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Los Alamos County Fleet Conversion Plan

April 2026

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Public Comments

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Public Comments

In-Person Community Meeting on December 3

- 13 Comments
- Low attendance due to snow

Public comment period from December 3rd to December 17. Provided direct access to Draft reports

- 41 Comments from councils and boards
- 5 Comments from the public

Stantec has integrated public comments into final plans.

Summary of Comments

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Fleet Conversion Plan

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Two Implementation Strategies:

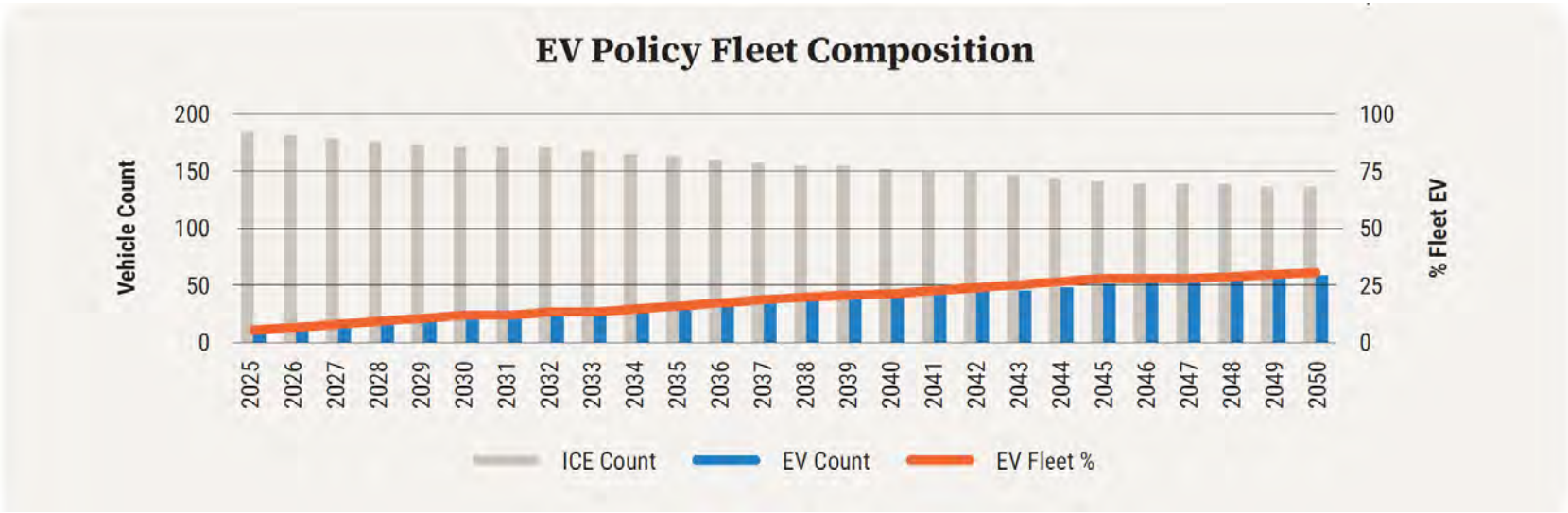
EV Policy

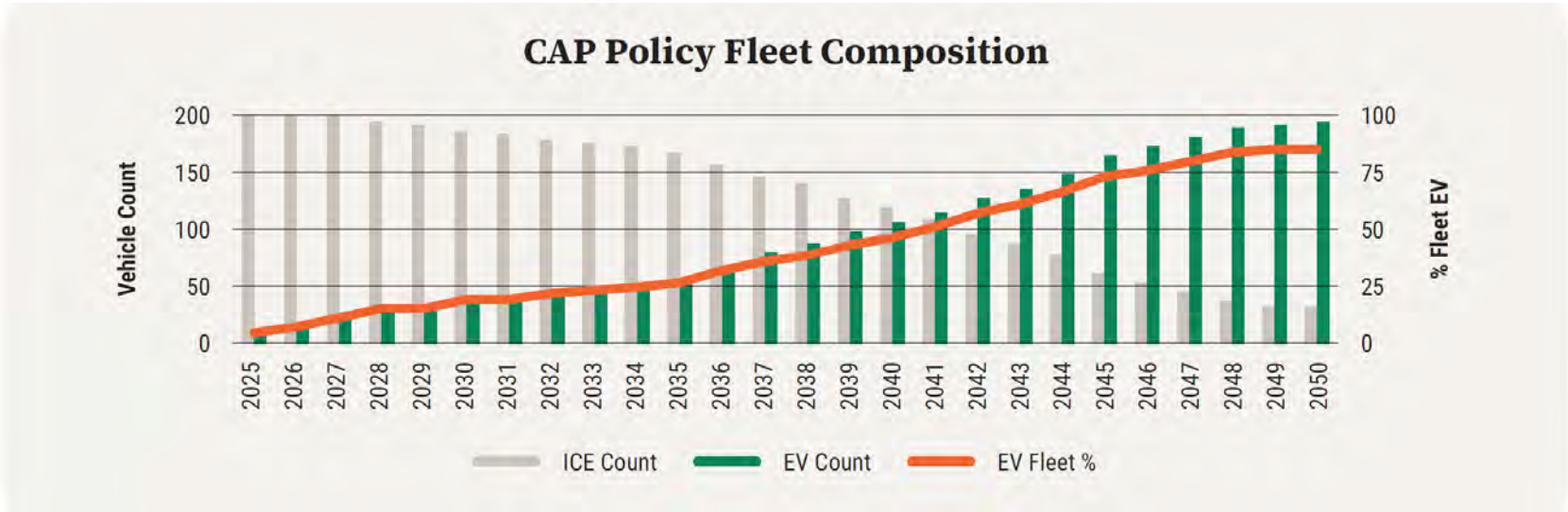
- County's current policy
- Two EV transitions per year
- Max of **31% EV** fleet by **2050**

CAP Policy

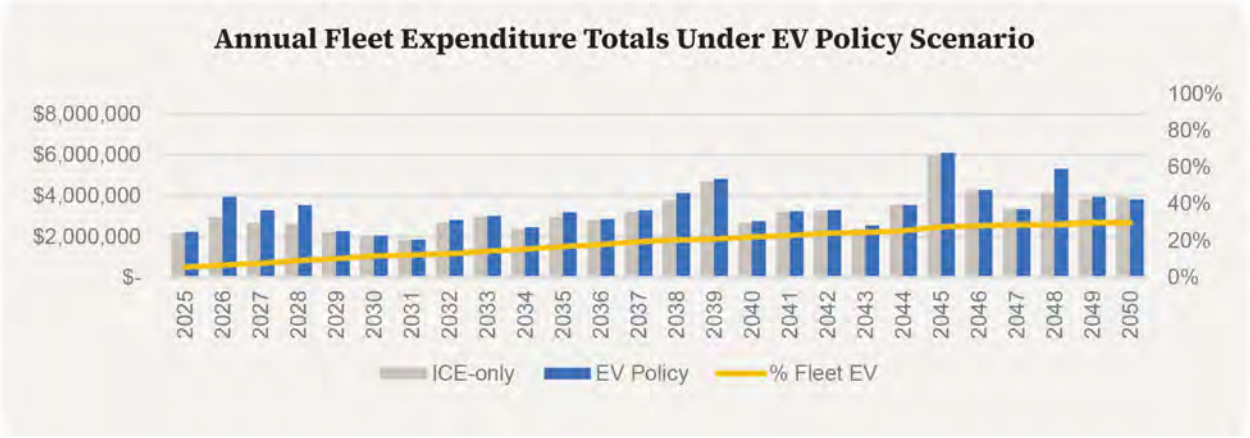
- Aligns with the Climate Action Plan (CAP)
- Aims for **carbon neutrality by 2050**
- Max of **86% EV** fleet by 2050 (due to exceptions)

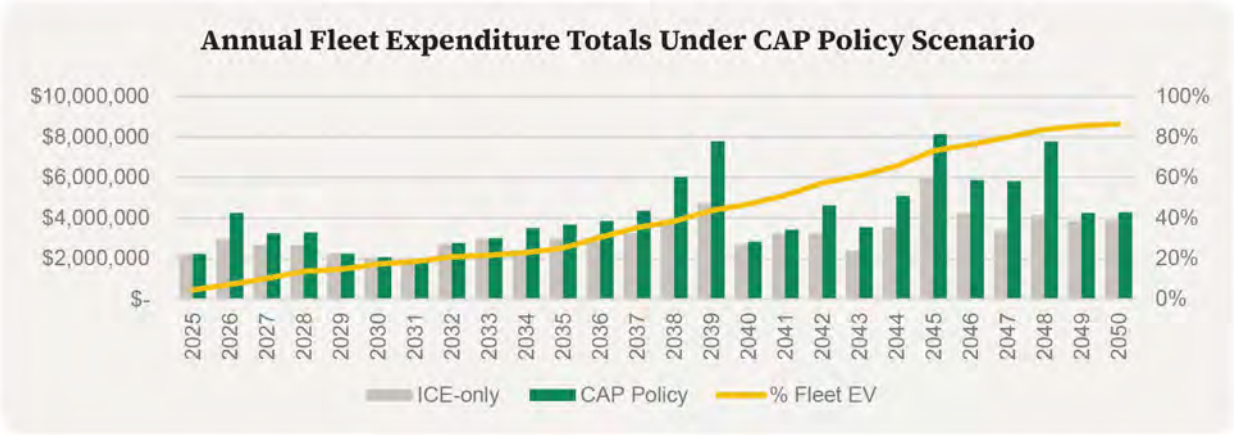
Fleet Composition through 2050





Financial Evaluation





The CAP Policy scenario is about 25% (~$21.7M) higher than the EV Policy.

The Total Cost of Ownership considers:

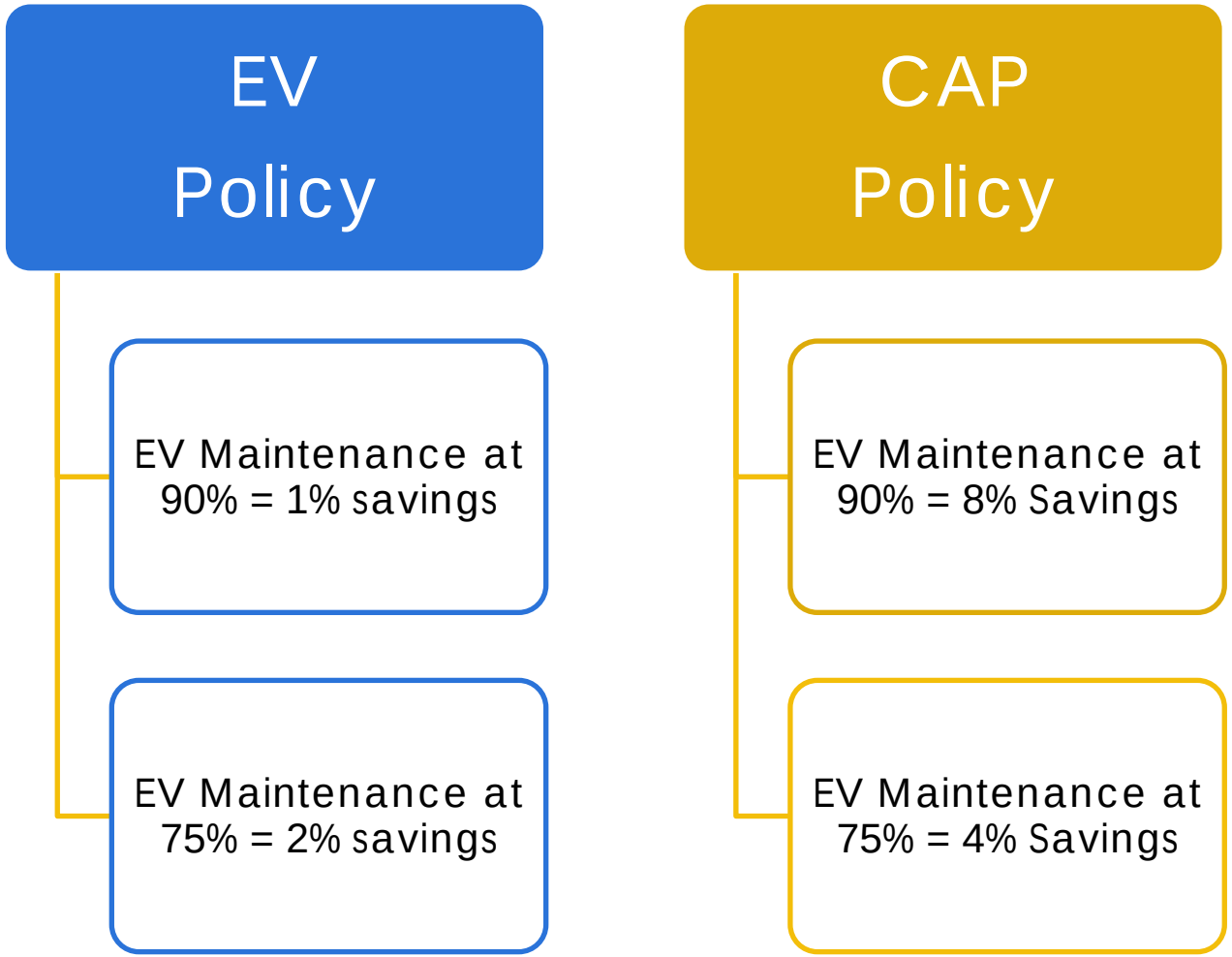
- Vehicle purchase price
- Utilization (mileage/yr)
- Fuel and kWh cost with trend projection
- Vehicle maintenance cost
- Facility modifications cost
- Charging equipment costs
- Inflation

*Accumulative cost between 2026 and 2050 presented as future dollar value

Sensitivity Analysis – Variation in Maintenance Cost

Comment from BPU: Savings from maintenance seemed too conservative

Sensitivity analysis using an optimistic 25% reduction in maintenance costs (instead of a 10%)



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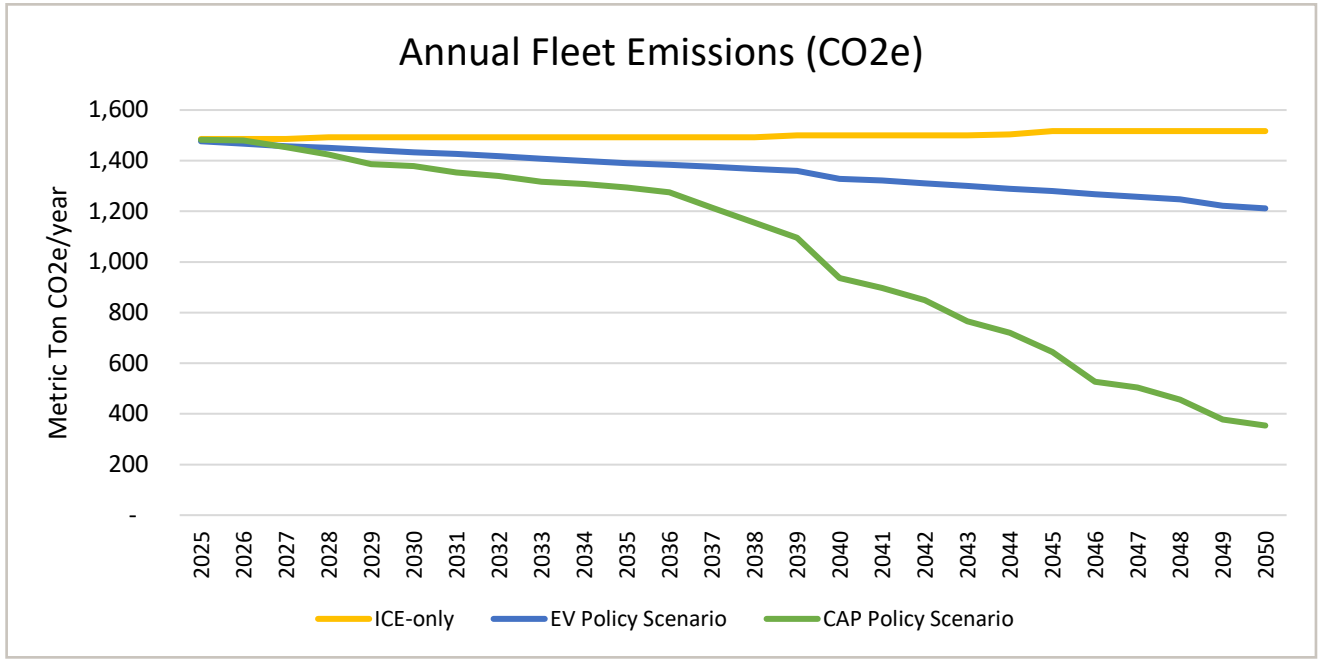
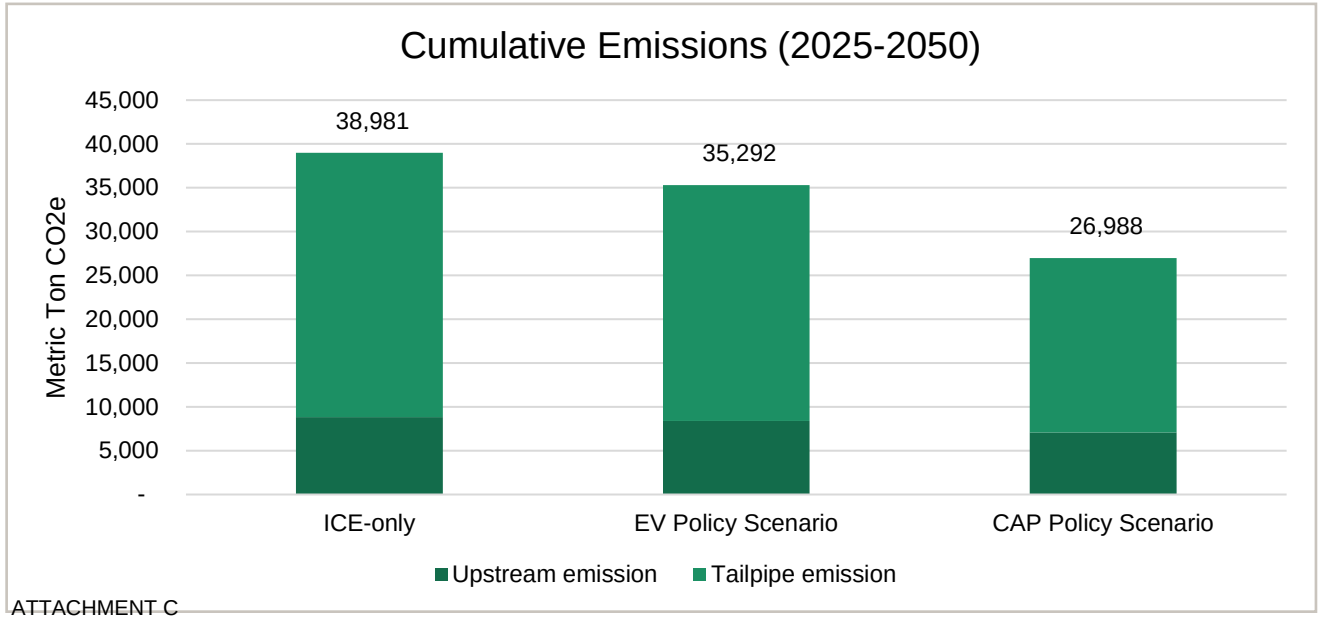
Greenhouse Gas Emissions

Compared to the ICE only baseline, the EV Policy scenario represents ~9.5% lower cumulative emissions over the transition period (2025 – 2050)

The CAP Policy scenario achieves ~30% lower cumulative emissions over the transition period





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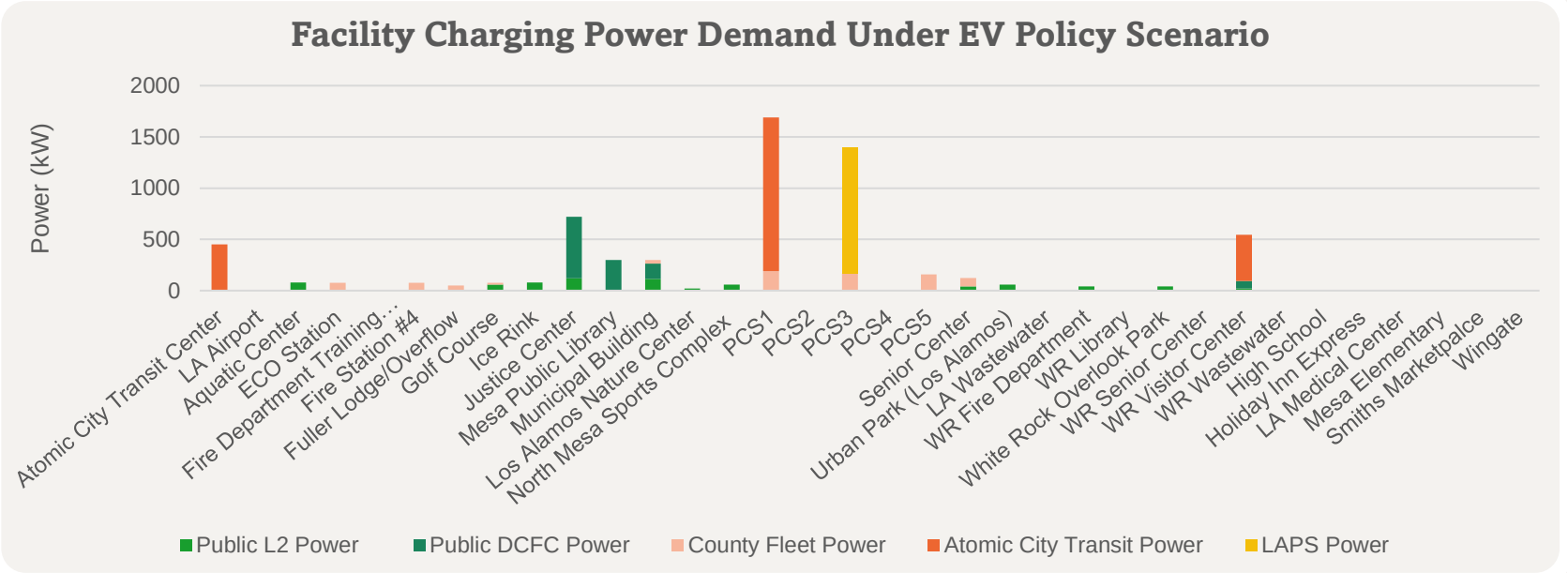
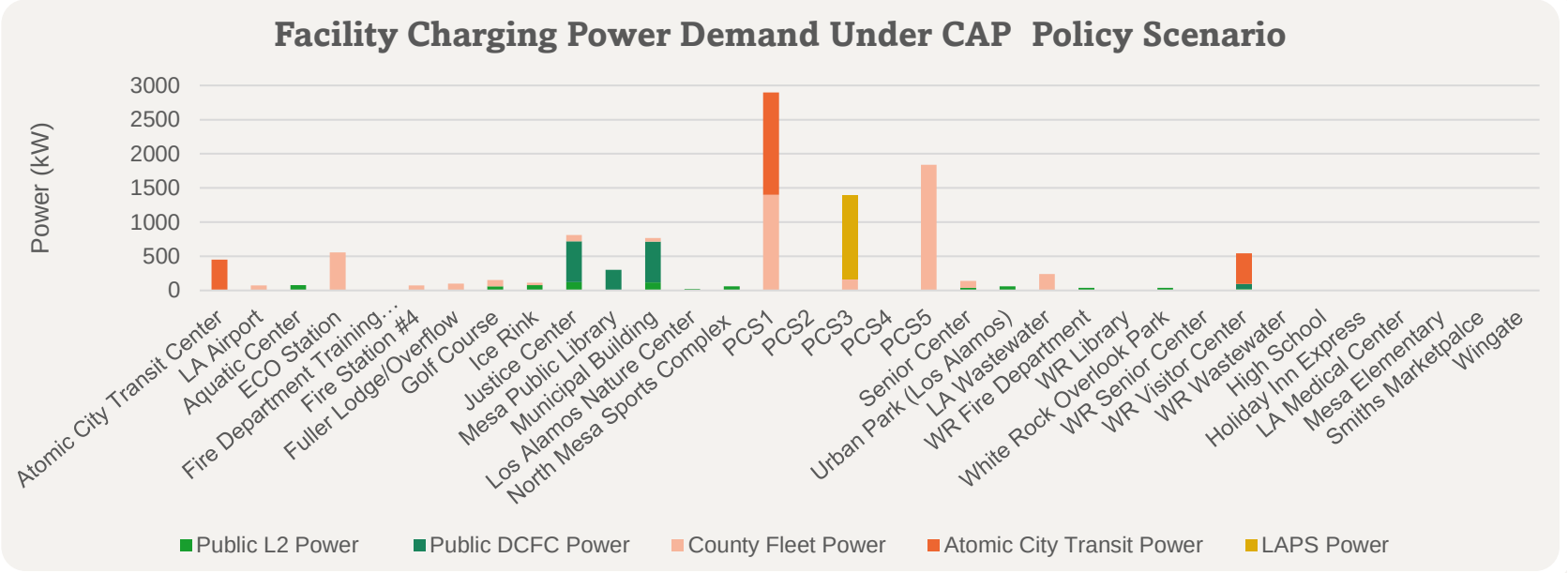
Projected Power Load

- Does not consider existing site capacity
- Projected load is in addition to existing or soon to be installed chargers





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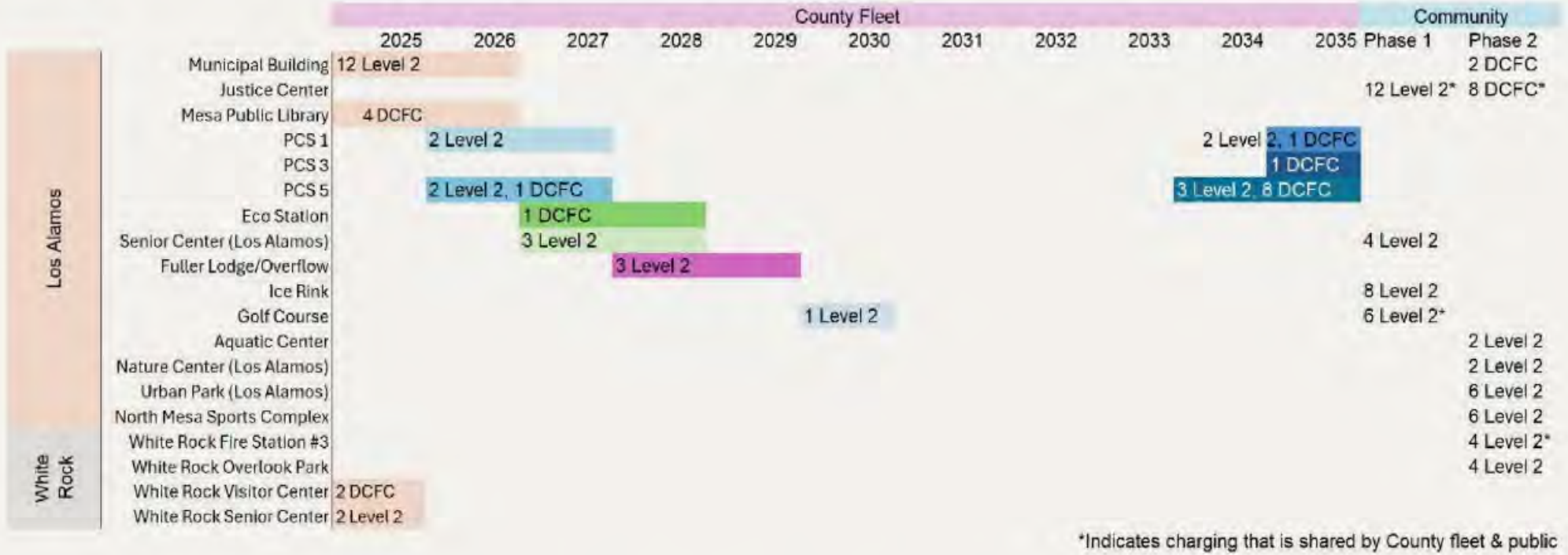
A Glimpse into Charging Implementation

Phase 1 (2025-2035) implementation for charging infrastructure with public charging



Full build out of power demand at County Facilities for fleet & public charging under EV Policy Scenario.

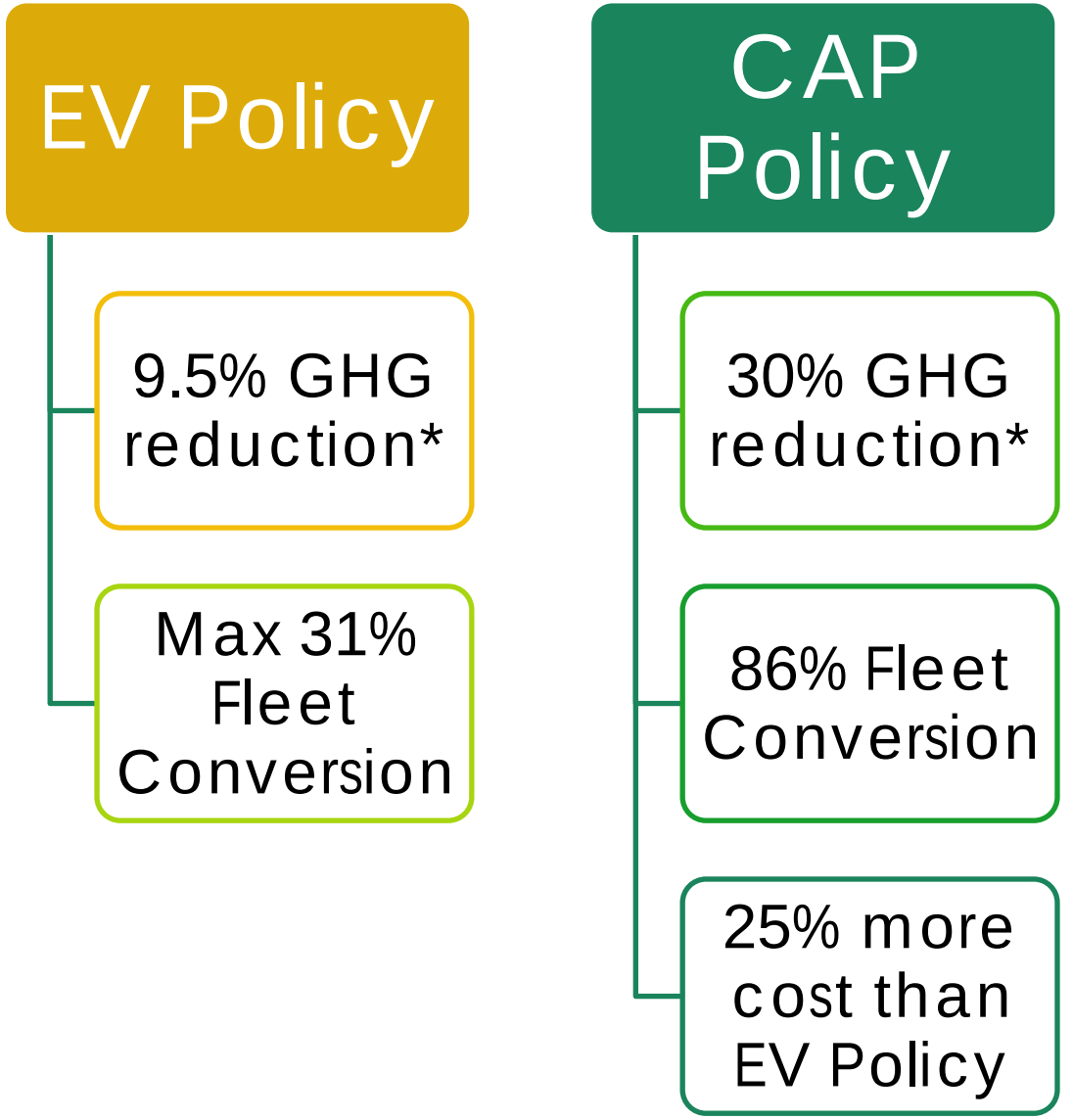
Takeaways

The Fleet Conversion Plan based on the CAP Policy phasing strategy supports Los Alamos County's Climate Action Plan and explores alignment with 100% carbon neutrality goals by 2050.

The complementary phased charging infrastructure plan, workforce training, and strong funding strategies will be paramount for a successful implementation.

Overall, the CAP Policy positions Los Alamos County to achieve meaningful emissions reductions while supporting each department's operational requirements.

Importantly it will be critical to implement proactive funding-seeking strategies to maintain fiscal responsibility during this plan's implementation.



*Cumulative reduction during transition

Fleet Conversion Implementation Track

First Steps:

- Formally adopt the CAP Policy or continue with EV Policy conversion
- Continue to evaluate use and demand of current chargers
- On-going basis assessment of fleet operational cost
- Dedicate resources to actively pursue funding and close financial gap

Communication:

- Streamline permitting, procurement, and internal coordination
- Identify barriers & opportunities through active engagement with different departments and vehicle users

Infrastructure:

- Prioritize Phase 1 locations (2026-2035)
- Coordinate with other infrastructure improvements
- Create a master plan for all facilities to help align timelines and required capital
- Coordination with utility for available power capacity and site modifications

The Fleet Conversion Plan is a Living Document that should be reassess and updated periodically (~ 5 yrs.)

Questions

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Community-Wide EV Charging Plan

April 2026

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Key Revisions to Address Equitable Charging

Multi-Family Equitable Charging

Projected load considers required power at multi-family housing for future charging

While charging won't look the same, load will be available for other strategies like Light Post Charging

Access to Public Charging

Stantec's model considers suitability based on nearby users (regardless of residency type)

Community Feedback was considered to include additional sites

Additional sites: **Residential areas (+4)** and **White Rock**

Education/ Engagement

- Two in-person sessions
- Report open to public comments

Additional locations were added to White Rock (sites were had been identified as suitable in the model)

Added Clarity on Prioritization of Multi-Family Housing

Reaching Equitable Charging:

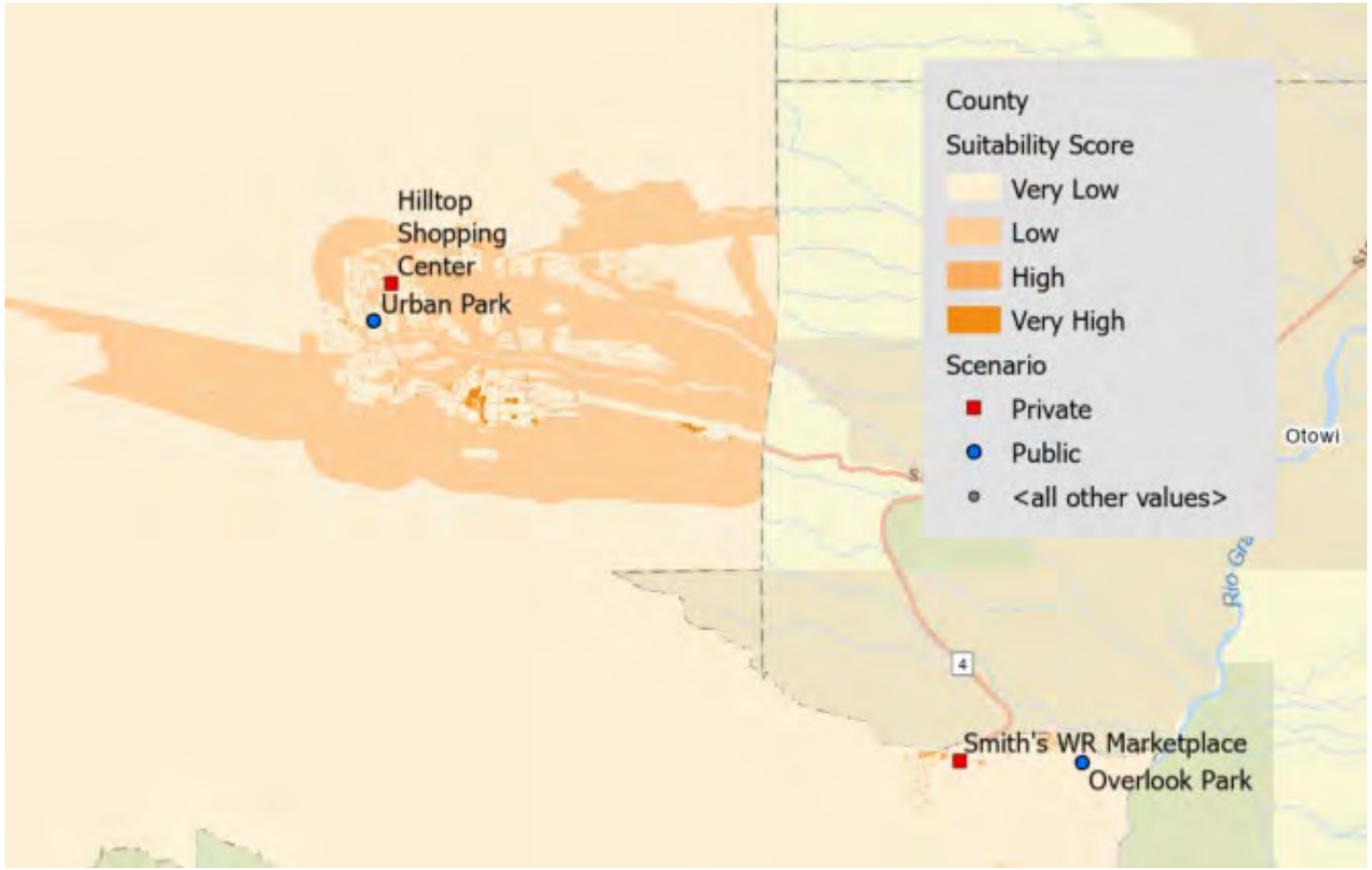
- Multi-Family housing has always driven suitability in the model
- Suitable locations are near where people cannot charge at home
- Recently added locations expand this for North Community
- Included acknowledgement of Light Post Charging

Sample map shows downtown Los Alamos and residential North Community

Added More Charging in Residential Areas

Reaching Equitable Charging:

- Urban Park
- Hilltop Shopping Center
- Smith's in White Rock
- Overlook Park

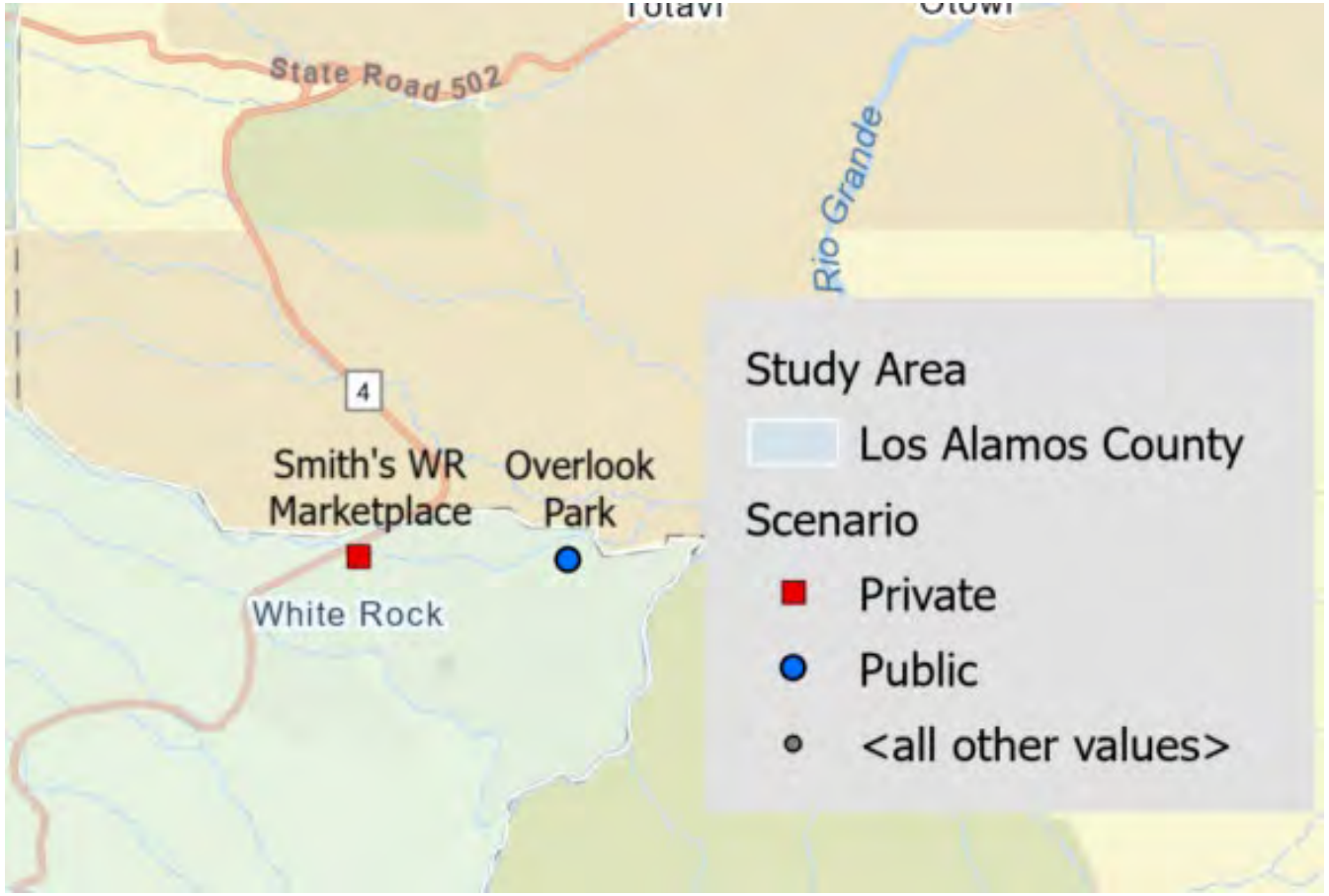


Added More Charging in White Rock

Reaching Equitable Charging:

- Smith's in White Rock
  - o High community demand
  - o Significant destination in WR

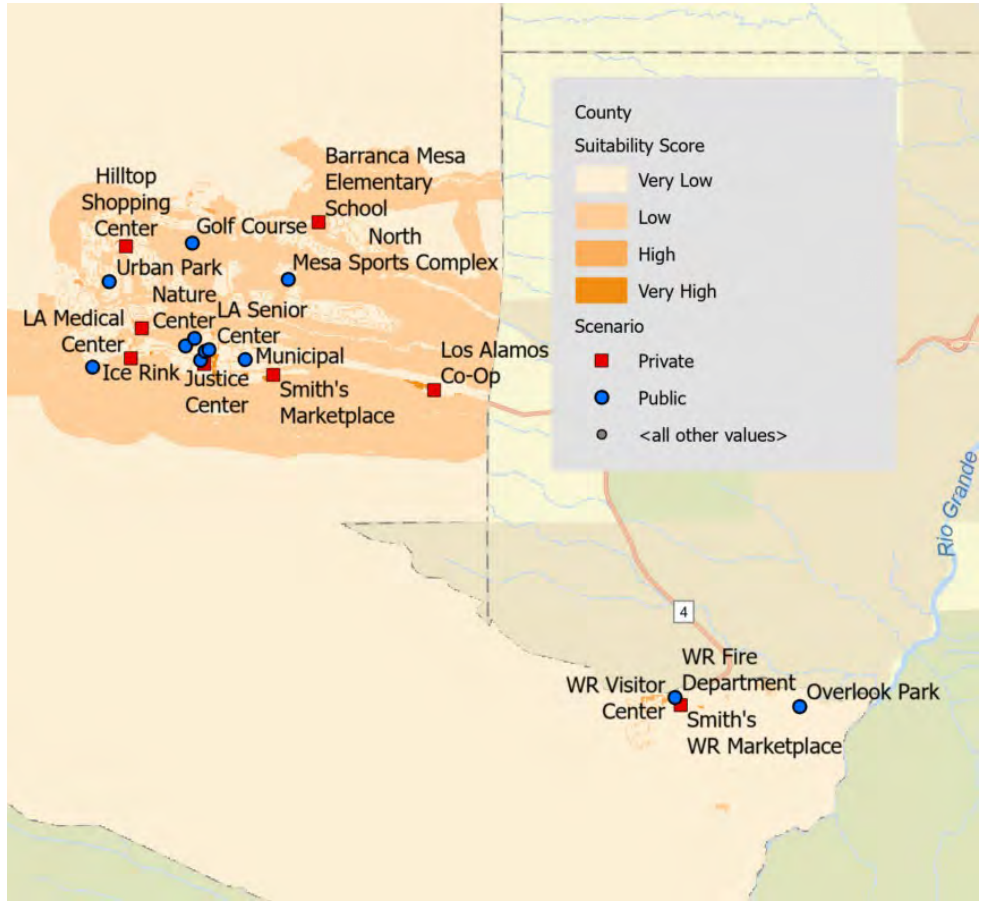
- Overlook Park
  - o Expands access near WR destinations
  - o Integrates well with CAP sports complexes recommendation
  - o Meets multiple community requests



Key Revisions to Address Equitable Charging

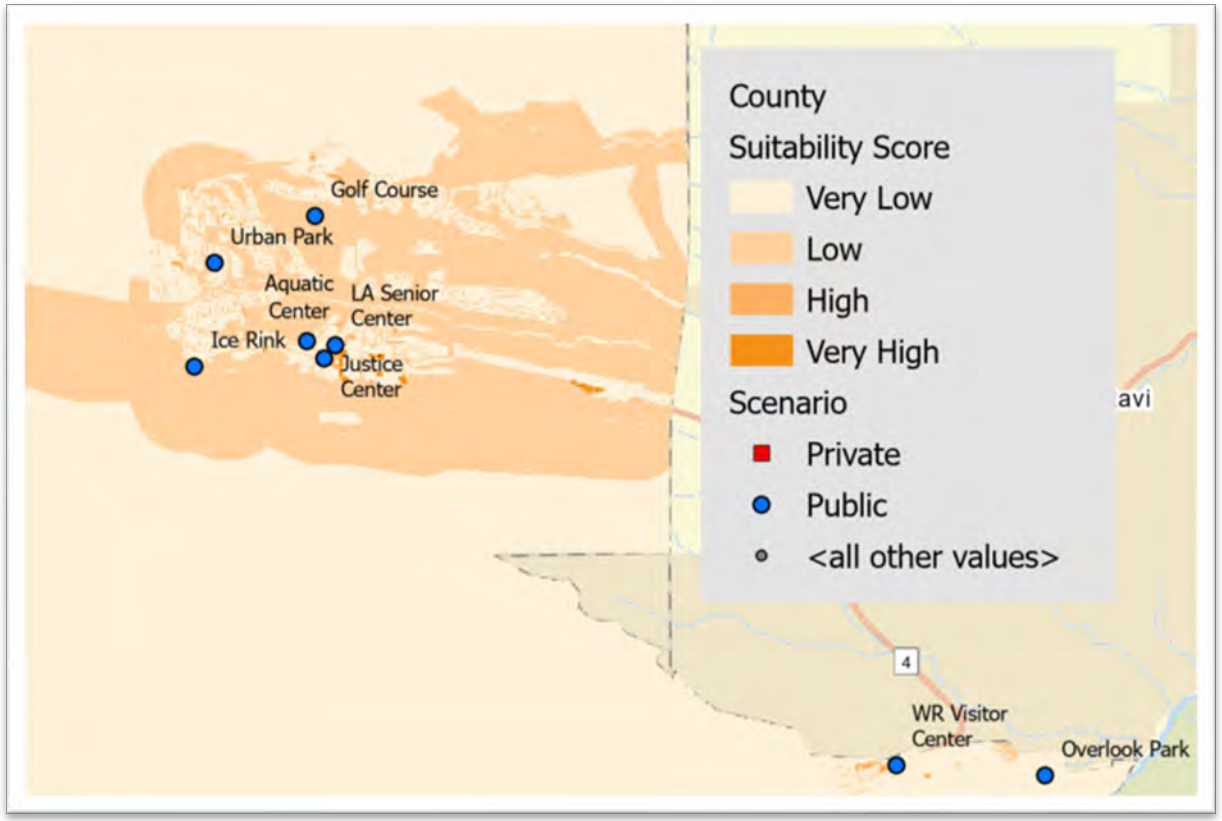
- Added more charging in residential areas
- Added locations in White Rock
- Added clarity on prioritization of multi-family housing

All changes included model suitability, community feedback, and equity focus



Phase 1 locations

Location	L2 Count	L3 Count	Power	Relevance
Justice Center (Charging with Fleet Vehicles)	12	8	720 kW	Highly Relevant
WR Overlook	4		40 kW	Highly Relevant
Los Alamos Senior Center	4		40 kW	Highly Relevant
Urban Park	6		60 kW	Highly Relevant
Aquatic Center (Charging with Fleet Vehicles)	8		80 kW	Highly Relevant
WR Visitor Center		2	62 kW	Highly Relevant
Ice Rink (Charging with Fleet Vehicles)	8		80 kW	Relevant
Golf Course	6		60 kW	Relevant



Implementation Track for Community EV Charging

First Steps:

- This Plans helped identify sites that can be prioritize for a network of chargers
- County will continue to evaluate use and demand of current chargers
- Each new charging site will be evaluated independently and strategically (ROI, use, equity, etc.)

Communication:

- **[Internal]** Streamline permitting, procurement, and internal coordination
- **[External]** Identify barriers & opportunities through active engagement with viable privately-owned locations
- **[External]** Education and outreach with the community will be critical to break EV adoption barriers

Infrastructure:

- Prioritize Phase 1 locations (2026-2035) each under individual evaluation
- Coordinate with other infrastructure improvements and fleet sites
- On-going basis assessment of fleet operational cost

This Plan outlined locations that have high suitability for EV charging adoption to give the County a path forward. Implementation will be dictated by assessments of each site on a regular basis

Key Next Steps

Streamline permitting & internal coordination

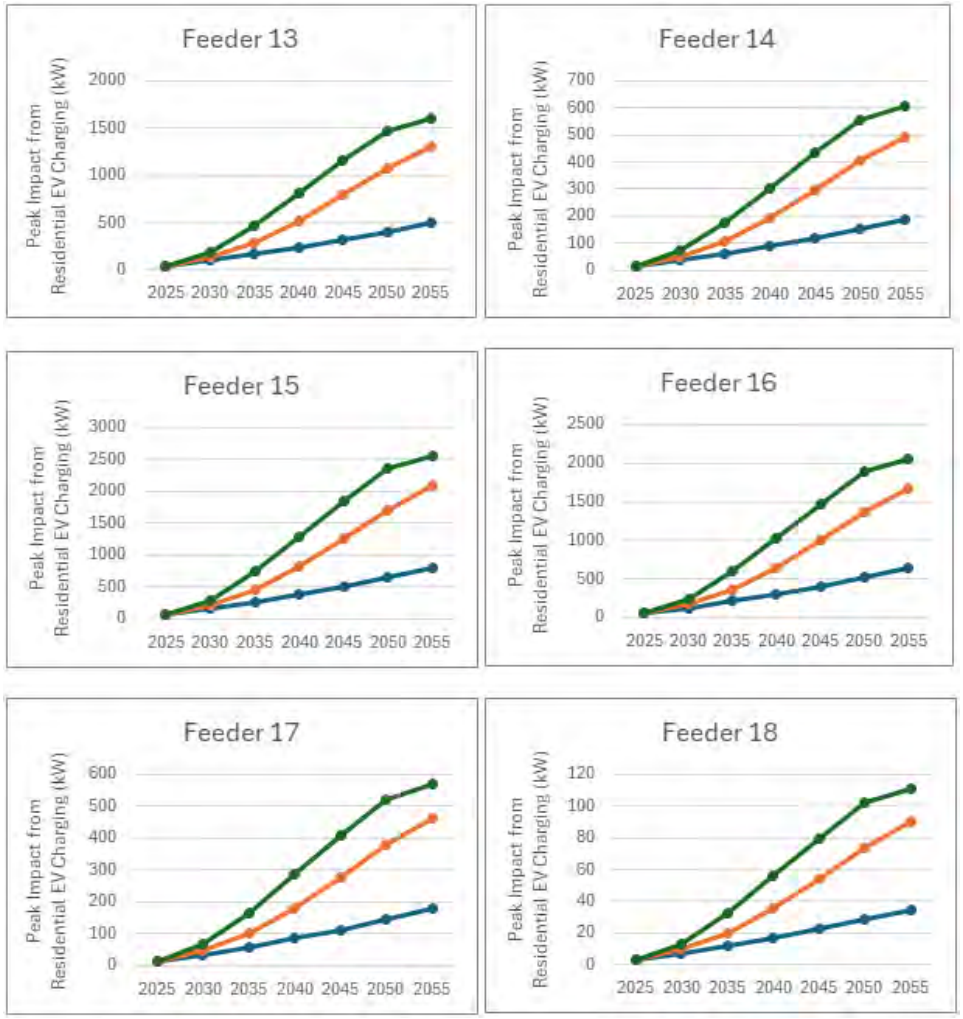
Continue pursuing state & federal funding opportunities

Identify barriers & incentives through active engagement with viable privately-owned locations

Continue engagement with community and create an action plan to overcome barriers to EV adoption that go beyond charger accessibility

Questions

Power Load on Los Alamos Feeders over time



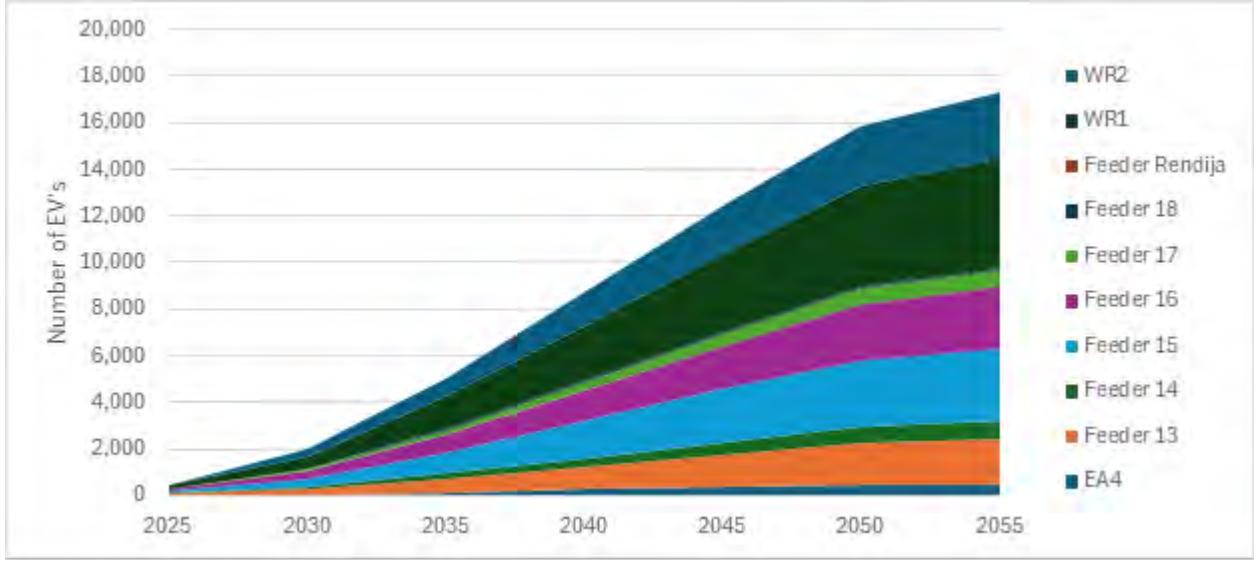
High EV Adoption

Medium EV Adoption

Low EV Adoption

At-Home Charging

- At-Home charging use is forecasted based on population density
- Areas with more people are assumed to have more EVs



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Projected 2050 Power Requirements

- County Fleet (+Atomic + LAPS)
- At-Home Charging
- County-Owned Public Chargers
- Shared-L2 on Private land
- Fast Charging Corridor