

# DEUSA Fleet Success Stories: Westport Police Department



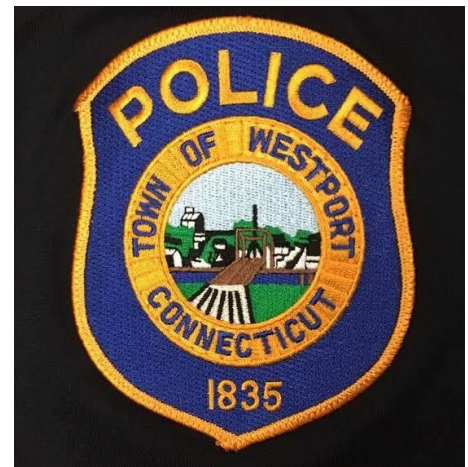
Location: Westport, Connecticut

Fleet type: Light-duty electric and plug-in hybrid vehicles

**Narrative:** Clean Transportation Coalition – Western Connecticut first engaged with the Town of Westport in 2021 through its Municipal EV Readiness Toolkit. Recognizing Westport's leadership in police fleet electrification, the coalition invited the police department to participate in the initiative and share its experience with other police departments. As the Westport Police Department emerged as one of Connecticut's earliest adopters of electric patrol vehicles, the coalition continued to highlight the department's leadership by inviting then-Chief Foti Koskinas and Officer Sampson to serve as featured speakers during a 2022 national police fleet electrification webinar, where they shared their real-world experience with law enforcement agencies from across the country. Westport has also participated in the coalition's Annual Fleet and EV Readiness Awards and Recognition Events and has continued to support the coalition's outreach efforts by sharing fleet information and serving as a peer resource for municipalities exploring fleet electrification.



In December 2019, the Westport Police Department purchased a 2020 Tesla Model 3 and deployed it into active patrol service in February 2020, becoming one of the first police agencies in the United States to put a fully electric vehicle into regular patrol use. Police Chief Foti Koskinas led the pilot, drawn to the Tesla's performance, five-star crash ratings, and the potential to cut fuel and maintenance costs across the department's fleet. Building on earlier experience with plug-in hybrids in parking enforcement, Westport expanded its electric and hybrid fleet steadily over the following years. By 2023, the department operated a diverse mix of EVs and plug-in hybrids spanning patrol, parking enforcement, traffic, and parks operations. An EV Club of Connecticut financial analysis found that the original Tesla Model 3 was projected to save approximately \$50,000 over four years compared with a conventional gasoline-powered Ford Explorer, and the department's experience has since become a frequently cited reference point in national conversations about electric vehicles in law enforcement.



## At a Glance

- ✓ First EV Deployment: Tesla Model 3, December 2019 purchase / February 2020 patrol service
- ✓ 2023 Fleet Composition: Two Tesla patrol vehicles (Model 3 and Model Y), Toyota Prius Prime PHEV, BMW i3 BEV, Honda Clarity PHEV, Ford Interceptor Hybrid SUV, Zero Motorcycles electric motorcycle, electric all-terrain utility vehicle
- ✓ Key Recognition: Connecticut Southwestern Area Clean Cities Coalition Municipal Readiness Award
- ✓ Key Champion: Police Chief Foti Koskinas (currently serving as Police Chief of Easton)
- ✓ Charging Infrastructure: Level 2 chargers at Metro-North parking facilities and municipal locations
- ✓ Funding Support: Connecticut CHEAPR rebate program



*Tesla Model Y.*

**America's Early Mover in Police EV Adoption:** Westport's decision to deploy a Tesla Model 3 into active patrol service placed the department at the forefront of a national conversation that, in 2020, was still mostly theoretical. Rather than limiting electric vehicles to administrative or low-speed roles, the department put the Tesla directly into patrol duty — fully outfitted with emergency lighting, sirens, computers, and a weapon rack — and let it perform alongside the rest of the fleet under real operational conditions.

That decision mattered because it generated genuine evidence rather than speculation. As the pilot succeeded, Westport scaled deliberately, adding vehicles suited to specific roles rather than pursuing a one-size-fits-all replacement strategy.

**Matching the Vehicle to the Mission:** By 2023, Westport's fleet reflected a deliberate, role-based deployment strategy: Tesla Model 3 and Model Y vehicles for active patrol, a Ford Interceptor Hybrid for demanding pursuit-capable duty, a Toyota Prius Prime and Honda Clarity for parking and beach patrol, a BMW i3 for lighter-duty use, a Zero Motorcycles electric motorcycle for traffic enforcement, and an electric all-terrain

utility vehicle for parks and shoreline operations. This diversified approach reduced operational risk while maximizing the practical benefits of electrification across very different policing functions.



*Tesla Model 3.*

**The Financial Case, Documented:** Westport's program stands out for the rigor of its supporting data. The EV Club of Connecticut's lifecycle cost analysis projected approximately \$50,000 in savings over four years for the original Tesla Model 3 compared with a gasoline-powered Ford Explorer, driven by lower fuel costs, reduced maintenance, and a longer expected service life. The department also reported that a former gasoline-powered Ford Crown Victoria used for parking and beach patrol burned eight to ten gallons of fuel per shift, while the Prius Prime completed equivalent shifts largely on battery power. The electric motorcycle achieved a reported range of up to 183 city miles and approximately 85 highway miles in early deployment.

### Impact – Key Figures

- ✓ \$50,000 — Projected four-year savings, Tesla Model 3 vs. gasoline Ford Explorer
- ✓ 8 — Vehicle types across the EV and plug-in hybrid fleet by 2023
- ✓ 2–4 years — Additional service life projected for EV patrol vehicles vs. conventional cruisers
- ✓ 183 / 85 — Reported city/highway mile range, electric motorcycle

### Outputs & Outcomes

- ✓ One of the first fully electric patrol vehicles deployed into active U.S. law enforcement service.
- ✓ A diversified, role-matched EV and plug-in hybrid fleet established across patrol, parking, traffic, and parks operations.
- ✓ Documented lifecycle cost savings validated by independent financial analysis.
- ✓ Reduced fuel consumption and mechanical downtime reported across multiple vehicle categories.
- ✓ Municipal charging infrastructure expanded at Metro-North and other public locations.
- ✓ National media attention and recognition, including a Municipal Readiness Award from the CT Southwestern Area Clean Cities Coalition.

## Best Practices & Lessons Learned

- ✓ Start with a controlled pilot before scaling fleet-wide investment.
- ✓ Match vehicle type to mission requirements rather than pursuing uniform electrification.
- ✓ Evaluate total lifecycle cost, not just upfront purchase price.
- ✓ Build charging infrastructure in parallel with fleet growth.
- ✓ Leverage state rebate programs and sustainability partnerships to offset costs.
- ✓ Collect and publish operational data continuously to validate savings and build public trust.
- ✓ Expect initial skepticism and address it directly with real-world evidence.
- ✓ Recognize that full electrification may require a mixed fleet, with some applications better suited to hybrids or specialized vehicles than full BEVs.

**Looking Ahead:** Westport's program demonstrates that meaningful fleet electrification can begin with a single vehicle and a committed champion. With years of operational data, a diversified fleet, and documented financial outcomes now in hand, the department has built a credible foundation that continues to influence how other Connecticut municipalities — and law enforcement agencies nationally — approach electric vehicle adoption. As EV technology matures and more police-rated electric models enter the market, Westport's experience offers a clear roadmap: pilot deliberately, and let the data make the case