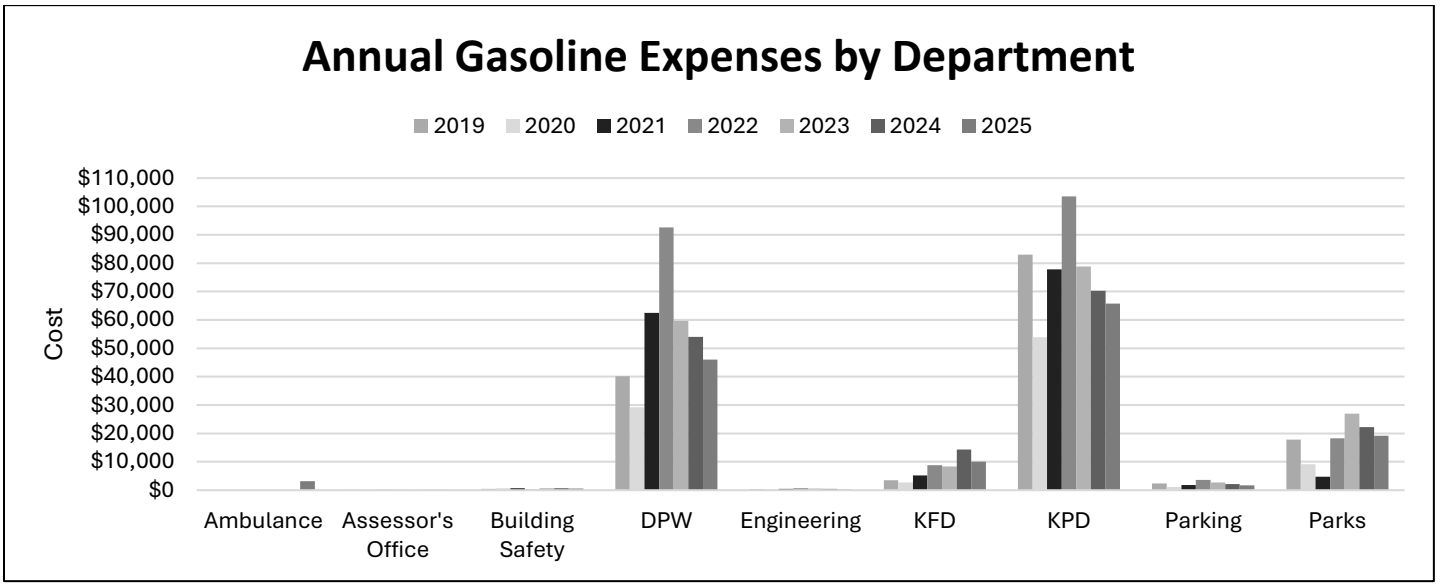

Figure 7. Annual gasoline expenses by department.

From 2019 to 2025, gasoline expenses in the City of Kingston were driven primarily by the KPD and DPW, with Parks and KFD accounting for smaller but notable shares (Figure 7). KPD consistently recorded the highest gasoline expenses, peaking at over $100,000 in 2022 before falling back to under $70,000 in 2025. DPW followed a similar pattern, with costs climbing to more than $90,000 in 2022 before declining to just under $50,000 in 2025. Parks experienced noticeable fluctuations, with expenses rising sharply in 2022 and 2024 compared to earlier years, while KFD's expenses grew gradually but remained below $15,000 annually. Smaller departments had minimal gasoline expenses throughout the period. Overall, gasoline expenses mirrored fuel price volatility (Figure 6), spiking in 2022 and then decreasing, even though actual fuel consumption has only changed modestly.

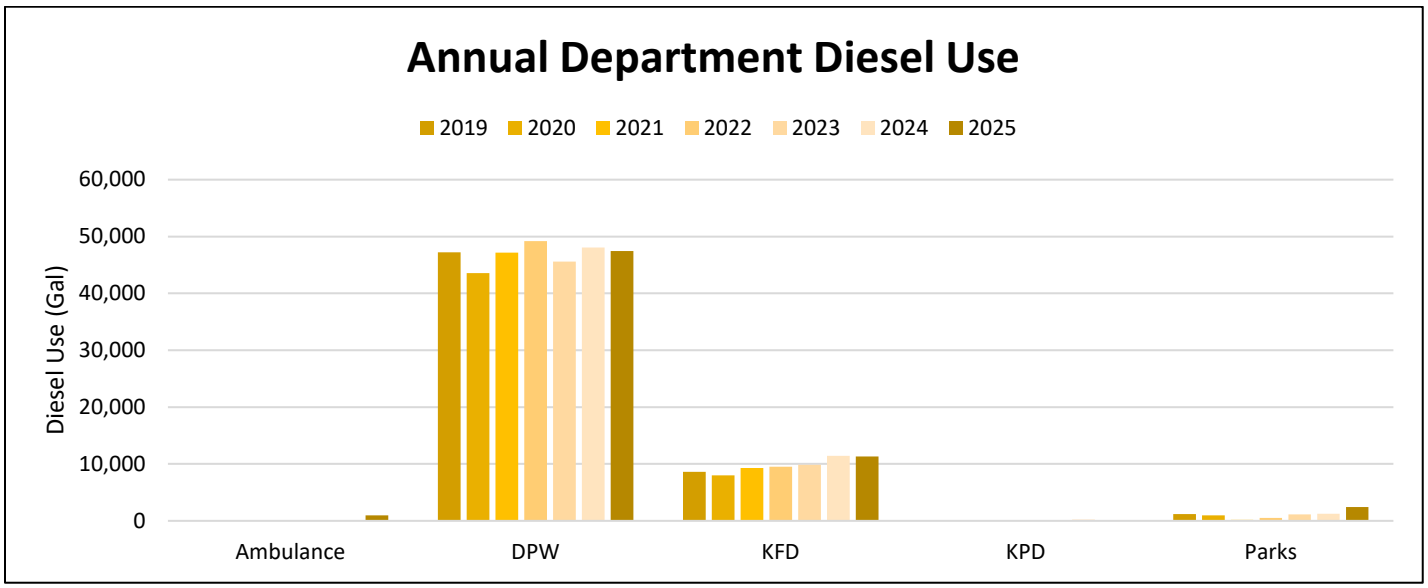

Figure 8. Annual diesel consumption by department.

Between 2019 and 2025, diesel use was concentrated almost entirely in the DPW and KFD, with minimal contributions from Parks and Ambulance (Figure 8). DPW was by far the largest user, consuming between 45,000 and 50,000 gallons annually, with only slight year-to-year fluctuations. KFD followed at a much smaller scale, using about 9,000 to 12,000 gallons per year, showing a slight upward trend from 2019-2025. Parks and Ambulance consumed very little diesel, staying close to 1,000 gallons annually.

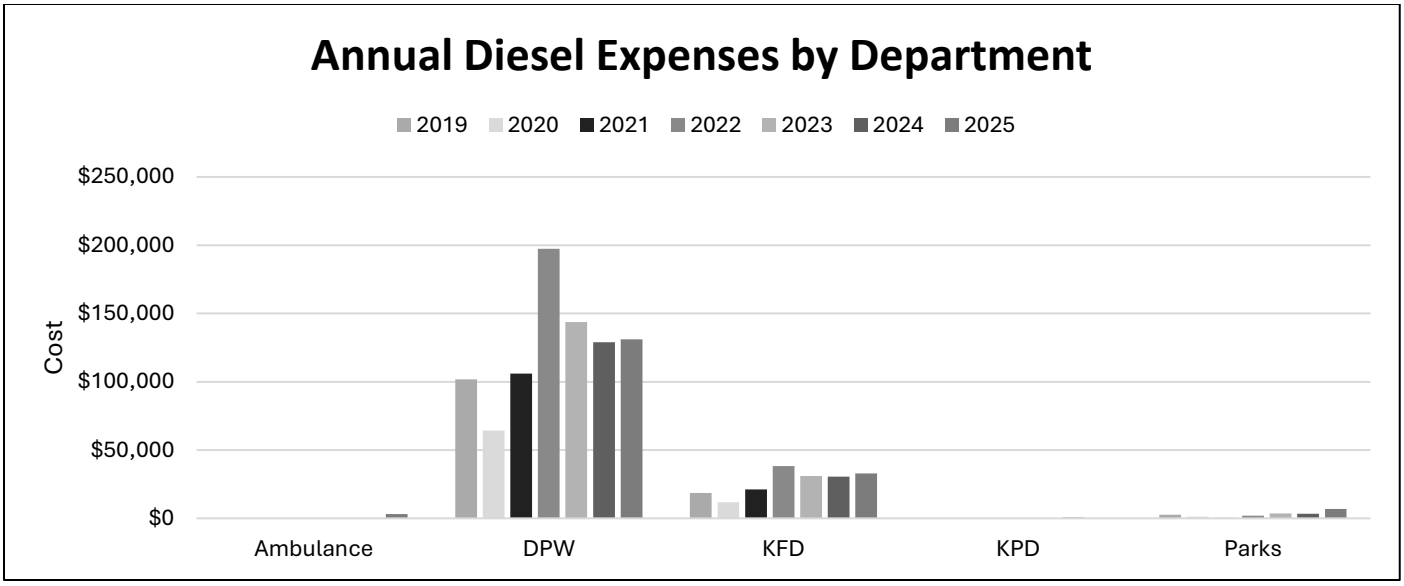

Figure 9. Annual diesel expenses by department

From 2019 to 2025, diesel expenses were dominated by the DPW, with the KFD making up a smaller but consistent share and Parks and Ambulance contributing minimally (Figure 9). DPW's diesel expenses fluctuated sharply, ranging from about $60,000 in 2020 to a peak of nearly $200,000 in 2022 before declining to around $130,000 by 2025. KFD's diesel expenses have increased from nearly $15,000 in 2019 to around $35,000 in 2025, reflecting rising prices and higher fuel use. Parks and Recreation recorded only very small diesel expenses throughout the period, staying well under $5,000 per year. Overall, DPW purchased the most diesel, and the 2022 spike highlights how fuel price volatility, rather than changes in consumption, was the primary factor shaping departmental diesel costs.

The 2025 renewable diesel pilot increased annual diesel expenses by ~$24,000. This increase was much smaller than the fluctuations associated with fuel price volatility over previous years and therefore is not readily apparent in the figure.

Fleet Fuel Economy

Of the 203 vehicles in Kingston's fleet, 186 use fossil fuel. Of these, 175 are ICE vehicles and 11 are PHEV. User issues with City's fuel tracking system meant fuel economy could only be calculated for 106 vehicles. Many of these vehicles were operated by DPW, which tend to be heavier duty and have lower fuel efficiency than vehicles from other departments, meaning fleet-wide averages likely understate the efficiency of the broader fleet.

Average fuel economy for ICE vehicles in Kingston's fleet was 6 ± 4 mpg. PHEV vehicles recorded a substantially higher average of 49 ± 46 mpg. However, the wide standard deviation in PHEV fuel economy reflects variation in how frequently individual drivers utilize electric versus combustion modes, with many of the PHEVs recording fuel efficiency akin to conventional ICE vehicles. The updated FuelMasterPlus coding system introduced at the end of 2025 should enable more complete and reliable fuel economy analysis in future reporting years.

Fleet Greenhouse Gas Emissions

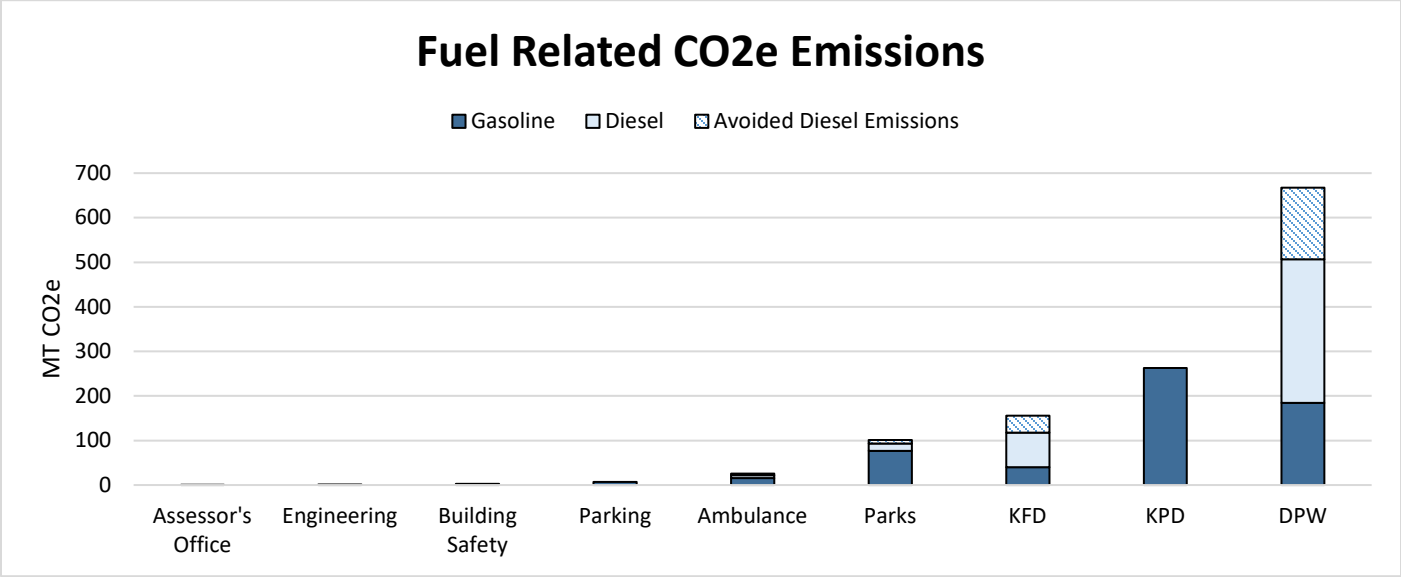

Figure 10. Fuel related CO2e emissions per department

In 2025, the Kingston fleet produced ~1000 MT of fuel-related CO2e emissions and avoided 210 MT of emissions thanks to purchasing renewable diesel. Emissions were concentrated in KPD and DPW, the two largest consumers of vehicle fuel. DPW had the highest total emissions (~500 MT CO2e), with ~160 MT CO2e emissions avoided because of the switch to renewable diesel. KPD's emissions were driven entirely by gasoline (~263 MT CO2e), with no diesel use in 2025. KFD shows a similar pattern to DPW albeit on a smaller scale, with avoided diesel emissions offsetting a portion of its total. Parks recorded moderate gasoline-dominant emissions (~80 MT CO2e). Ambulance and Parking contributed minimally, and the Assessor's Office, Engineering, and Building Safety recorded negligible emissions.

Conclusion

The data from this report provides the City of Kingston with the information necessary to increase operational efficiency, effectively use taxpayer resources, and inform further energy conservation policy and program development. The City of Kingston continues to set progressive targets including the expansion of Green Vehicles and use of alternative fuels within City government.

For more information on these and other sustainability initiatives in the City of Kingston please visit: https://www.kingston-ny.gov/Sustainability.