

Subject: County EV Conversions
Related Department: DES

FY 2026 Proposed Budget
Budget Work Session Follow-up

3/13/2025

The following information is provided in response to a request made by Mr. de Ferranti at the work session on March 4, 2025, regarding the following question:

Can you provide data on EV conversions for the entire county fleet?

The County continues to make progress in converting the fleet to electric across most types of vehicles. The most progress has been made in non-public safety sedans due to market availability and the ability of EVs to meet operational needs of the County. For these class of vehicles, the County has already reached the [2025 Carbon Neutral Transportation Master Plan](#) (CNTMP) goal of 50% and is on track to meet the 2032 CNTMP goal of 100%. As additional EV offerings have been made available in the market, the County has been aggressive in converting other classes of vehicles to EV as appropriate. The data below shows the projected progress on converting to EV by vehicle class by the end of FY 2026.

FY2026 Projected EVConversions			
Non Public Safety	Total Count	EV	Percentage
Sedans	117	97	83%
SUVs	85	18	21%
Vans	62	23	37%
Light Trucks	65	33	51%
Public Safety	Total Count	EV	Percentage
Sedans [1]	62	15	24%
Trucks	21	2	10%
Patrol Vehicles	183	9	5%
APS	Total Count	EV	Percentage
School Buses	176	8	5%
White Fleet	108	24	22%
[1] 7 for Public Service Aides and 8 for Fire Marshal inspectors			

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SUVs: The Equipment Bureau is expecting delivery of six Chevrolet Equinox EVs within 60 days. Once in-service, it will be quickly determined if they will meet the County's need for electric SUVs. The Equipment Bureau is planning to order an additional 12 in FY 2026 and anticipates being able to meet the CNTMP goals of 50% by 2030 and 100% by 2037.

Vans: The Ford E-Transit has been a huge success and will eventually replace all internal combustion engine vehicle (ICEV) vans unless a smaller electric version is offered. The County is projecting to reach 50% by 2030 and 100% by 2037.

Small Trucks: The Ford Lightning has integrated well operationally and will be the replacement for all small ICEV trucks unless a smaller version is offered. Staff is closely watching the market for additional offerings. The 2030 CNTMP goal of 50% has already been met, and the County is in good position to meet the 2037 goal of 100%.

Public Safety: Further success in transitioning to EVs in public safety is dependent on expanding charging infrastructure, which is at maximum capacity at the Detention Center. To this end, \$250k is allocated in FY 2026 PAYG dollars to begin the Courts Police EV charging project, and a take-home charging pilot recently began. The success of the take home charging pilot is critical in supplying vehicles that meet mission readiness. The cost-effectiveness will be studied, but it is anticipated to be less expensive than major building upgrade investments. Vehicle offerings (Mach E, Blazer EV, Lightning) have been well accepted by Public Safety.

Medium and Heavy Trucks: Due to operational requirements and the lack of EV options available on the market, the County has not converted medium and heavy equipment, like dump trucks, to electric yet. However, the Equipment Bureau is continually looking at market availability and DES is eager to pilot heavy equipment EV options as they become more readily available and affordable. Biodiesel rather than straight diesel continues to be utilized for diesel-powered trucks.

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Arlington Public Schools (APS):

- *White Fleet:* Similar to the experience with the County fleet, APS is integrating the electric transit van into their fleet with great success. Availability of an electric SUV (Equinox) will allow them to expand their transition to electric vehicles.
- *School buses:* Three electric school buses are in service, with five more slated to go into service shortly. Once all eight electric buses are in service, APS can complete a more thorough evaluation. Any additional purchases will go beyond their current charging infrastructure abilities requiring a significant investment, and any long-term, more aggressive strategy to shift to electric school buses will require significant investment in space or structure because the chargers and other electrical infrastructure require additional space in a large fleet configuration.