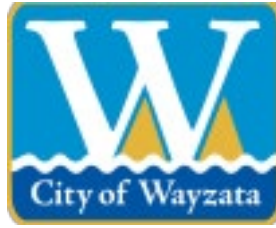


ENERGY AND ENVIRONMENT COMMITTEE

Tuesday, September 22, 2026 5:30 PM – 7:00 PM

**Wayzata City Hall
600 Rice Street East
Wayzata, MN 55391**

1. Roll Call
2. Approve Agenda
3. Approve August 25, 2026 Meeting Minutes
4. City Council Electric Vehicle Workshop
5. Dark Sky Initiatives Review
6. [Sustainability Champion Award Update](#)
7. 2027 Calendar Review
8. Next Meeting – Tuesday, October 27
9. Adjournment



ENERGY AND ENVIRONMENT COMMITTEE
Meeting Minutes
Tuesday, August 25, 5:30 PM – 7:00 PM

1. Roll Call

Committee Attendees: Chair Lauren Lindelof, Cam Bentrrott, and David Ferri.

Wayzata City Staff Member: Nick Kieser, Parks and Environment Planner.

2. Approve Agenda

Motion to approve the agenda by Ferri, seconded by Bentrrott. Motion passed unanimously.

3. Approve July 7, 2026 Meeting Minutes

Motion to approve the July 7, 2026 meeting minutes as written by Lindelof, seconded by Ferri. Motion passed unanimously.

4. All-Electric Event Review

The Committee reviewed the July 18 All-Electric Event and discussed attendance and overall participation. Staff estimated that approximately 20 people attended the presentation, which was lower than anticipated. The Committee noted that the event was held on a particularly hot summer day, which may have affected attendance.

The Committee discussed potential changes for future events, including holding the event during the spring or fall when weather may be more favorable and families may have more availability. Members also discussed whether a more focused educational format, such as a presentation or panel discussion, may be more effective than a larger event requiring multiple vendors and exhibitors.

The Committee discussed potential topics for future educational events, including heat pumps, home energy efficiency, geothermal systems, solar energy, and other emerging energy technologies. Members also discussed partnering with community organizations and other groups to expand outreach and participation.

The Committee agreed that hosting a more focused educational presentation or panel during the winter may be a good option for the next event and will continue discussing potential topics and partners.

5. City Council Dark Sky Workshop Review

Staff and the Committee discussed the City Council workshop regarding the City's Dark Sky initiative and potential next steps. The Committee's primary takeaways were to pursue potential Dark Sky lighting requirements for new development and redevelopment and to develop a City lighting purchasing policy that would require staff to consider Dark Sky-compliant lighting when undertaking future lighting projects.

The Committee discussed taking an incremental approach to transitioning existing City lighting to Dark Sky-compliant fixtures. Rather than replacing functioning fixtures solely for the purpose of transitioning to Dark Sky lighting, the Committee supported evaluating Dark Sky-compliant options when existing lighting reaches the end of its useful life or when a lighting project is otherwise planned.

The Committee identified City Hall and the municipal parking area as potential opportunities for future lighting improvements. Staff noted that these projects may provide an opportunity to evaluate Dark Sky-compliant lighting as part of planned improvements.

The Committee also discussed developing a lighting purchasing policy that would direct staff to evaluate Dark Sky-compliant options and associated costs as part of future lighting projects. Staff will research examples from other communities and develop a draft policy for Committee review, with the goal of potentially forwarding a recommendation to the City Council.

The Committee discussed potential zoning code amendments related to Dark Sky lighting for new development and redevelopment. Staff will review the Minnesota Dark Sky lighting model code provided by Todd Burlet and consider incorporating it into a future Committee agenda for discussion. The Committee discussed the potential benefits of including exterior residential lighting standards in addition to commercial and other development standards.

Staff noted that zoning code amendments would require review by the Planning Commission before consideration by the City Council and would involve a longer approval process than a City policy. The Committee agreed that the Dark Sky policy and code amendments should continue moving forward, with the policy potentially being completed on a shorter timeline and the code amendment process taking additional time.

6. Next Meeting – Tuesday, September 22

The next meeting is scheduled for Tuesday, September 22, 2026.

7. Adjournment

Motion to adjourn by Ferri, seconded by Bentrott. Motion passed unanimously.

[MUNICIPALITY], MINNESOTA RESPONSIBLE OUTDOOR LIGHTING ORDINANCE (ROLO)

Ordinance No. _____ Adopted: _____ Effective: _____

DRAFT FOR ADVISORY GROUP REVIEW

Prepared for circulation by Starry Skies North · starryskiesnorth.org

Structured on the DarkSky International 2026 U.S. Municipal Code for Outdoor Lighting (v1.1), with Minnesota-specific, more-restrictive provisions.

HOW TO READ THIS DRAFT

This ordinance follows the section structure of the DarkSky International 2026 U.S. Municipal Code so it remains eligible for DarkSky review and recognition. Where a Minnesota provision is more protective than the national baseline, that choice is deliberate and noted — nothing here is less protective than the DarkSky Code. Bracketed [items] are blanks for the adopting jurisdiction. Italicized-defined terms appear in Section 4. Two tiers organize the color and sensitivity requirements: the Standard Tier is the universal baseline; the Exceptional Tier applies in every Area of Environmental Sensitivity (Section 2.4).

CONTENTS

(In Word: right-click the contents and choose “Update Field” to populate page numbers.)

PREFACE

Authority

On behalf of [Municipality], this outdoor lighting ordinance is enacted under the zoning and police-power authority of Minnesota Statutes chapter 462 (cities) or chapter 394 (counties), and all other applicable authority. Minnesota Statutes § 16B.328, the Minnesota B3 Guidelines, the MPCA GreenStep Cities program, the Audubon Lights Out program, and the standards of DarkSky International, the IES, and the RASC are relied upon as supporting reference, not as the enabling authority.

Purpose

This ordinance protects the health and welfare of residents of [Municipality], enhances its character and quality of life, prevents poorly installed outdoor lighting and lighting conflicts between neighbors, reduces sky glow, and preserves the naturally dark night sky for residents, visitors, wildlife, and the environment. The Five Principles for Responsible Outdoor Lighting guide its decisions. Specifically:

- Misdirected or excessively bright artificial light at night (ALAN) reduces human visual performance and safety;
- Unnecessary, excessive, and misdirected ALAN causes light pollution and wastes energy and taxpayer money;
- Sky glow is increasing at roughly 10% per year, rendering the night sky orders of magnitude brighter than its natural background; and
- ALAN adversely affects Minnesota's lakes, rivers, birds, pollinators, aquatic life, nocturnal ecosystems, vegetation, and, in certain circumstances, human health.

The Two Tiers and Lighting Zones

Standard Tier — regional sky-glow baseline. Applies to all property in [Municipality]. Sky glow is regional and cumulative, so the baseline is universal: warm light no cooler than 2200K, Zero Uplight, height-based shielding, and the light-level, trespass, and control standards of Section 2.

Exceptional Tier — localized environmental-impact standard. Applies within every Area of Environmental Sensitivity (Section 2.4) and any district a jurisdiction assigns to it. It keeps every Standard-Tier requirement and requires PC-Amber light, the tighter trespass reach of Section 2.1(D), and the lowest lighting zone.

Additional zones. A jurisdiction is welcome to add districts of its own — for example an industrial, downtown, port, or waterfront district — provided none is less protective than the Standard Tier. Added light for a specific use comes through the applicable lighting standard and the compliance process, not by lowering the baseline.

[Optional, recommended for DarkSky recognition: assign Lighting Zones to all property using ANSI/IES RP-43-25 and Appendix B. For Minnesota, the Exceptional Tier corresponds to the lowest lighting zone (Lz0), and the Standard Tier to Lz1 as the default.]

1. APPLICABILITY, EXEMPTIONS, AND PROHIBITIONS

1.1 Applicability

This ordinance applies to all outdoor lighting installed, altered, or replaced within [Municipality] — including newly permitted development, remodels, and construction involving homes, roadways, public right-of-way, buildings, facilities, landscape features, parking lots, hardscape, non-habitable structures, signage, and monuments. It is administered chiefly through development and building-permit review. For

an individual existing dwelling, the operative requirements are the simple ones — shielding and aiming (1.1/2.1(C)) and light color (2.1(F)); lumen and light-level calculations apply at permit review, not to individual homeowners.

1.2 Existing (Nonconforming) Lighting

Outdoor lighting lawfully installed before enactment and not meeting this code is legal, repairable, and nonconforming. It may continue to be used and maintained until: (a) the [code official] determines it constitutes a nuisance or hazard to public safety; or (b) the property is re-zoned or converted to a new land use, at which time all outdoor lighting must comply before the new use commences. Lamp-for-lamp replacement of the same color and output is permitted maintenance; any change of color temperature, or any increase in output greater than 10 percent, triggers compliance for that luminaire (following the Bloomington nonconforming approach). [Optional backstop: a jurisdiction may require all nonconforming lighting to comply within [] years of enactment ([] years in an Area of Environmental Sensitivity); delete if not used.]

1.3 Exemptions

- Lawful — lighting mandated by an authority of broader jurisdiction: FAA and U.S. Coast Guard navigational lighting; conflicting building-code or MnDOT illumination requirements; and OSHA worker-safety lighting.
- Safety — lighting the [code official] finds justified by extenuating public-safety circumstances, and temporary lighting used by authorized first responders during emergencies.
- Temporary — permitted lighting for special events, not to operate longer than [14] consecutive days, that still meets the legality, trespass, and control requirements of Section 2.1.
- Seasonal — seasonal lighting used from [date] to [date] (or regulated under Section 2.5).

1.4 Prohibitions

- ALAN must not interfere with the safe movement of motor vehicles: lighting that distracts or disables a driver, or resembles or imitates traffic or railroad signals, is prohibited. Beacons and searchlights are prohibited except for emergency use by authorized first responders.
- Red and red-spectrum light (peak above 620 nm) is prohibited as a private outdoor lighting source — it is a reserved navigation color under federal and state law (33 CFR §§ 62.45, 83.21, 118.65; COLREGS Rule 21). Required Aids to Navigation and emergency-vehicle lighting are exempt under 1.3.

2. REQUIREMENTS

2.1 General

(A) Legality. All outdoor luminaires and installations shall comply with federal and state law, county and municipal codes, applicable energy and building codes, and product-safety labeling, and are subject to permit and inspection.

(B) Light Level. Lighting installed for an outdoor use shall not exceed 25 percent more than the light level allowed by the applicable ANSI/IES (or other nationally recognized) lighting standard as published by [date] — for example RP-8 (roadways and parking), RP-43 (pedestrian), RP-7 (industrial), RP-2 (retail). This is stricter than the DarkSky Code's 50-percent baseline. Exception: non-residential lighting where no single luminaire exceeds 3,000 lumens of total output.

(C) Distribution — Uplight and High-Angle Emission. All luminaires shall be Zero Uplight (U0). The required cutoff may be met by luminaire optics or lenses; a physical shield is not required. Shielding is height-based:

- **≤ 10 ft.** Luminaires mounted 10 feet or less above grade shall emit no light at or above the horizontal plane (90 degrees from nadir).
- **> 10 ft.** Luminaires mounted more than 10 feet above grade shall emit no more than a trace of light above 75 degrees from nadir — cutting off the upper 15 degrees below horizontal as well as all uplight. Near-horizontal light from taller fixtures travels far, is readily refracted, and adds disproportionately to sky glow. This is stricter than the DarkSky Code's 80-degree limit, consistent with DarkSky's own near-horizontal-light findings.
- **Exceptions.** Limited exceptions (each still Zero Uplight): festoon string lighting where no lamp exceeds 50 lumens and density is ≤ 25 lumens per foot; and shielded, aimed facade lighting contained to the architectural target.

(D) Light Trespass. Measured vertically 1.5 m (5 ft) above grade at the property line, aimed toward the source:

- **Sensitive / wilderness.** Luminaire lamp sources shall not be visible from, and trespass shall not exceed 0.1 lux onto, any federal or state wilderness, natural area, Area of Environmental Sensitivity, or area designated for environmental protection.
- **Waters / residential.** Trespass onto Waters of the United States and onto residential property shall not exceed 0.1 footcandle (approximately 1 lux) — stricter than the DarkSky Code's 3-lux residential limit. Where the abutting property is an Area of Environmental Sensitivity, the stricter sensitive-area limit above applies (lamp not visible, trespass ≤ 0.1 lux).
- **Right-of-way.** Trespass onto public right-of-way shall not exceed 5 lux.

(E) Controls and Curfew. During Nighttime Curfew (Section 4): non-essential outdoor lighting — landscape, decorative, and after-hours sign and facade lighting — shall be extinguished or dimmed by at least 50 percent; lighting shall also dim or extinguish as any adopted energy code prescribes; and motion-activated luminaires shall return to their prior state within [5] minutes. Under the Exceptional Tier, all outdoor lighting (not only non-essential) shall be reduced to no more than 20 percent or extinguished during the curfew; under the Standard Tier this broader reduction is recommended. Migration-season Lights Out (Section 2.5) is required under both tiers.

(F) Spectrum (Color). Standard Tier: the maximum correlated color temperature (CCT) for any white-light source is 2200K — stricter than the DarkSky Code's 3000K baseline. Exceptional Tier and every Area of Environmental Sensitivity: phosphor-converted amber (PC-Amber) is required for general lighting. Narrow-band (DE-)amber is permitted but not required. Non-white decorative sources are permitted only for limited facade, landscape, or entertainment effect, and never in an Area of Environmental Sensitivity. Public-safety exceptions require cited documentation. [If a jurisdiction encounters pushback, a 2700K Standard-Tier ceiling is an acceptable fallback, though 2200K is recommended.]

(G) Interior Spill and Canopy Lighting. Canopy lighting — including fuel-station, drive-through, ATM, and parking-canopy lighting — shall be fully recessed or shielded and shall meet all requirements of this Section (required). Reducing interior light that spills outdoors through windows and skylights after operating hours — by automatic shutoff, occupancy sensors, shades, or glazing treatment — is recommended (the Bloomington and Farmington, Minnesota ordinances address this).

2.2 Residential

These requirements supplement Section 2.1 for residential properties. No luminaire shall exceed 1,000 lumens of total output. Adjustable flood luminaires mounted to roofed structures shall be controlled by

motion detection. The installed lumen allowance shall not exceed 11,800 lumens per acre of lot area (the DarkSky default), reduced to the Lz0 allowance of 5,600 lumens per acre within an Area of Environmental Sensitivity, where PC-Amber is also required. An individual dwelling documents compliance by the Schedule Method (Section 3) and is not required to perform a light-level calculation.

2.3 Sports and Recreational Lighting

Supplemental to Section 2.1. Residential sport-court lighting shall not exceed 300 lux average (or 10 percent over ANSI/IES RP-6 Class 4) and shall be extinguished during Nighttime Curfew. For park, amateur, collegiate, professional, and entertainment facilities: at least 85 percent of luminaire lumens shall fall within 10 m (33 ft) of the play area or one pole height, whichever is greater; light level shall not exceed 10 percent over the RP-6 class of play; maximum CCT shall be the lowest practical for the sport and never exceed 3000K (stricter than the DarkSky Code's 5700K); and luminous intensity shall not exceed 10,000 candelas measured 46 m (150 ft) from the field edge at 1.5 m above grade. No facility within 500 feet of an Area of Environmental Sensitivity may be so lit.

2.4 Areas of Environmental Sensitivity (AES) and Shorelines

An Area of Environmental Sensitivity (AES) is any of the following, without regard to any shoreland or other classification: land within 300 feet of the ordinary high-water mark of any lake, river, stream, or wetland; wetlands and land within 300 feet of a wetland; public parks, natural areas, and open space; Scientific and Natural Areas, Wildlife and Aquatic Management Areas, and State and federal refuges; conservation easements and enrolled conservation lands; native plant communities identified by the Minnesota Biological Survey and designated Important Bird Areas; bluffs and steep slopes that project light widely or toward water; and any area [Municipality] designates by resolution.

[The 300-foot buffer is Minnesota's recognized shoreland distance for rivers and streams (Minn. R. 6120.2500), applied here to all Areas of Environmental Sensitivity as one simple buffer.]

The Exceptional Tier applies within every AES. In addition:

- All lighting must use PC-Amber; white-light sources are not permitted (narrow-band amber is a permitted alternative). Lighting is limited to the minimum necessary for safety; ornamental, decorative, and landscape lighting is not permitted.
- No permanent luminaire or pole may be installed within 50 feet of the ordinary high-water mark or the boundary of a designated natural area. Within that zone, only ground-level step lighting (≤ 30 lm) and motion-activated path lighting (≤ 100 lm, ≤ 18 in.) are allowed, and no luminaire may be directed toward water, wetland, or natural area.
- Dock and waterfront lighting must be PC-Amber, ≤ 70 lm per fixture (≤ 10 lm per lamp), motion-activated, mounted low, and off during Nighttime Curfew; underwater lighting is prohibited. (Derived from RASC shoreline guidance.)
- All luminaires must be Zero Uplight; bollard-style and low-mounted fixtures are strongly preferred over poles.
- New construction or major renovation within an AES, or within 1,000 feet of one, must achieve a Whole Building Threat Factor of 15 or lower on the Minnesota B3 Bird-Safe Design tool; elsewhere the limit is 45.

2.5 Seasonal Operation and Lights Out

During the spring (March 15–May 31) and fall (August 15–October 31) bird-migration periods, all non-essential outdoor lighting and all exterior building lighting shall be extinguished between midnight and dawn (“Lights Out”). Life-safety lighting and the minimum lighting for an operating use are exempt. This requirement applies under both tiers, consistent with the Audubon Lights Out program in Minnesota and Minn. Laws 2009 ch. 101 (which has applied to State of Minnesota buildings since 2009).

3. COMPLIANCE PROCESS

3.1 Application

With any building, subdivision, site-plan, or lighting-permit application, an outdoor lighting plan and a compliance statement must be submitted using either the Schedule Method (a spreadsheet of luminaire make/model/type, quantities, locations, and lumen outputs — available for renovations and residential projects) or the Calculation Method (a software-based design sealed by a licensed professional engineer or architect — available for all projects and required for sports and any AES lighting other than a one- or two-family dwelling). The plan must show luminaire locations, mounting heights, aiming, and light-level, luminous-intensity, and trespass calculations, and the PC-Amber spectral basis where amber is required.

3.2 Review, Appeals, Enforcement, and Penalty

The [administrator] or designee reviews and approves submittals and may refer an application to the [planning and zoning commission]. Appeals go to the [administrator] or designee. The [administrator] enforces this code and may grant a partial waiver of a specific requirement for up to one year on a demonstrated unreasonable hardship, balanced against the impacts of non-compliance. A violation is subject to administrative citation; violations must be corrected within [90] days of citation, and each day a violation continues thereafter is a separate offense. A private right of action for nuisance is also available. The [administrator] shall require post-installation nighttime verification for any data-center, sports, or AES approval.

4. DEFINITIONS

Term	Definition
ALAN (artificial light at night)	Light created by human technology rather than a natural process.
Area of Environmental Sensitivity (AES)	Any area defined in Section 2.4 — shorelines, wetlands, parks, natural areas, conservation lands, bird areas, and bluffs — where the Exceptional Tier and the Section 2.4 safeguards apply.
CCT (correlated color temperature)	The color appearance of white light in kelvin (K). 1800–2200K appears amber/very warm; 2700–3000K warm white; 4000K+ cool white/daylight blue.
DE-Amber (narrow-band amber)	A narrow-band amber source (peak 580–595 nm, essentially zero blue, low color rendering). Permitted but not required.
Light Level	The illuminance on a surface or luminance from a surface, compared to the value recommended by the applicable ANSI/IES lighting standard (Section 2.1(B)).
Light Trespass	Unwanted ALAN entering property without permission, measured 1.5 m (5 ft) above grade at the property line, aimed toward the source (Section 2.1(D)).
Lighting Standard	A published, dated ANSI/IES (or equivalent) recommended practice — e.g., RP-2 retail, RP-6 sports, RP-7 industrial, RP-8 roadway/parking, RP-43 pedestrian.
Lights Out	The Section 2.5 requirement that non-essential and exterior building lighting be off midnight-to-dawn during the spring and fall bird-migration periods.
Nighttime Curfew	The hours between [10] PM and sunrise (or 6 AM, whichever is earlier); for uses open later than [10] PM, curfew begins one hour after closing.
Non-essential	Lighting not directly serving security, motor-vehicle safety, or pedestrian-threat needs — e.g., landscape, decorative, after-hours signage, facade, and vacant-field lighting.

Term	Definition
PC-Amber (phosphor-converted amber)	A phosphor-converted amber source, dominant wavelength ~585–600 nm, with sharply reduced blue emission and moderate color rendering (CRI ~40–70). Required in the Exceptional Tier and every AES.
Residential	Zoning districts for low-rise (3 stories or fewer) dwellings — single-family, duplex, multi-family, condominium, townhome, mobile home; excludes vertically mixed-use districts.
Standard Tier / Exceptional Tier	The two tiers of the Preface: the Standard Tier is the universal 2200K, Zero-Uplight sky-glow baseline; the Exceptional Tier requires PC-Amber and the Section 2.4 safeguards and applies in every AES and any district a jurisdiction assigns to it.
Zero Uplight	A luminaire with no light emission at or above the horizontal plane through its lowest light-emitting part; a U0 BUG rating; or 0% upward light ratio.

APPENDIX A — MINNESOTA REFERENCES AND SUPPORTING PROGRAMS

Structural base: DarkSky International 2026 U.S. Municipal Code for Outdoor Lighting, v1.1 (Feb 20, 2026) — section structure, definitions, and compliance framework, made more restrictive for Minnesota on color (2200K / PC-Amber), shielding (75° above 10 ft; 90° at or below 10 ft), light level (25% over ANSI/IES), and trespass (0.1 fc). · Minnesota B3 Guidelines S.5 (light-pollution reduction; Bird-Safe Design / WBTF; Lights Out; property-line limits) — mandatory for state-bond-funded projects. · Audubon Lights Out Minnesota and Minn. Laws 2009 ch. 101 (seasonal migration curfew). · U.S. Fish & Wildlife Service, “Threats to Birds: Collisions (Nighttime Lighting)” — federal bird-conscious lighting guidance (warm/amber light below 2700K, no uplight, dimming, and migration Lights Out), which corroborates the color, shielding, control, and Lights Out provisions of this ordinance. · MPCA GreenStep Cities Best Practice 4 (efficient, dark-sky-compliant outdoor lighting). · RASC Canadian Guidelines for Outdoor Lighting (CGOL 2020) — freshwater-shoreline lighting (newer than the 2018 RASC preserve-application requirements). · ANSI/IES RP-8, RP-43, RP-6, RP-7, RP-2, and TM-15; RP-43-25 lighting zones. · DarkSky Approved Luminaires v3.1 and DarkSky Approved Outdoor Sports Lighting. · More-protective precedents: Flagstaff / Coconino County POLC (research-proven sky-glow reduction) and Minnesota examples including Monticello, Bloomington, Stillwater, Plymouth, and Northfield. · Minn. Stat. ch. 462 / 394 and § 16B.328.

Draft prepared for the Starry Skies North advisory group. This is a model for local adaptation; review with [Municipality]’s attorney and planning staff before adoption. Bracketed [items] must be completed by the adopting jurisdiction.

Upcoming Public Works Vehicle Replacements

2026

- Ford F-550 4x2 Chassis w/ Aerial Bucket

2027

- Dump Truck & Attachments; Single Axle - \$187,500
- 3/4 Ton Pickup Truck - \$39,500

2029

- Building Inspector's Car - \$34,800
- 1 Ton Pickup Truck (F-350) w/dump box & Plow - \$110,300
- 1/2 Ton Pickup Truck (Chev 1500) - \$41,500
- 1/2 Ton Pickup Truck (Chev 1500) - \$41,500

2030

- Facilities Vehicle - \$43,800
- 1/2 Ton Pickup Truck (Chev 1500) - \$42,400

2031

- Ford F-250 Pickup Truck - \$54,100
- 1/2 Ton Pickup Truck (Chev 1500) - \$44,100
- 1/2 Ton Pickup Truck (Chev 1500) - \$44,100

Potential Pick-up Truck Replacements

[Chevrolet Silverado EV WT](#)

4WT

- From: \$52,800
- EPA-estimated 286 miles of range

5WT

- From: \$66,200
- EPA-estimated 424 miles of range

8WT

- From: \$74,200
- EPA-estimated 493 miles of range

[GMC Sierra](#)

Elevation

- From: \$62,400
- Estimated 283 miles of range
 - Ability to increase to 410 miles with extended range battery

AT4

- From: \$79,300
- Estimated 390 miles of range
 - Ability to increase to 478 miles with extended range battery

Denali

- From: \$69,700
- Estimated 283 miles of range
 - Ability to increase to 478 miles with extended range battery

[Dodge Ram 1500 REV](#)

- Available in 2026 (currently not available)
- Estimated 690 miles of range

Fleet Summary

Generated on: 10/25/2022

Observation Period: 02/10/2022 - 08/23/2022

Vehicles: 33

Recommended EVs: 21

The Top 10 best Light Duty EV candidates for your fleet are listed below.

Asset ID	Model	Recommendation	ezEV Overall Score
2102	2021 FORD Explorer	2024 Chevrolet Blazer EV Pursuit	100
158	2018 CHEVROLET Tahoe	2024 Chevrolet Blazer EV Pursuit	100
G9U8P1SUDPBE (156)	2018 Ford Explorer	2024 Chevrolet Blazer EV Pursuit	99
323	2015 GMC Sierra	2022 Ford F-150 Lightning Pro	98
419	2015 GMC Sierra	2022 Ford F-150 Lightning Pro	98
313	2008 CHEVROLET Silverado	2022 Ford F-150 Lightning Pro	98
2101	2021 Ford Explorer	2024 Chevrolet Blazer EV Pursuit	98
325	2017 FORD F-150	2022 Ford F-150 Lightning Pro	97
147	2014 FORD Explorer	2022 Chevy Bolt EUV BEV	97
2103	2021 Ford Explorer	2024 Chevrolet Blazer EV Pursuit	97



Recommended Replacement: 2024 Chevrolet Blazer EV Pursuit



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 881 trips

Last trip: 8/18/2022

VIN: 1FM5K8AB5MGB18343

Total miles: 10,804

Temperature range: -6°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2021 FORD Explorer had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
20,870	93%	▼ More than -\$42,000	▼ More than -\$42,000	▼ -45%	10

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
Wayzata Police Department	14	88%
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	13	2%
Holiday Station	16	2%
100 Promenade Ave, Wayzata, Minnesota, 55391	14	1%
14572 Crane St NW, Andover, Minnesota, 55304	11	<1%

To view results of all **15** parking locations and other detailed information for 2102, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2021 FORD Explorer would require an average of **15.8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
15.8	12 hrs	3 hrs	0 hrs	\$1.74



info@sawatchlabs.com | Denver, CO | <https://sawatchlabs.com>

ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2024 Chevrolet Blazer EV Pursuit



Client: Wayzata, MN

Observation: 2/11/2022 - 8/11/2022

Days tracked: 182 days

Trips tracked: 785 trips

Last trip: 8/12/2022

VIN: 1GNSKDEC2JR336346

Total miles: 11,310

Temperature range: -5°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2018 CHEVROLET Tahoe had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
22,680	93%	▼ More than -\$42,000	▼ More than -\$42,000	▼ -43%	10

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
Wayzata Police Department	14	84%
600-698 Rosswood Ln N, Wayzata, Minnesota, 55391	14	3%
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	15	2%
600 Lafayette Rd N, Saint Paul, Minnesota, 55130	9	1%
1909-2099 Wayzata Blvd E, Wayzata, Minnesota, 55391	15	1%

To view results of all **16** parking locations and other detailed information for 158, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2018 CHEVROLET Tahoe would require an average of **17.8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
17.8	14 hrs	3 hrs	0 hrs	\$1.96



Recommended Replacement: 2024 Chevrolet Blazer EV Pursuit



Client: Wayzata, MN
Observation: 5/14/2022 - 8/17/2022
Days tracked: 96 days
Trips tracked: 295 trips
Last trip: 8/18/2022
VIN: 1FM5K8AR7JGA89906
Total miles: 1,783
Temperature range: 45°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2018 Ford Explorer had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
6,780	92%	▼ -\$18,000-21,000	▼ -\$6,000-9,000	▼ -12%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 4 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
Wayzata Police Department	15	93%
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	2%
400-454 Bushaway Rd, Wayzata, Minnesota, 55391	16	2%
620 Rice St E, Wayzata, Minnesota, 55391	16	2%

To view results of all 4 parking locations and other detailed information for G9U8P1SUDPBE (156), please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2018 Ford Explorer would require an average of **10.6 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
10.6	8 hrs	2 hrs	0 hrs	\$1.17



Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 757 trips

Last trip: 8/17/2022

VIN: 1FTBF2B60KEG25170

Total miles: 2,804

Temperature range: -5°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2019 FORD F-250 had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
5,420	85%	▼ -\$12,000-15,000	▼ -\$6,000-9,000	▼ -12%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	75%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	15%
Wayzata, Minnesota	16	3%
Holiday Station	15	2%
101-199 Broadway Ave S, Wayzata, Minnesota, 55391	16	<1%

To view results of all **10** parking locations and other detailed information for 327, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2019 FORD F-250 would require an average of **11 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
11	8 hrs	1 hrs	0 hrs	\$1.21



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 916 trips

Last trip: 8/18/2022

VIN: 1GTN1TEC8FZ395038

Total miles: 4,280

Temperature range: -5°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2015 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
8,260	85%	▼ -\$15,000-18,000	▼ -\$6,000-9,000	▼ -13%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	89%
Wayzata, Minnesota	15	2%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	2%
337 Reno St, Wayzata, Minnesota, 55391	16	<1%
101 Glenbrook Rd N, Wayzata, Minnesota, 55391	16	<1%

To view results of all **12** parking locations and other detailed information for 323, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 GMC Sierra would require an average of **15.2 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
15.2	12 hrs	2 hrs	0 hrs	\$1.67



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/18/2022

Days tracked: 190 days

Trips tracked: 1,408 trips

Last trip: 8/18/2022

VIN: 1GTN1TEC4FZ395019

Total miles: 3,015

Temperature range: -9°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2015 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
5,790	87%	▼ -\$12,000-15,000	▼ -\$3,000-6,000	▼ -8%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	86%
Wayzata, Minnesota	16	4%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	3%
Wayzata Police Department	15	2%
Wayzata Smiles	16	<1%

To view results of all **11** parking locations and other detailed information for 419, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 GMC Sierra would require an average of **9.4 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
9.4	7 hrs	1 hrs	0 hrs	\$1.03



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/16/2022

Days tracked: 188 days

Trips tracked: 917 trips

Last trip: 8/17/2022

VIN: 1GCEC14C48Z257337

Total miles: 3,308

Temperature range: -3°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2008 CHEVROLET Silverado had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
6,420	87%	▼ -\$15,000-18,000	▼ -\$6,000-9,000	▼ -11%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	79%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	8%
US-12 W, Wayzata, Minnesota, 55391	16	2%
Wayzata, Minnesota	16	2%
1151-1199 Hollybrook Rd, Wayzata, Minnesota, 55391	16	<1%

To view results of all **15** parking locations and other detailed information for 313, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2008 CHEVROLET Silverado would require an average of **11.8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
11.8	9 hrs	1 hrs	0 hrs	\$1.30



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2024 Chevrolet Blazer EV Pursuit



Client: Wayzata, MN

Observation: 5/10/2022 - 8/17/2022

Days tracked: 100 days

Trips tracked: 669 trips

Last trip: 8/18/2022

VIN: 1FM5K8AB7MGB18344

Total miles: 5,955

Temperature range: 40°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2021 Ford Explorer had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
21,730	89%	▼ More than -\$42,000	▼ -\$36,000-39,000	▼ -34%	10

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
Wayzata Police Department	14	77%
Holiday Station	14	2%
131 Huntington Ave S, Wayzata, Minnesota, 55391	12	1%
13400 Wayzata Blvd, Hopkins, Minnesota, 55305	15	1%
181-213 Wayzata Blvd E, Wayzata, Minnesota, 55391	14	1%

To view results of all **20** parking locations and other detailed information for 2101, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2021 Ford Explorer would require an average of **19.4 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
19.4	15 hrs	3 hrs	0 hrs	\$2.14



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 815 trips

Last trip: 8/18/2022

VIN: 1FTMF1CF3HKC37670

Total miles: 3,141

Temperature range: -4°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2017 FORD F-150 had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
6,070	86%	▼ -\$12,000-15,000	▼ -\$3,000-6,000	▼ -8%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	67%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	14%
Wayzata, Minnesota	16	8%
Holiday Station	16	2%
200-298 Minnetonka Ave S, Wayzata, Minnesota, 55391	16	<1%

To view results of all **16** parking locations and other detailed information for 325, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2017 FORD F-150 would require an average of **11.9 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
11.9	9 hrs	1 hrs	0 hrs	\$1.31

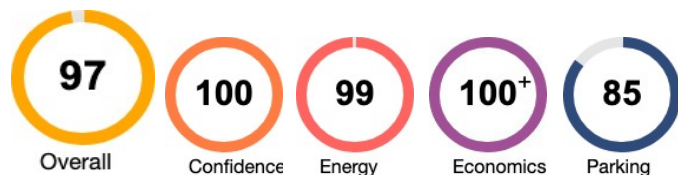


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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Chevy Bolt EUV BEV



Client: Wayzata, MN

Observation: 2/16/2022 - 8/18/2022

Days tracked: 184 days

Trips tracked: 482 trips

Last trip: 8/18/2022

VIN: 1FM5K8AR8EGB90877

Total miles: 9,569

Temperature range: -6°F

Estimated Operational Metrics in a 2022 Chevy Bolt EUV BEV

This table shows the estimated usage metrics if the trips driven by your 2014 FORD Explorer had been driven in a 2022 Chevy Bolt EUV BEV.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
18,980	76%	▼ -\$21,000-24,000	▼ -\$15,000-18,000	▼ -23%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
3828 165th Ln NE, Andover, Minnesota, 55304	14	85%
Wayzata Police Department	11	6%
31 Hillside Dr, Winnebago, Minnesota, 56098	16	2%
28 N 3rd Ave W, Duluth, Minnesota, 55802	16	2%
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	2%

To view results of all **10** parking locations and other detailed information for 147, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2014 FORD Explorer would require an average of **24.8 kWh per day on days used**. Based on the observed driving, **midday charging would be needed approximately once per quarter**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
24.8	19 hrs	4 hrs	1 hrs	\$2.73



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2024 Chevrolet Blazer EV Pursuit



Client: Wayzata, MN
Observation: 5/10/2022 - 8/17/2022
Days tracked: 100 days
Trips tracked: 500 trips
Last trip: 8/18/2022
VIN: 1FM5K8AB9MGB18345
Total miles: 4,089
Temperature range: 45°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2021 Ford Explorer had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
14,920	87%	▼ -\$30,000-33,000	▼ -\$18,000-21,000	▼ -23%	10

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
Wayzata Police Department	15	77%
US-12 W, Wayzata, Minnesota, 55391	15	3%
13400 Wayzata Blvd, Hopkins, Minnesota, 55305	16	2%
1330 Wayzata Blvd E, Wayzata, Minnesota, 55391	16	2%
16135 Crosby Cove Rd, Wayzata, Minnesota, 55391	11	1%

To view results of all **18** parking locations and other detailed information for 2103, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2021 Ford Explorer would require an average of **15.3 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
15.3	12 hrs	2 hrs	0 hrs	\$1.69



Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 6/27/2022 - 8/23/2022

Days tracked: 58 days

Trips tracked: 307 trips

Last trip: 8/23/2022

VIN: 1GTV2LEH8GZ237471

Total miles: 1,255

Temperature range: 58°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2016 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
7,900	89%	▼ -\$27,000-30,000	▼ -\$15,000-18,000	▼ -24%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
13123-13135 Alabama Ave S, Savage, Minnesota, 55378	15	85%
5661 Lone Oak Dr, Savage, Minnesota, 55378	15	5%
14800-14898 Oakwood Pl, Savage, Minnesota, 55378	16	3%
14839 Oakborough Dr, Savage, Minnesota, 55378	14	3%
Oak View Ct, Savage, Minnesota, 55378	16	3%

To view results of all 6 parking locations and other detailed information for G9TRNNFVZVJZ, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2016 GMC Sierra would require an average of **15.8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
15.8	12 hrs	2 hrs	0 hrs	\$1.74



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 1,298 trips

Last trip: 8/18/2022

VIN: 1GCEC14V36Z159432

Total miles: 3,076

Temperature range: -4°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2006 CHEVROLET Silverado had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
5,940	83%	▼ -\$12,000-15,000	▼ -\$3,000-6,000	▼ -7%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	86%
Wayzata Police Department	16	4%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	4%
Wayzata, Minnesota	16	2%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	2%

To view results of all 8 parking locations and other detailed information for 502, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2006 CHEVROLET Silverado would require an average of **12.2 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
12.2	9 hrs	1 hrs	0 hrs	\$1.34



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: Possible Sedan Fit*



*This vehicle was compared to all available EVs in its class, none of which were a good economic and operational fit. It was then compared against electric sedans and was identified to be a good fit for an electric sedan. These scores are based on the electric sedan model that was the best fit: 2023 Chevrolet Bolt.

Client: Wayzata, MN

Observation: 2/10/2022 - 8/16/2022

Days tracked: 188 days

Trips tracked: 146 trips

Last trip: 8/16/2022

VIN: 1FM5K8AR5FGB98565

Total miles: 136

Temperature range: -9°F

Estimated Operational Metrics in a 2023 Chevrolet Bolt

This table shows the estimated usage metrics if the trips driven by your 2015 FORD Explorer had been driven in a 2023 Chevrolet Bolt.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
260	95%	Cost parity	Cost parity	▼ -1%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
Wayzata Wine & Spirits	16	72%
717-761 Mill St E, Wayzata, Minnesota, 55391	16	22%
Wayzata Police Department	16	3%
13400 Wayzata Blvd, Hopkins, Minnesota, 55305	16	2%
620 Rice St E, Wayzata, Minnesota, 55391	16	2%

To view results of all 5 parking locations and other detailed information for 702, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 FORD Explorer would require an average of **0.4 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
0.4	0 hrs	0 hrs	0 hrs	\$0.04



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 1,064 trips

Last trip: 8/18/2022

VIN: 1GCEC14V54Z325379

Total miles: 2,093

Temperature range: -4°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2004 CHEVROLET Silverado had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
4,040	90%	▼ -\$12,000-15,000	▼ -\$3,000-6,000	▼ -7%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	82%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	4%
Wayzata, Minnesota	16	2%
620 Rice St E, Wayzata, Minnesota, 55391	16	1%
Wayzata Smiles	16	1%

To view results of all **16** parking locations and other detailed information for 411, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2004 CHEVROLET Silverado would require an average of **7.1 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
7.1	5 hrs	1 hrs	0 hrs	\$0.78



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/18/2022

Days tracked: 190 days

Trips tracked: 1,108 trips

Last trip: 8/18/2022

VIN: 1GCEC14C88Z258314

Total miles: 2,520

Temperature range: -8°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2008 CHEVROLET Silverado had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
4,840	86%	▼ -\$9,000-12,000	Cost parity	▼ -4%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	79%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	9%
Wayzata, Minnesota	16	4%
Baja Haus	16	2%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	1%

To view results of all **11** parking locations and other detailed information for 416, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2008 CHEVROLET Silverado would require an average of **8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
8	6 hrs	1 hrs	0 hrs	\$0.88



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 430 trips

Last trip: 8/18/2022

VIN: 1FT7X2A66HEC24106

Total miles: 956

Temperature range: -4°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2017 FORD F-250 had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
1,850	87%	▼ -\$3,000-6,000	Cost parity	▲ 1%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 4 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	72%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	20%
Wayzata, Minnesota	16	7%
500-598 Broadway Ave N, Wayzata, Minnesota, 55391	16	1%

To view results of all 4 parking locations and other detailed information for 423, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2017 FORD F-250 would require an average of **4.9 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
4.9	4 hrs	0 hrs	0 hrs	\$0.54



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 1,030 trips

Last trip: 8/18/2022

VIN: 1GTN1TEC3FZ211804

Total miles: 2,454

Temperature range: -4°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2015 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
4,740	87%	▼ -\$9,000-12,000	Cost parity	▼ -4%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	81%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	6%
Wayzata, Minnesota	16	2%
1501 Crosby Rd, Wayzata, Minnesota, 55391	16	<1%
Ben & Jerrys	16	<1%

To view results of all **16** parking locations and other detailed information for 322, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 GMC Sierra would require an average of **9.8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
9.8	8 hrs	1 hrs	0 hrs	\$1.08



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Chevy Bolt EUV BEV



Client: Wayzata, MN

Observation: 2/10/2022 - 8/12/2022

Days tracked: 184 days

Trips tracked: 396 trips

Last trip: 8/18/2022

VIN: 1FM5K8AR5JGA89905

Total miles: 2,714

Temperature range: 0°F

Estimated Operational Metrics in a 2022 Chevy Bolt EUV BEV

This table shows the estimated usage metrics if the trips driven by your 2018 FORD Explorer had been driven in a 2022 Chevy Bolt EUV BEV.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
5,380	85%	▼ -\$6,000-9,000	Cost parity	▼ -2%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	80%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	6%
Wayzata, Minnesota	16	4%
2376-2488 Annapolis Ln N, Minneapolis, Minnesota, 55441	16	2%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	2%

To view results of all **12** parking locations and other detailed information for 606, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2018 FORD Explorer would require an average of **6.4 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
6.4	5 hrs	1 hrs	0 hrs	\$0.70



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/17/2022

Days tracked: 189 days

Trips tracked: 604 trips

Last trip: 8/18/2022

VIN: 1GCNCPEA0CZ301875

Total miles: 2,140

Temperature range: -3°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2012 CHEVROLET Silverado had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
4,130	86%	▼ -\$9,000-12,000	Cost parity	▼ -1%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	76%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	14%
Wayzata, Minnesota	16	2%
151-199 Ridgeview Dr E, Wayzata, Minnesota, 55391	16	2%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	<1%

To view results of all **11** parking locations and other detailed information for 316, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2012 CHEVROLET Silverado would require an average of **8.7 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
8.7	7 hrs	1 hrs	0 hrs	\$0.95



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2024 Chevrolet Blazer EV Pursuit



Client: Wayzata, MN

Observation: 5/10/2022 - 8/18/2022

Days tracked: 101 days

Trips tracked: 263 trips

Last trip: 8/18/2022

VIN: 3FA6P0H74HR284273

Total miles: 3,776

Temperature range: 43°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2017 Ford Fusion had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
13,650	65%	▼ -\$12,000-15,000	Cost parity	▼ -1%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
16041 Quay St NW, Andover, Minnesota, 55304	14	85%
Wayzata Police Department	10	8%
123 Benton Ave, Wayzata, Minnesota, 55391	16	2%
1574 154th Ave NW, Andover, Minnesota, 55304	15	2%
408 Gardner St, Wayzata, Minnesota, 55391	16	2%

To view results of all **6** parking locations and other detailed information for 152, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2017 Ford Fusion would require an average of **20.2 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
20.2	16 hrs	3 hrs	0 hrs	\$2.23



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Chevy Bolt EUV BEV



Client: Wayzata, MN

Observation: 6/27/2022 - 8/23/2022

Days tracked: 58 days

Trips tracked: 313 trips

Last trip: 8/23/2022

VIN: 1FMCU9GD4JUD47979

Total miles: 881

Temperature range: 59°F

Estimated Operational Metrics in a 2022 Chevy Bolt EUV BEV

This table shows the estimated usage metrics if the trips driven by your 2018 Ford Escape had been driven in a 2022 Chevy Bolt EUV BEV.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
5,550	82%	▼ -\$6,000-9,000	Cost parity	0%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 4 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
13123-13135 Alabama Ave S, Savage, Minnesota, 55378	16	91%
13107 Falcons Way, Savage, Minnesota, 55378	16	3%
6200-6298 144th St W, Savage, Minnesota, 55378	16	3%
7120 153rd Ter, Savage, Minnesota, 55378	16	3%

To view results of all 4 parking locations and other detailed information for G9DHSW0ZHJ8J, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2018 Ford Escape would require an average of **5.4 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
5.4	4 hrs	1 hrs	0 hrs	\$0.60

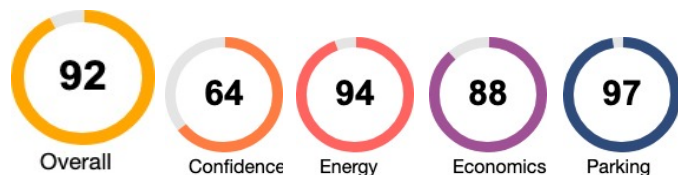


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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Chevy Bolt EUV BEV



Client: Wayzata, MN

Observation: 6/27/2022 - 8/23/2022

Days tracked: 58 days

Trips tracked: 144 trips

Last trip: 8/23/2022

VIN: 1FMCU9GX1FUC79495

Total miles: 878

Temperature range: 61°F

Estimated Operational Metrics in a 2022 Chevy Bolt EUV BEV

This table shows the estimated usage metrics if the trips driven by your 2015 Ford Escape had been driven in a 2022 Chevy Bolt EUV BEV.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
5,530	69%	▼ -\$3,000-6,000	Cost parity	▲ 2%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 3 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
13726-13798 Dakota Ave, Savage, Minnesota, 55378	15	48%
13770 Dakota Ave, Savage, Minnesota, 55378	16	48%
W2898-W2800 Timberlake Rd, Tomahawk, Wisconsin, 54487	16	3%

To view results of all 3 parking locations and other detailed information for 314 (not active), please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 Ford Escape would require an average of **8 kWh per day on days used**. Based on the observed driving, **midday charging would be needed approximately once per week**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
8	6 hrs	1 hrs	0 hrs	\$0.88



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: 2022 Ford F-150 Lightning Pro



Client: Wayzata, MN

Observation: 2/10/2022 - 8/18/2022

Days tracked: 190 days

Trips tracked: 734 trips

Last trip: 8/18/2022

VIN: 1FTMF1CF7HKC37669

Total miles: 1,736

Temperature range: -3°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2017 FORD F-150 had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
3,340	84%	▼ -\$6,000-9,000	Cost parity	▲ 5%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	81%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	4%
US-12 W, Wayzata, Minnesota, 55391	16	3%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	3%
243-299 Barry Ave N, Wayzata, Minnesota, 55391	16	2%

To view results of all **13** parking locations and other detailed information for 324, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2017 FORD F-150 would require an average of **8 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
8	6 hrs	1 hrs	0 hrs	\$0.87

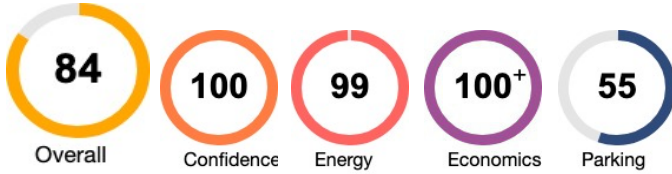


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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2024 Chevrolet Blazer EV Pursuit.

Client: Wayzata, MN

Observation: 2/10/2022 - 8/16/2022

Days tracked: 188 days

Trips tracked: 567 trips

Last trip: 8/17/2022

VIN: 1FM5K8AB1LGB84385

Total miles: 6,260

Temperature range: -7°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2020 FORD Explorer had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
12,150	92%	▼ -\$39,000-42,000	▼ -\$27,000-30,000	▼ -31%	10

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
4300 County Road 6, Long Lake, Minnesota, 55356	14	55%
Wayzata Police Department	14	35%
13400 Wayzata Blvd, Hopkins, Minnesota, 55305	15	2%
Engel St, Wayzata, Minnesota, 55391	11	2%
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	14	<1%

To view results of all **13** parking locations and other detailed information for 159, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2020 FORD Explorer would require an average of **14.6 kWh per day on days used**. Based on the observed driving, **midday charging would be needed approximately once per quarter**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
14.6	11 hrs	2 hrs	0 hrs	\$1.61



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 6/27/2022 - 8/22/2022

Days tracked: 57 days

Trips tracked: 82 trips

Last trip: 8/23/2022

VIN: 1GTR9AEK4NZ123350

Total miles: 206

Temperature range: 65°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2022 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
1,320	66%	Cost parity	▲ \$6,000-9,000	▲ 19%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 2 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)	Frequency
13123-13135 Alabama Ave S, Savage, Minnesota, 55378	16	94%
Vernon Ave S, Savage, Minnesota, 55378	16	6%

To view results of all 2 parking locations and other detailed information for G92WFR6K2B5S, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2022 GMC Sierra would require an average of **5.7 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
5.7	4 hrs	1 hrs	0 hrs	\$0.62



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: Optimization Candidate*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. This vehicle has a projected low annual VMT and may be a good candidate for an optimization analysis. These scores are based on the EV that was the best fit: 2023 Chevrolet Bolt.

Client: Wayzata, MN

Observation: 2/17/2022 - 8/14/2022

Days tracked: 179 days

Trips tracked: 118 trips

Last trip: 8/15/2022

VIN: 1G1JG6SB8K4107142

Total miles: 194

Temperature range: 12°F

Estimated Operational Metrics in a 2023 Chevrolet Bolt

This table shows the estimated usage metrics if the trips driven by your 2019 CHEVROLET Sonic had been driven in a 2023 Chevrolet Bolt.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
400	89%	Cost parity	▲ \$6,000-9,000	▲ 33%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **3** most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
Wayzata Wine & Spirits	16	88%
717-761 Mill St E, Wayzata, Minnesota, 55391	16	11%
Jimmy Johns	16	2%

To view results of all **3** parking locations and other detailed information for 703, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2019 CHEVROLET Sonic would require an average of **0.7 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
0.7	0 hrs	0 hrs	0 hrs	\$0.07



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 6/27/2022 - 8/23/2022

Days tracked: 58 days

Trips tracked: 398 trips

Last trip: 8/23/2022

VIN: 1GTP9AEH2KZ337017

Total miles: 672

Temperature range: 60°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2019 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
4,230	77%	▼ -\$6,000-9,000	Cost parity	▲ 5%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
13726-13798 Dakota Ave, Savage, Minnesota, 55378	16	49%
13582-13698 Dakota Ave, Savage, Minnesota, 55378	16	14%
13770 Dakota Ave, Savage, Minnesota, 55378	16	9%
13123-13135 Alabama Ave S, Savage, Minnesota, 55378	16	6%
13500 Dakota Ave, Savage, Minnesota, 55378	16	6%

To view results of all **11** parking locations and other detailed information for G9C7V2ZZ08T6, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2019 GMC Sierra would require an average of **8.9 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
8.9	7 hrs	1 hrs	0 hrs	\$0.98



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2023 Chevrolet Bolt.

Client: Wayzata, MN

Observation: 6/27/2022 - 8/23/2022

Days tracked: 58 days

Trips tracked: 417 trips

Last trip: 8/23/2022

VIN: 1FMCU9GD8HUD45338

Total miles: 960

Temperature range: 57°F

Estimated Operational Metrics in a 2023 Chevrolet Bolt

This table shows the estimated usage metrics if the trips driven by your 2017 Ford Escape had been driven in a 2023 Chevrolet Bolt.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
6,040	84%	▼ -\$6,000-9,000	Cost parity	▲ 2%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
13770 Dakota Ave, Savage, Minnesota, 55378	16	56%
13123-13135 Alabama Ave S, Savage, Minnesota, 55378	16	15%
13726-13798 Dakota Ave, Savage, Minnesota, 55378	16	15%
13582-13698 Dakota Ave, Savage, Minnesota, 55378	16	6%
5918-5950 130th Ln W, Savage, Minnesota, 55378	16	2%

To view results of all 9 parking locations and other detailed information for G9V2C2CBK9YJ, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2017 Ford Escape would require an average of **5.1 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
5.1	4 hrs	1 hrs	0 hrs	\$0.56



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ezEV Suitability Assessment - Wayzata, MN

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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 2/16/2022 - 8/16/2022

Days tracked: 182 days

Trips tracked: 228 trips

Last trip: 8/18/2022

VIN: 1GTN1TEC6FZ394597

Total miles: 733

Temperature range: 3°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2015 GMC Sierra had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
1,470	87%	▼ -\$3,000-6,000	▲ \$3,000-6,000	▲ 14%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
299 Wayzata Blvd W, Wayzata, Minnesota, 55391	16	90%
Wayzata Blvd W, Wayzata, Minnesota, 55391	16	4%
151-199 Ridgeview Dr E, Wayzata, Minnesota, 55391	16	1%
153 Lakeview Ln, Wayzata, Minnesota, 55391	16	1%
238-288 Grove Ln E, Wayzata, Minnesota, 55391	16	1%

To view results of all 6 parking locations and other detailed information for 503, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 GMC Sierra would require an average of **4.6 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
4.6	4 hrs	0 hrs	0 hrs	\$0.51



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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2024 Chevrolet Blazer EV Pursuit.

Client: Wayzata, MN

Observation: 5/10/2022 - 8/17/2022

Days tracked: 100 days

Trips tracked: 203 trips

Last trip: 8/18/2022

VIN: 2GNAXUEV9L6212152

Total miles: 290

Temperature range: 50°F

Estimated Operational Metrics in a 2024 Chevrolet Blazer EV Pursuit

This table shows the estimated usage metrics if the trips driven by your 2020 Chevrolet Equinox had been driven in a 2024 Chevrolet Blazer EV Pursuit.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
1,060	91%	Cost parity	▲ \$9,000-12,000	▲ 24%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 4 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
Wayzata Police Department	16	86%
1755 Wayzata Blvd, Wayzata, Minnesota, 55391	16	7%
453 Waycliffe Dr N, Wayzata, Minnesota, 55391	16	3%
717-761 Mill St E, Wayzata, Minnesota, 55391	16	3%

To view results of all 4 parking locations and other detailed information for 605, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2020 Chevrolet Equinox would require an average of **1.7 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
1.7	1 hrs	0 hrs	0 hrs	\$0.19



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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 5/11/2022 - 8/14/2022

Days tracked: 96 days

Trips tracked: 310 trips

Last trip: 8/14/2022

VIN: 1FT7W2B61FEC38140

Total miles: 886

Temperature range: 43°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2015 Ford F250 had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
3,370	86%	▼ -\$9,000-12,000	▼ -\$3,000-6,000	▼ -7%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the **top 5** most frequent extended period parking locations for this vehicle.

Address	Dwell Time* (Avg Hrs)	Frequency
Wayzata Police Department	16	42%
16520 22nd Ave N, Minneapolis, Minnesota, 55447	14	14%
301-399 Rice St E, Wayzata, Minnesota, 55391	14	12%
600-698 Park St E, Wayzata, Minnesota, 55391	12	11%
15710 2nd Ave N, Minneapolis, Minnesota, 55447	11	7%

To view results of all **11** parking locations and other detailed information for U12, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2015 Ford F250 would require an average of **8.5 kWh per day on days used**. Based on the observed driving, **midday charging would not be needed**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
8.5	7 hrs	1 hrs	0 hrs	\$0.94

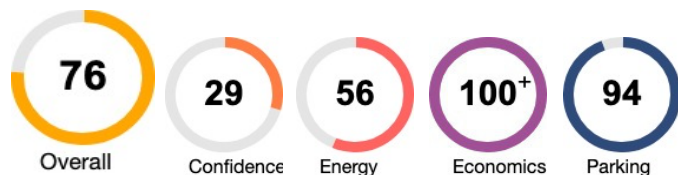


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Recommended Replacement: No Change*



*This vehicle was compared to all available EVs, none of which were a good economic and operational fit. These scores are based on the EV that was the best fit: 2022 Ford F-150 Lightning Pro.

Client: Wayzata, MN

Observation: 6/15/2022 - 7/10/2022

Days tracked: 26 days

Trips tracked: 137 trips

Last trip: 7/11/2022

VIN: 1FTEW1EP5LFB09068

Total miles: 1,489

Temperature range: 63°F

Estimated Operational Metrics in a 2022 Ford F-150 Lightning Pro

This table shows the estimated usage metrics if the trips driven by your 2020 Ford F150 had been driven in a 2022 Ford F-150 Lightning Pro.

VMT	GHG Reduction	Operational Cost Difference (Lifetime)*	TCO* (Lifetime)	TCO** (%)	Avg Daily Idling Hours
20,900	51%	▼ -\$21,000-24,000	▼ -\$12,000-15,000	▼ -16%	0

*Total Cost of Ownership (TCO) Change and Operational Savings reflect the financial savings over the lifetime of the vehicle.

**TCO Change takes into account the purchase price of the recommended vehicle, Operational Savings does not.

Top Parking & Projected Charging Locations

This table shows the 3 most frequent extended period parking locations for this vehicle.

Address	Dwell Time (avg. hours)*	Frequency
5447 Churchward St, San Diego, California, 92114	15	89%
Jaquin Mexican Grill	16	6%
Lebon Dr, San Diego, California, 92122	16	6%

To view results of all 3 parking locations and other detailed information for G9132113F1D0, please visit the ezEV dashboard.

*For the purpose of calculating average dwell time, long parking instances are capped at a duration of 16 hours.

Charge Time & Cost - Average on days used

Charging needs of this 2020 Ford F150 would require an average of **66.2 kWh per day on days used**. Based on the observed driving, **midday charging would be needed on most days**.

Daily kWh	Level 1	Level 2	DC	Daily Cost
66.2	51 hrs	7 hrs	1 hrs	\$7.28



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Fleet Input

These values are the custom inputs provided by the fleet. Some vehicles may have vehicle-specific custom inputs which can be found on the individual vehicle summary page in the ezEV dashboard.

Gas Price: \$2.96 per gal

GHG Emissions from Electricity Generation 357 g/kWh

Social Cost of Carbon \$0 per ton

Insurance: \$1,029 per year

ICE Maintenance Cost: \$957 per 15,000 miles

EV Maintenance Cost: \$357 per 15,000 miles

Vehicle Lifecycle 7 years

Vehicles Selected

The following tables list the details for each Light Duty vehicle considered in the analysis, separated by the internal combustion engine (ICE), battery electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs).

Internal Combustion Vehicles			
Model	Class	Price	Fuel Efficiency (mpg city/ mpg highway)
2022 Ford F-250 RWD	3/4 Ton Pickup	\$34,445	12/14
Battery Electric Vehicles			
Model	Class	Price	Battery Capacity (kWh)
2022 Chevy Bolt EUV BEV	SUV	\$33,060	65
2022 Nissan Leaf S	Sedan	\$28,429	40
2022 Nissan Leaf Plus	Sedan	\$32,992	62
2023 Chevrolet Bolt	Sedan	\$26,595	65
2023 Ford Mach E	Police Pursuit	\$47,885	70
2024 Chevrolet Blazer EV Pursuit	Police Pursuit	\$44,995	100
Plug-In Hybrid Electric Vehicles			
Model	Class	Price	Battery Capacity (kWh)
2022 Kia Niro PHEV	Sedan	\$29,590	8.9

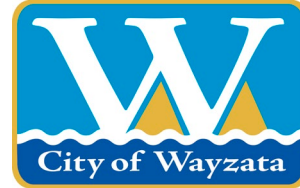


Electricity Rates

Your fleet's default kWh rate is \$0.11. If you have a seasonal, time-of-use, or other electricity rate to include, please contact us at info@sawatchlabs.com.



City of Wayzata 2027 Meeting Calendar



January 2027						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February 2027						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

March 2027						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April 2027						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May 2027						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June 2027						
S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July 2027						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August 2027						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September 2027						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

October 2027						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

November 2027						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

December 2027						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- Energy & Environment 5:30 PM
- Planning Commission - 6:30 PM
- City Council Meeting/Workshop
Local Board of Appeal and Equalization
- Charter Commission - 9:00 AM
- Lake Minnetonka Conservation District (LMCD)
- Heritage Preservation Board (HPB) - TIME TBD
- Housing & Redevelopment Authority (HRA) - 7:30 AM
- Parks & Trails Board - 6:00 PM
- Public Art Committee - 5:00 PM
- Night to Unite
- Holiday Observed
City Offices Closed
- Election

Meeting dates and times are subject to change. Dates can be confirmed by calling City Hall.

Revised
9/1/2026