

Los Alamos County Fleet Conversion Plan

March 2026





Public Comments





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 Council and boards
- 5 Comments from the public

Stantec has integrated public comments into final plans.



Summary of Comments

Address Equity
across the
County for
Community-
Wide EV
Charging Plan

Expand
charging
availability in
White Rock

Actionable
next steps of
implementation
for County
Fleet
Conversion
Plan



Fleet Conversion Plan





Two Implementation Strategies:

EV Policy

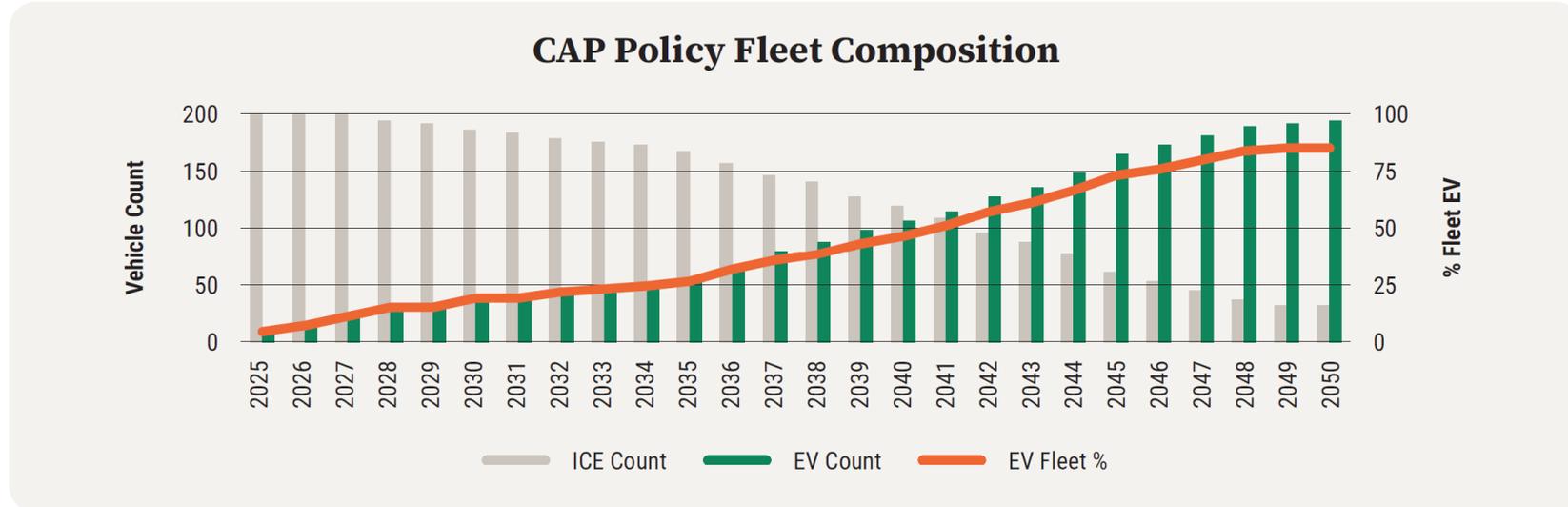
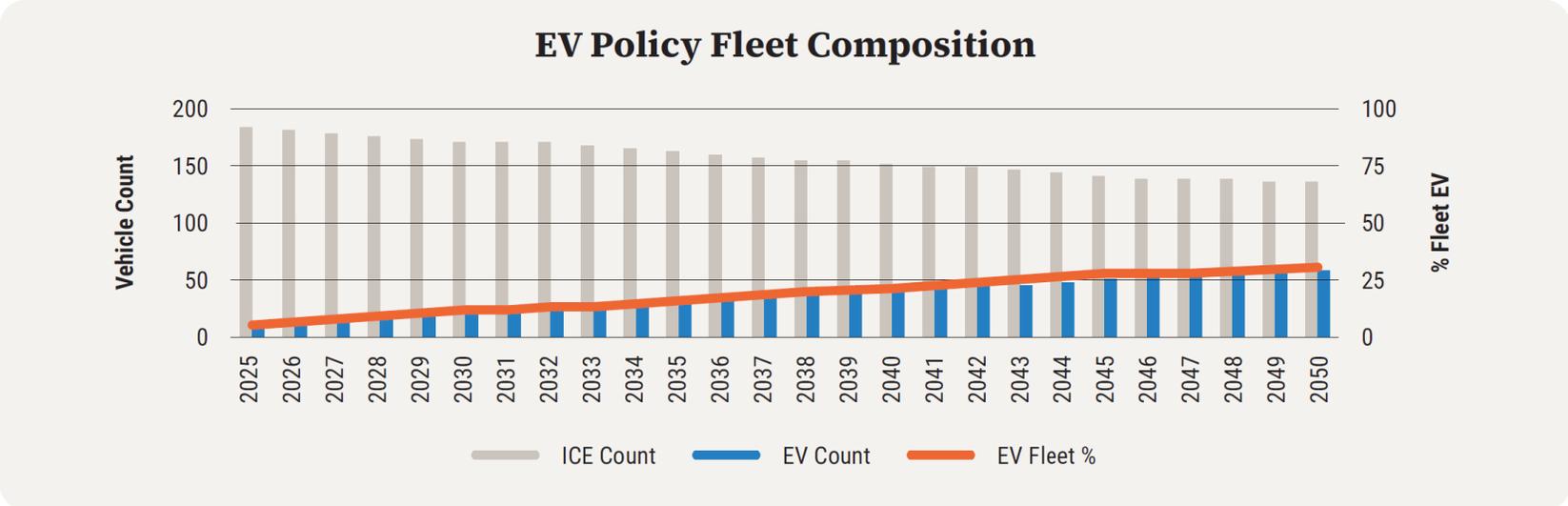
- County's current policy
- Two EV transitions per year
- Max of **31% EV** fleet by **2050**

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)



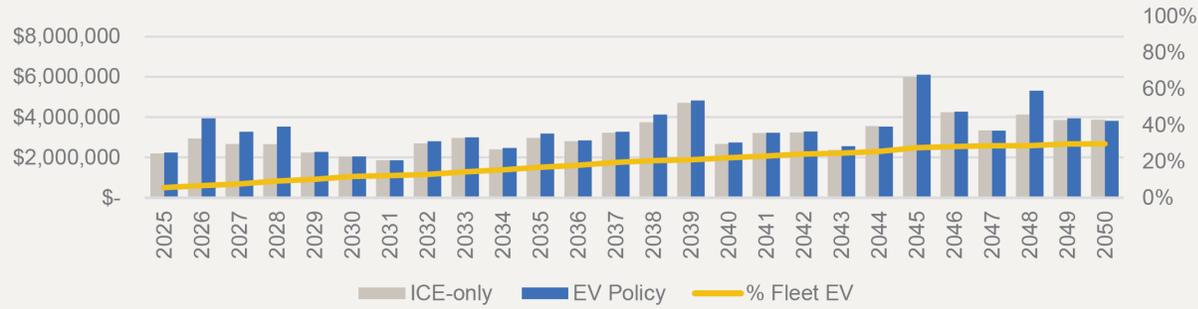
Fleet Composition through 2050





Financial Evaluation

Annual Fleet Expenditure Totals Under EV Policy Scenario

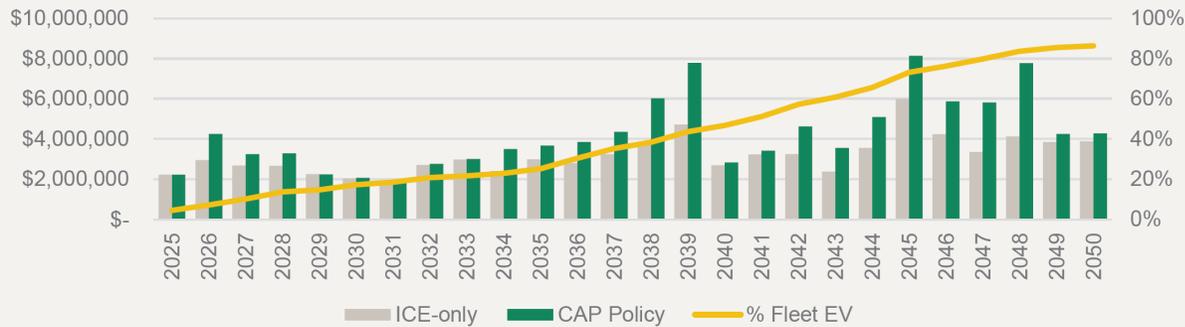


The CAP Policy scenario is about 25% (~\$21.7M) higher than the EV Policy.

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

Annual Fleet Expenditure Totals Under CAP Policy Scenario



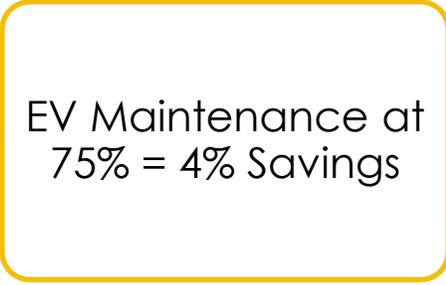
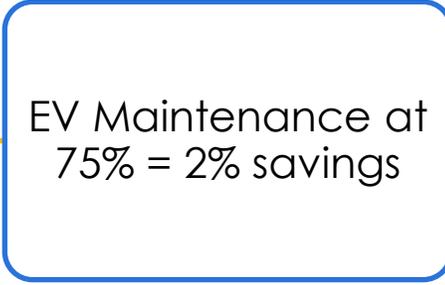
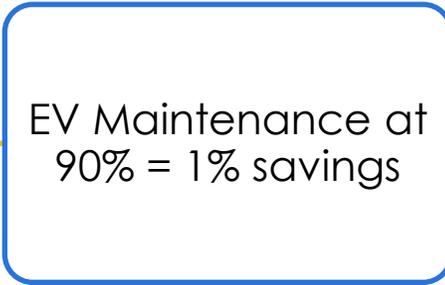
*Accumulative cost between 2026 and 2050 presented as future dollar value



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%)

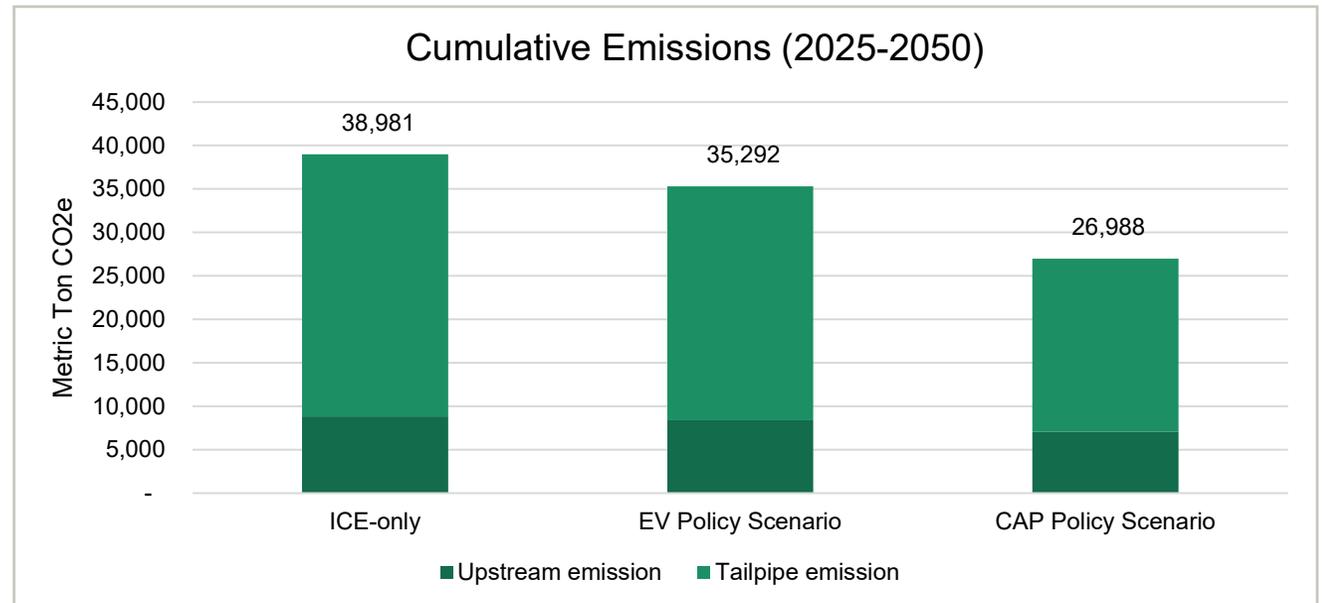
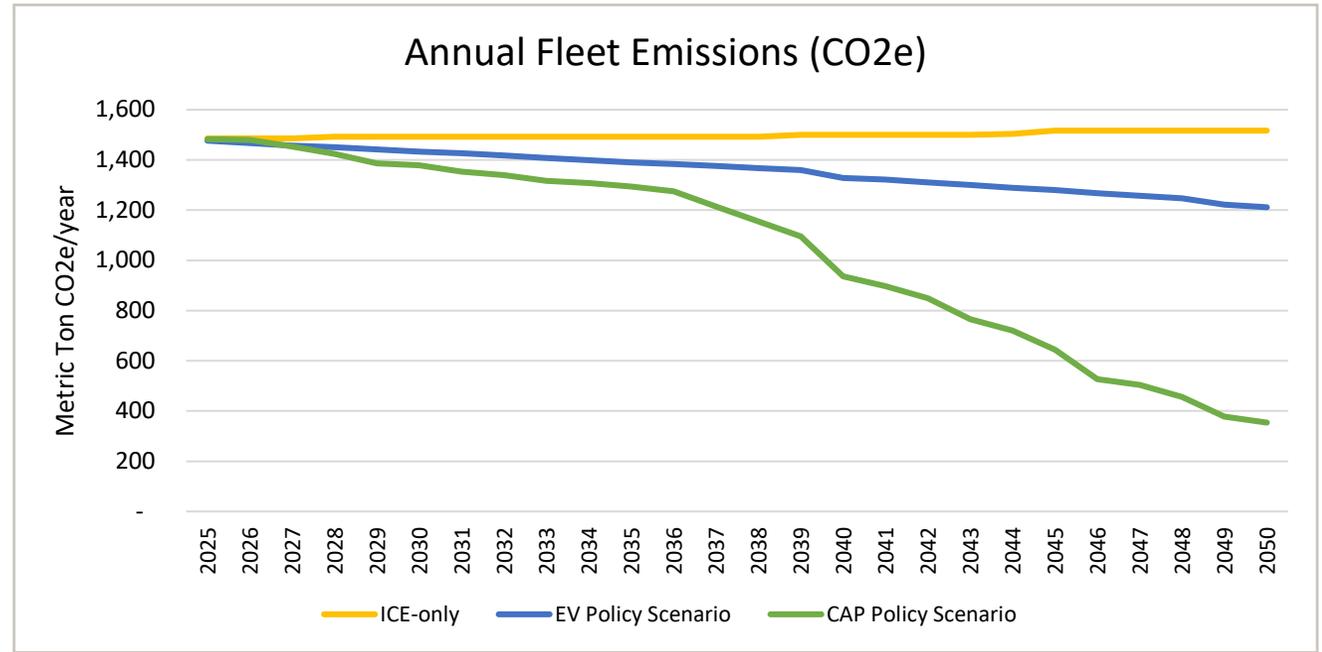




Greenhouse Gas Emissions

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

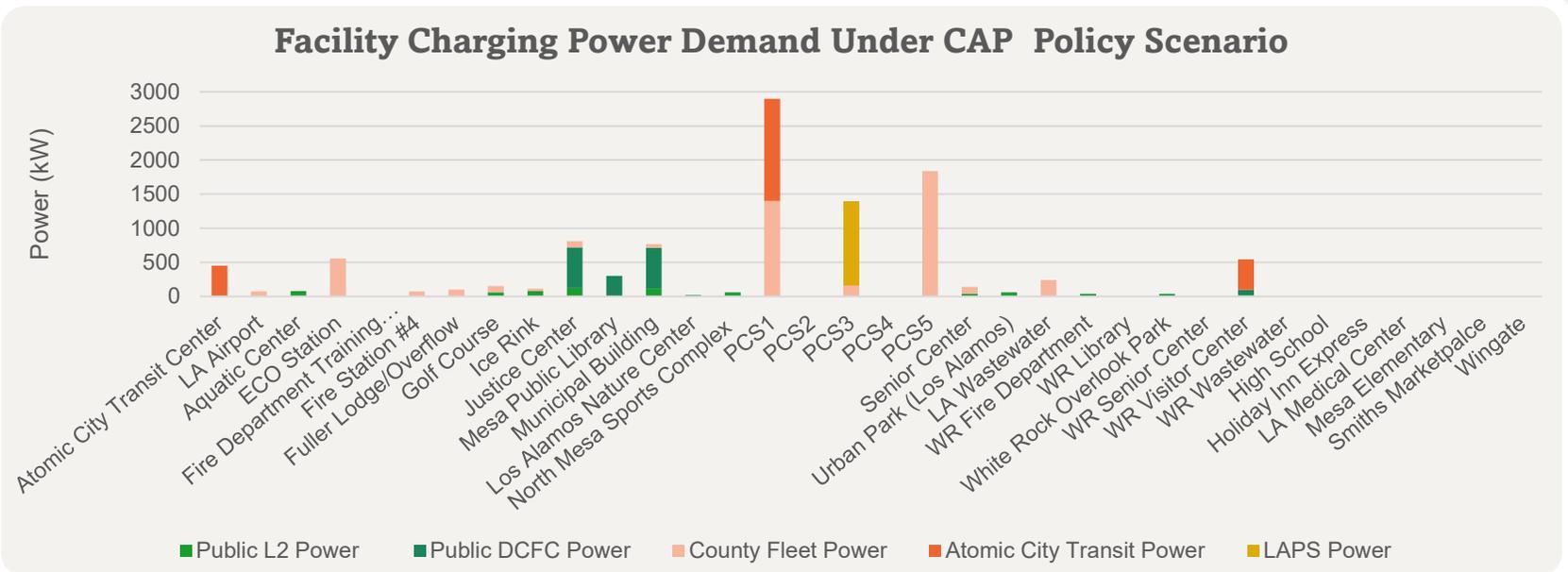
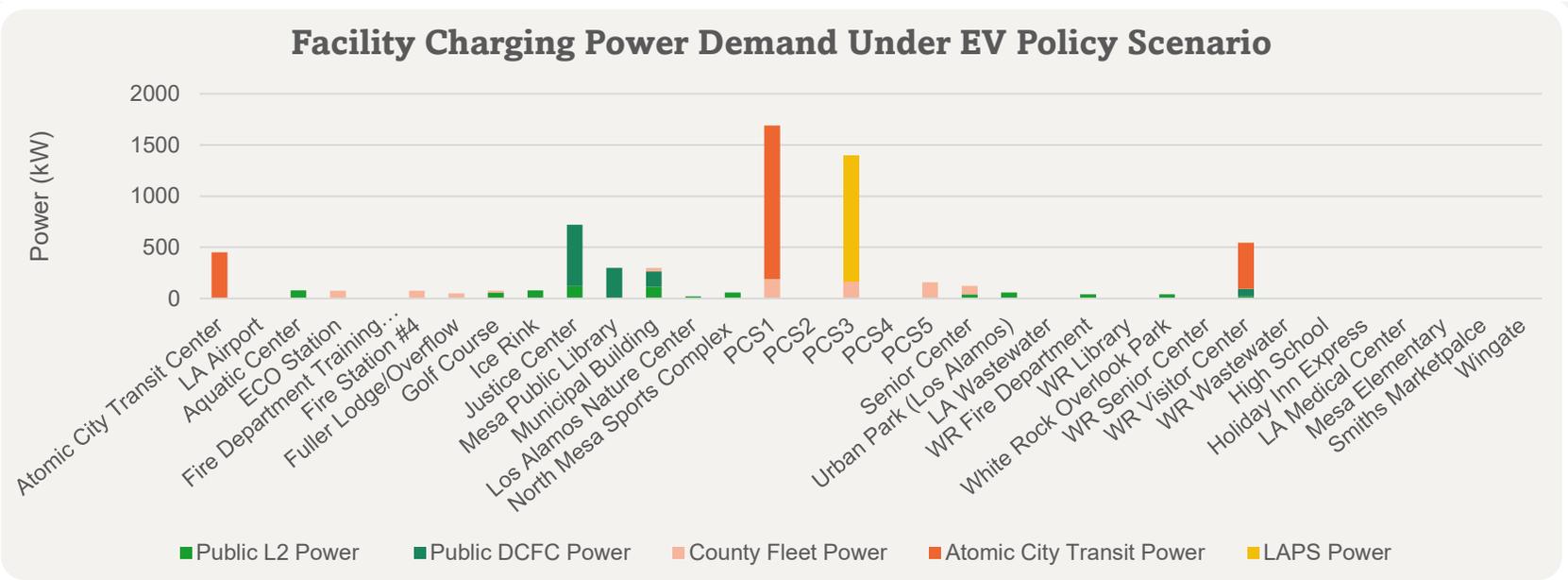
The CAP Policy scenario achieves ~30% lower cumulative emissions over the transition period





Projected Power Load

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





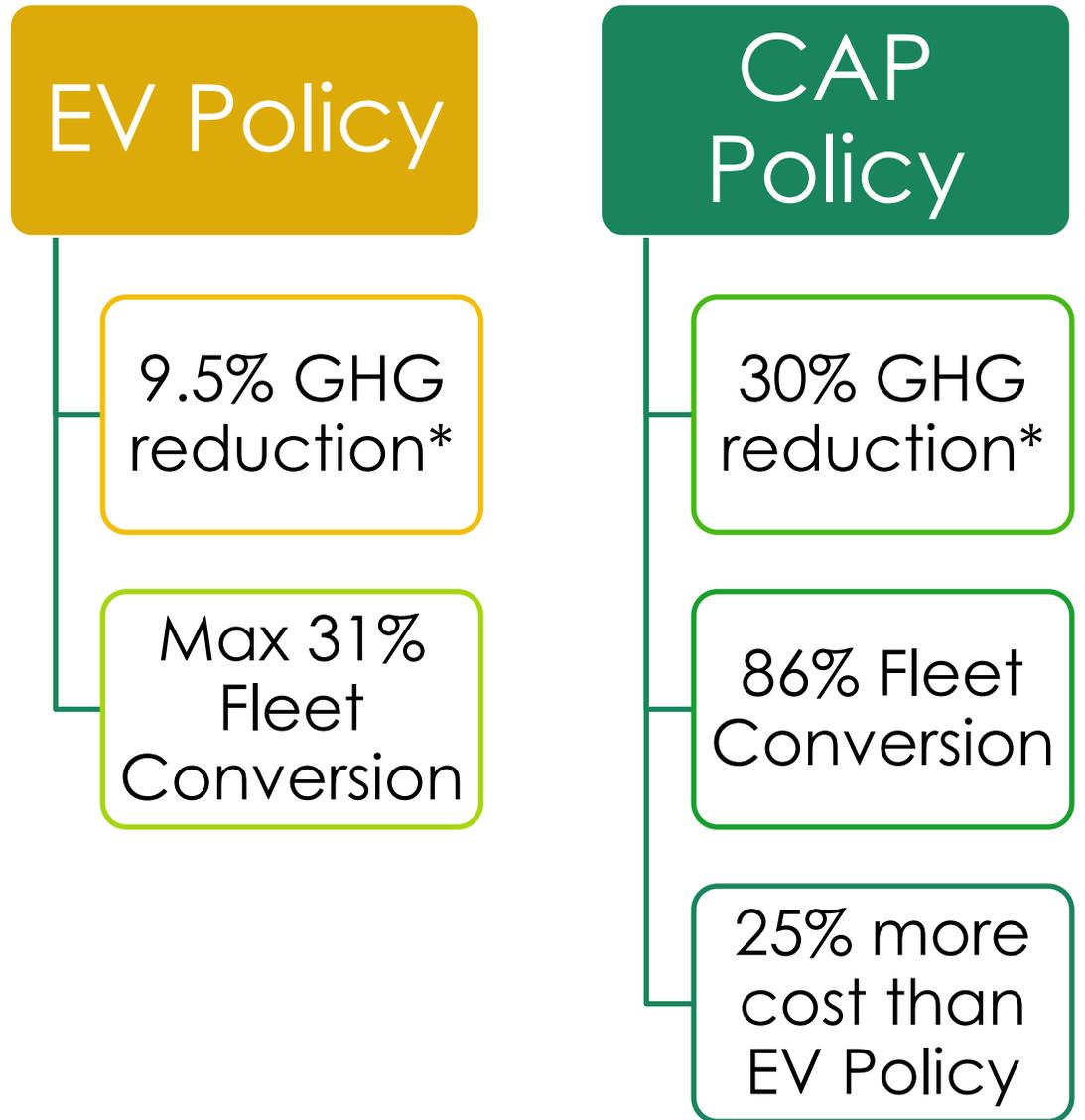
Takeaways

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

