

# DEUSA Fleet Success Stories:

## Easton Police Department



### Location / Fleet Type

Easton, Connecticut

Light-duty electric vehicles (pursuit-rated patrol fleet, plus e-bikes)



### Narrative

Since 2019, Clean Transportation Coalition - Western Connecticut (CTC-WC) has maintained an ongoing relationship with the Easton Police Department to support its exploration and adoption of electric vehicles for law enforcement. CTC-WC has invited Easton representatives to participate in police-focused EV educational events and webinars designed to connect departments with peers already operating electric patrol vehicles. In June 2022, CTC-WC engaged with then-Westport Police Chief Foti Koskinas regarding a national EV police fleet webinar featuring law enforcement leaders from across the country. After Chief Koskinas became Chief of Easton Police Department, CTC-WC continued its relationship with Easton as the department advanced its fleet electrification efforts. In June 2026, Chief Koskinas, accompanied by members of the Easton Police Department, participated in the Coalition's Annual Fleet Awards and Recognition Event, where he shared Easton's experience deploying electric patrol vehicles and charging infrastructure with municipal and police fleet representatives from across the Coalition. CTC-WC continues to maintain an ongoing relationship with the department, supporting peer learning, knowledge sharing, and future fleet electrification opportunities.



In August 2025, the Easton Board of Selectmen authorized the Easton Police Department to purchase its first pursuit-rated electric patrol vehicle: a Chevrolet Blazer EV PPV, fully outfitted with police equipment and integrated into the department's active patrol fleet. Since then, Easton has expanded to two pursuit-rated Blazer EV PPVs — fully doubling its electric patrol capacity — and has installed a dedicated EV charging station directly at the Police Department, giving officers reliable, on-site charging fully integrated into daily fleet operations.

For a rural/suburban Fairfield County town of approximately 7,600 residents, this represents more than a vehicle purchase. It reflects Easton's broader commitment to cleaner municipal operations, practical innovation, and long-term fiscal responsibility. The department has also deployed rechargeable e-bikes, giving officers a zero-emission option for navigating Easton's hilly terrain more efficiently than traditional mountain bikes.

The initiative was championed by Police Chief Foti Koskinas, supported by the Easton Energy and

Environment Task Force. Chief Koskinas brought direct experience from nearby Westport, Connecticut, where he previously helped pioneer one of the state's earliest and most successful law enforcement EV programs.



Chief Foti Koskinas, Easton Police; Eric Sandstrom, Managing Partner of Maritime Chevrolet

AT A GLANCE

|                         |                                                                                                                                        |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Location                | Easton, Connecticut                                                                                                                    |
| Fleet Type              | Light-duty electric vehicles, pursuit-rated, plus e-bikes                                                                              |
| EV Patrol Vehicles      | 2 × Chevrolet Blazer EV PPV, fully outfitted for active patrol                                                                         |
| Additional Alt. Fuel    | Rechargeable e-bikes for hilly terrain patrol                                                                                          |
| Department Type         | Municipal law enforcement                                                                                                              |
| Community Profile       | Rural/suburban town, approximately 7,600 residents, Fairfield County                                                                   |
| EV Purchase Approved    | August 2025, Easton Board of Selectmen                                                                                                 |
| Charging Infrastructure | Level 2 station fully integrated at Police Department; Level 2 stations at Library and Police Station parking lot (state-grant funded) |
| Key Champion            | Police Chief Foti Koskinas, supported by Energy and Environment Task Force                                                             |

A Small-Town Police Department Moves to Electric Patrol

Easton's adoption of two pursuit-rated Blazer EV PPVs places the department firmly at the leading edge of municipal EV deployment in Connecticut. Rather than limiting EV use to administrative or low-speed functions, Easton selected pursuit-rated vehicles designed for active patrol service — and committed to two of them.

That distinction matters. Having two Blazer EV PPVs in active rotation means electrification is embedded in daily operations, not a single-vehicle experiment. For similarly sized communities evaluating clean transportation options, Easton's approach offers a clear model: start with vehicles that can perform the job, build dedicated on-site charging into department operations from the outset, and scale early rather than cautiously.

### **Integrated Charging: Built into the Department**

One of the most operationally significant developments in Easton's EV program is the installation of a dedicated EV charging station directly at the Police Department. This is not a shared or publicly accessible station — it is fleet infrastructure, purpose-built to support the department's electric patrol vehicles as part of daily operations.

Having on-site, department-integrated charging eliminates one of the most common operational concerns about police EV deployment: charging logistics during active shifts. Officers can charge during administrative time, between shifts, or overnight, ensuring both Blazer EV PPVs are ready for patrol without range anxiety or competition for public charging resources. Combined with the publicly accessible Level 2 stations in the Library and Police Station parking lot — funded through state grants — Easton now has a layered, resilient charging infrastructure that fully supports its electric fleet.

### **Leadership and Community Collaboration**

The transition to electric patrol was shaped by deliberate leadership and cross-departmental collaboration. Chief Koskinas brought firsthand experience from Westport's law enforcement EV program, helping Easton understand operational realities, charging logistics, and officer training needs before making the initial purchase — and before scaling to two vehicles.

The Easton Energy and Environment Task Force also played a supporting role by advising on renewable energy and EV integration in municipal operations. The Easton Board of Selectmen approved the initial purchase in August 2025 and waived the standard RFP provision to allow direct procurement, expediting the process while reflecting institutional confidence in the initiative. That same confidence has since enabled the department to expand to a two-vehicle electric patrol fleet with integrated charging infrastructure.

Beyond the patrol cruisers, Easton's rechargeable e-bikes demonstrate a multi-modal approach to clean fleet operations. In a hilly rural/suburban community, smaller electric mobility tools complement the full-size patrol vehicles while reducing emissions across different types of police work.

## The Vehicles: 2 × Chevrolet Blazer EV PPV, Pursuit-Rated

Easton has selected the Chevrolet Blazer EV PPV as both of its pursuit-rated electric patrol vehicles. Each is fully outfitted with police equipment and integrated into active patrol duty.

|                            |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|
| <b>Drivetrain</b>          | Two-motor, performance all-wheel drive system                                     |
| <b>Police seating</b>      | Police-specific front seats designed to accommodate duty belts and gear           |
| <b>Braking</b>             | High-performance Brembo front brakes                                              |
| <b>Displays</b>            | Standard 11-inch Driver Information Center and 17.7-inch infotainment display     |
| <b>Emergency equipment</b> | Whelen ION light heads and full emergency lighting/siren wiring                   |
| <b>Battery warranty</b>    | 8-year / 100,000-mile battery warranty                                            |
| <b>Fleet support</b>       | OnStar Fleet Basics hardware for real-time vehicle insights and emergency support |

## Why Electric Vehicles Make Sense for Easton

- **Fueling costs:** EVs cost significantly less per mile to operate than gasoline-powered patrol vehicles, with potential fuel-related savings compounded across two vehicles in active rotation.
- **Maintenance:** The EV platform eliminates oil changes, reduces brake wear through regenerative braking, and removes many common engine-related maintenance needs.
- **Terrain and patrol flexibility:** Rechargeable e-bikes give officers a nimble, zero-emission option for Easton's hilly terrain.
- **Operational readiness:** Integrated department charging ensures both vehicles are ready for patrol without dependence on public charging infrastructure.
- **Community visibility:** Two electric police cruisers are a highly visible municipal commitment to clean transportation — twice the statement.
- **Climate alignment:** Fleet electrification supports Connecticut's broader emissions-reduction and clean transportation goals.

## EV Infrastructure and Charging Availability

Easton's EV patrol program is supported by a layered charging network:

- **Police Department charging station (integrated):** A dedicated Level 2 EV charger installed directly at the Police Department supports fleet operations during shifts, between assignments, and overnight — purpose-built for the department's two Blazer EV PPVs.
- **Library / Police Station parking lot (public access):** Level 2 charging stations funded through state grants provide additional publicly accessible charging capacity adjacent to the department.

The charging infrastructure was developed with support from the Easton Energy and Environment Task Force and state grant funding. The combination of dedicated fleet charging and publicly accessible stations reflects a thoughtful, layered approach to EV infrastructure that supports both municipal operations and community EV adoption.

### Impact: Key Figures

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- 2 × pursuit-rated Chevrolet Blazer EV PPVs in active patrol service
- 1 × dedicated EV charging station fully integrated at the Police Department
- ~7,600 Easton community population served
- 50–70% approximate lifecycle greenhouse gas reduction per EV replacing a gasoline patrol vehicle
- Level 2 charging available at the Police Department, Library, and Police Station parking lot

### Outputs & Outcomes

- Two pursuit-rated EVs integrated into active patrol service — not administrative or limited-duty use.
- Dedicated fleet charging station installed at the Police Department, fully integrated into daily operations.
- Lower operating costs expected: EV operation can reduce fuel-related expenses by more than 50%, compounded across two vehicles.
- Reduced maintenance burden across both EVs: no oil changes, reduced brake wear, fewer engine-related maintenance needs.
- Reduced greenhouse gas emissions: approximately 50–70% lifecycle GHG reduction per vehicle depending on regional grid mix.
- Officer and community familiarity with EV technology accelerated through active, dual-vehicle patrol deployment.
- Multi-modal clean patrol tools: rechargeable e-bikes provide a zero-emission option for Easton's hilly terrain.
- Foundation for further fleet electrification established as technology and funding opportunities continue to expand.

### Best Practices & Lessons Learned

- **Leverage internal expertise:** Chief Koskinas's prior EV experience in Westport built institutional confidence and avoided common early-adoption pitfalls.
- **Engage community stakeholders early:** The Easton Energy and Environment Task Force aligned the EV program with broader town priorities from the outset.
- **Go pursuit-rated from the start:** Selecting pursuit-rated vehicles signals full operational commitment and maximizes utility across all patrol scenarios.
- **Integrate charging at the department:** Purpose-built fleet charging eliminates logistics uncertainty and ensures vehicles are always mission-ready.
- **Scale early rather than cautiously:** Moving from one to two electric patrol vehicles quickly embeds

electrification into daily operations rather than treating it as a pilot.

- **Use direct procurement strategically:** The Board of Selectmen's RFP waiver expedited the initial purchase process.
- **Plan for a multi-modal fleet:** E-bikes complement EV patrol vehicles for terrain and scenarios where a full-size cruiser is not optimal.
- **Connect fleet decisions to public visibility:** Police EVs are among the most visible municipal assets — two is twice the demonstration of commitment.

## Looking Ahead

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With two pursuit-rated Blazer EV PPVs in active service and a dedicated charging station fully integrated into department operations, the Easton Police Department has moved well beyond a pilot program. Easton has built a genuine electric patrol fleet — small in scale, but complete in commitment.

As EV technology continues to mature, charging infrastructure expands, and additional state and federal funding opportunities emerge, Easton is exceptionally well-positioned to continue growing its electric fleet. Its story shows how meaningful, lasting change can begin with one experienced champion, one committed community — and the institutional confidence to move from one vehicle to two.







