

Alternative Fuel Fleet Progress Summary

Executive Summary

Citywide Goals

- [Sustainability Plan](#) (2016, updated 2018):
 - Action T-2. [Develop a Fleet Efficiency and Alternative Fuels Plan](#)
 - [Citywide Greenhouse Gas Reduction Target](#): Reduce greenhouse gas emissions by 66% by 2030 from a 2016 baseline.
- [Carbon Free Transportation Roadmap](#) (2021):
 - [Action Z.3: GoEV Resolution](#)
- [GoEV Resolution](#) (2021)
 - [Citywide Zero Emission Vehicle Target](#): 30% of all vehicles registered within the City to zero-emissions by 2030, and near-100% of all vehicles by 2050
 - After this Resolution, Longmont Fleet adopted the target of [25% alternative fuel vehicles by 2025](#).

2025 Alternative Fuel Inventory

Current alternative fuels used by the City include all-electric, hybrid electric and renewable natural gas collected from the Wastewater Treatment Plant for compressed natural gas (CNG) vehicles.

On-Road Fleet Vehicles

On-road vehicles include any car or truck that primarily operates on the road. It does not include on-road equipment such as road signs and trailers.

Vehicle Selection Process

When purchasing a new vehicle, Fleet works with the relevant department to identify if there are opportunities to pursue alternative fuel vehicles that meet the functionality

needs of the department and is within City budget. This is done through a more informal process instead of a formalized decision matrix. Considerations into ongoing maintenance costs in addition to upfront costs are considered when deciding to purchase a vehicle. Grants are also pursued as appropriate and need. See further details in the Funding and Resources section below.

Alternative Fleet Charging Infrastructure

As of January 2026, alternative fleet charging infrastructure is built out based on current and near-term projected electric vehicle and compressed natural gas vehicle needs. A study was completed several years ago to determine charging infrastructure needs and recently reviewed and adjusted based on current conditions. Staff will continue to monitor charging needs and an updated plan will likely be created in about five years or earlier if there is a large influx of electric vehicles.

Grants have been utilized to build out needed charging infrastructure. Currently, Fleet Services leads the installation and will charge the relevant department for associated costs. Future plan upgrades will need to factor in varying budgets and funding opportunities to support additional charging infrastructure across all departments as needed.

Metrics

By the end of 2025, alternative fuels composed 6.8% of the City's fleet. This indicator can be [tracked on Longmont Indicators](#).

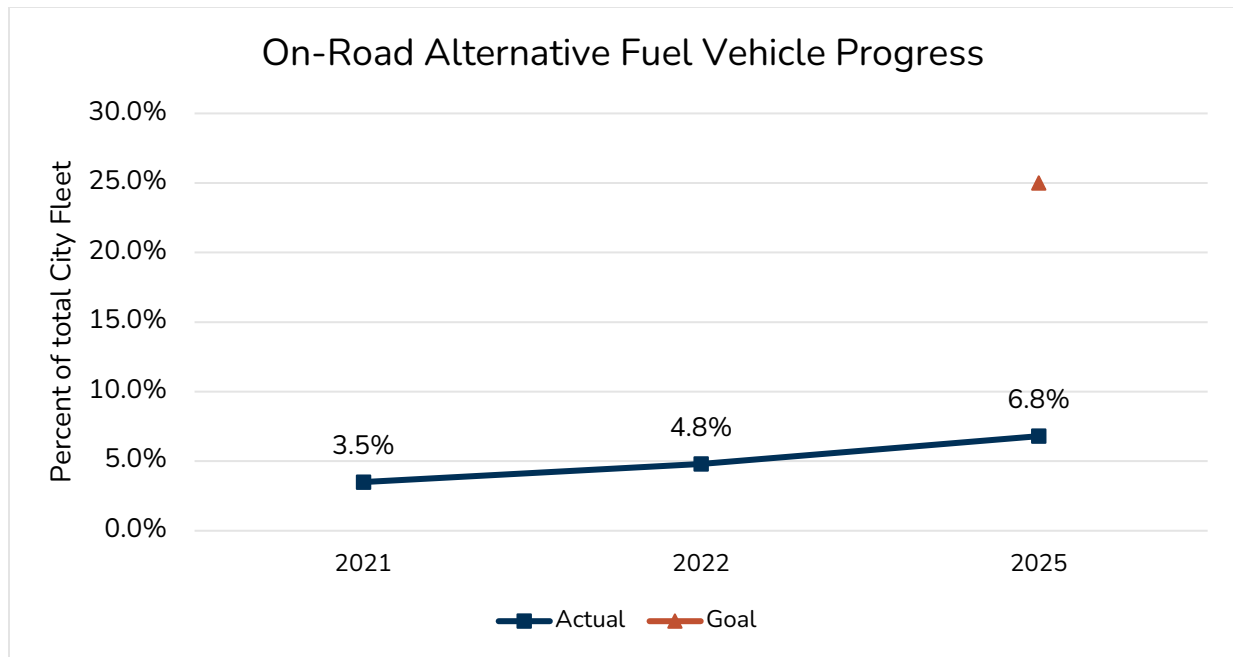


Figure 1: Longmont Progress towards on-road alternative fuel fleet 2025 target.

This is behind the City's target of 25% by 2025. The primary reasons for this lag include:

- Limited Vehicle Options and Availability:
 - The alternative fuel vehicle market continues to face substantial limitations that restrict our procurement options. Electric vehicles often have insufficient range for our operational needs or do not have all wheel drive, particularly for departments requiring extensive daily travel. Additionally, the limited availability of all-wheel-drive configurations has prevented us from replacing vehicles used in weather-dependent operations.
- Pickup Truck Constraints:
 - The scarcity of alternative fuel pickup trucks has been particularly problematic, as pickups constitute a significant portion of our municipal fleet. While the Ford F-150 Lightning initially appeared to be a viable solution, Ford's decision to scale back production has severely limited our ability to acquire these vehicles. This discontinuation has eliminated one of the few electric pickup options that met our operational requirements.
- Procurement Timing Issues:

- Delays in our purchase orders during 2025 resulted in reduced vehicle selection when we were ready to make acquisitions. The rapidly evolving alternative fuel vehicle market means that timing is critical, and these delays caused us to miss opportunities to purchase suitable vehicles that were available earlier in the procurement cycle.
- This has been corrected and will not be an issue moving forward.
- CNG Vehicle Cost and Complications:
 - Compressed Natural Gas (CNG) vehicles that are fueled by renewable natural gas have presented their own challenges. The current CNG truck build includes an additional \$80,000 charge beyond standard vehicle costs, representing a substantial budget impact. Furthermore, we are experiencing significant complications with the current unit under construction, resulting in delays exceeding one year. These technical issues and extended timelines have made CNG vehicles a less practical option for fleet replacement in the near term.

The City remains committed to achieving our alternative fuel vehicle goals as the market matures and more operationally suitable options become available. In 2026, Longmont Fleet Services is committed to advancing the City's sustainability goals by strategically increasing the use of alternative fuel vehicles across its fleet. This includes the continued procurement of hybrid and compressed natural gas (CNG) vehicles, while actively evaluating emerging technologies and alternative fuel options in segments where viable solutions are still limited. Hybrid platforms in particular provide a practical near-term path to reducing emissions and fuel consumption, especially in duty cycles not yet well suited for full electrification. CNG vehicles remain an important component for specific applications where infrastructure and use cases align. As the automotive industry continues to shift toward electrified and hybrid solutions, with manufacturers like Ford significantly expanding hybrid offerings as part of their future lineup, Fleet Services is closely monitoring upcoming developments. Notably, the anticipated introduction of a new hybrid pickup platform around 2028 is expected to substantially expand viable options for light-duty truck replacements, representing a key milestone in accelerating the City's transition toward a more sustainable and diversified fleet. The City estimates meeting the 25% target closer to 2031. This delay is due to the reality that a very larger portion of purchases are

pickups, which do not currently have viable EV or hybrid options available. Staff is anticipating that will change in 2028 and evaluate further opportunities at that time.

The 25% alternative fuel fleet target has been updated to 2030.

Off-Road Vehicles and On/Off-Road Equipment

Off-road vehicles include UTVs/ATVs, forklifts and construction, golf carts and maintenance equipment, like skid steers and backhoes. Off-road equipment includes mowers and handheld equipment, like chainsaws and weed whips. Drills and other small handheld equipment are not included. On-road equipment includes digital road signs, asphalt and pavement equipment and few other tools and trailers.

Off-Road Vehicles and On/Off-Road Equipment Selection process

Off-road vehicles and on-road and select more expensive, large engine off-road equipment are procured and maintained by Fleet. Fleet staff collaborate with the department to determine if there are cost effective and available alternative fuel options. Currently there are not a lot of options available for off-road medium- and heavy-duty vehicles and mowers.

For small handheld equipment, [Colorado Regulation 29](#) went into effect in 2025 restricting small gasoline-push and handheld lawn and garden equipment during summer months. Staff is fully in compliance with this regulation and are working to transition to using all electric items all year round.

Metrics

As part of the development of the Alt Fleet Checklist, staff created an inventory of off-road vehicles, mowers and small hand-held equipment. By the end of 2025, alternative fuels were 53% of off-road vehicles and equipment.

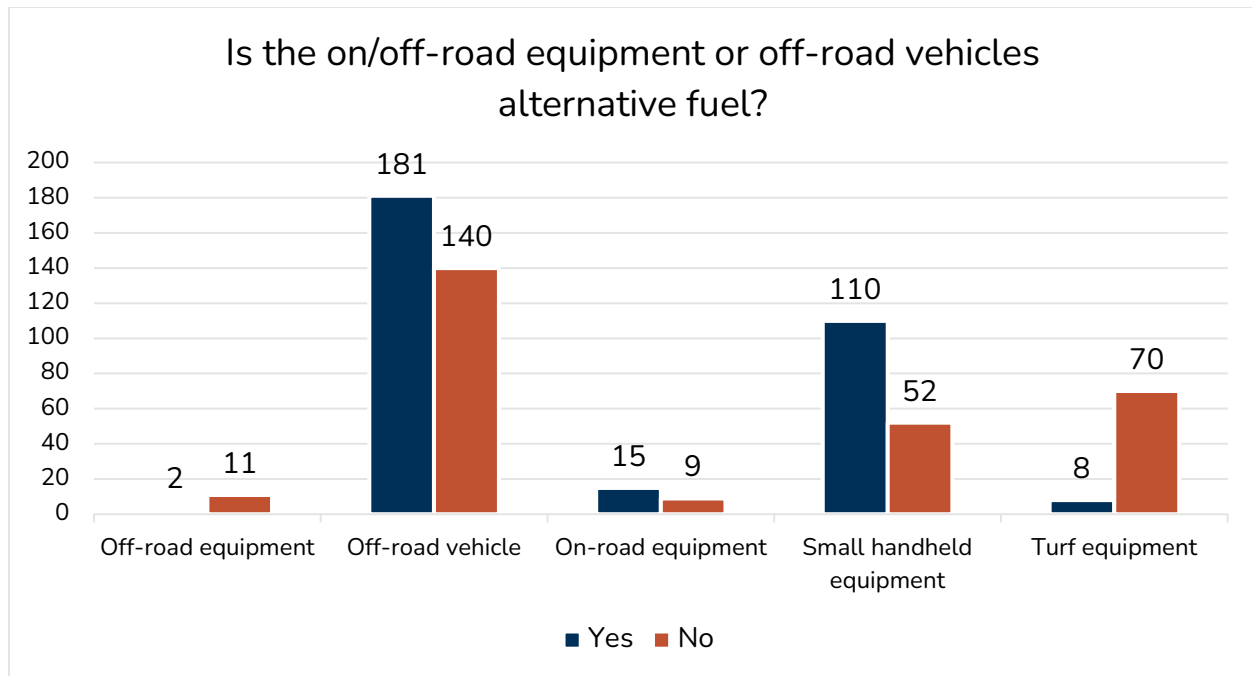


Figure 2: Breakdown of on and off-road equipment and off-road vehicles that does and does not use alternative fuel by equipment and vehicle type.

This metric will now be tracked yearly on [Longmont Indicators](#).

Alternative Fuel Fleet Checklist

Background

The alternative fuel fleet checklist was created in quarter four 2025 to document actions taken and future opportunities for Fleet Maintenance and the City to achieve the GoEV Resolution's goal of 25% alternative fuel fleet vehicles by 2025. To create the checklist, Sustainability Office staff referenced actions already identified in City plans and resolutions. Staff also reviewed ten fleet plans from across the country and included these actions as optional actions for staff to explore if relevant. Based on this review, the checklist is categorized into the following sections:

- Checklist and Goal Setting Management
- Fleet Goal Setting
- Metrics and Tracking
- Fleet Vehicle Procurement
- Fleet Maintenance

- Fleet Alternative Fuel and Charging Infrastructure
- Off-Road Equipment
- Fuel Reduction Strategies
- Staff Education
- External Education on City Progress
- Staff Charging Needs
- Drive Clean Colorado Watts @ Work
- Contracted

As detailed above, the list focuses on internal efforts to transition fleet vehicles, off road equipment, reduce fuel consumption and staff commuting. Efforts led by the City to educate and encourage the community to transition to zero emission vehicles is being pursued but is outside the scope of the checklist and this summary.

Checklist Status Summary

The checklist is currently an internal document used by City staff to track progress; the following is a high-level summary. There are currently 81 actions in the checklist.

Action the City is planning to pursue have one of the following status options, “Completed,” “Ongoing,” “In Progress,” “Planning,” or “Not Started.”

Actions that the City has yet to determine whether to pursue have the status, “Research on Action Feasibility Needed.” Actions the City has decided not to pursue either have the status “Not Pursuing” or “N/A”. An example “N/A” action is researching and implementing an at home charging policy. This is not currently applicable to the City as all take-home cars are hybrid and do not need charging infrastructure. This status may change in the future if it becomes applicable. Details like this are available on the checklist for each action.

As of January 2026, here is the breakdown on action statuses:

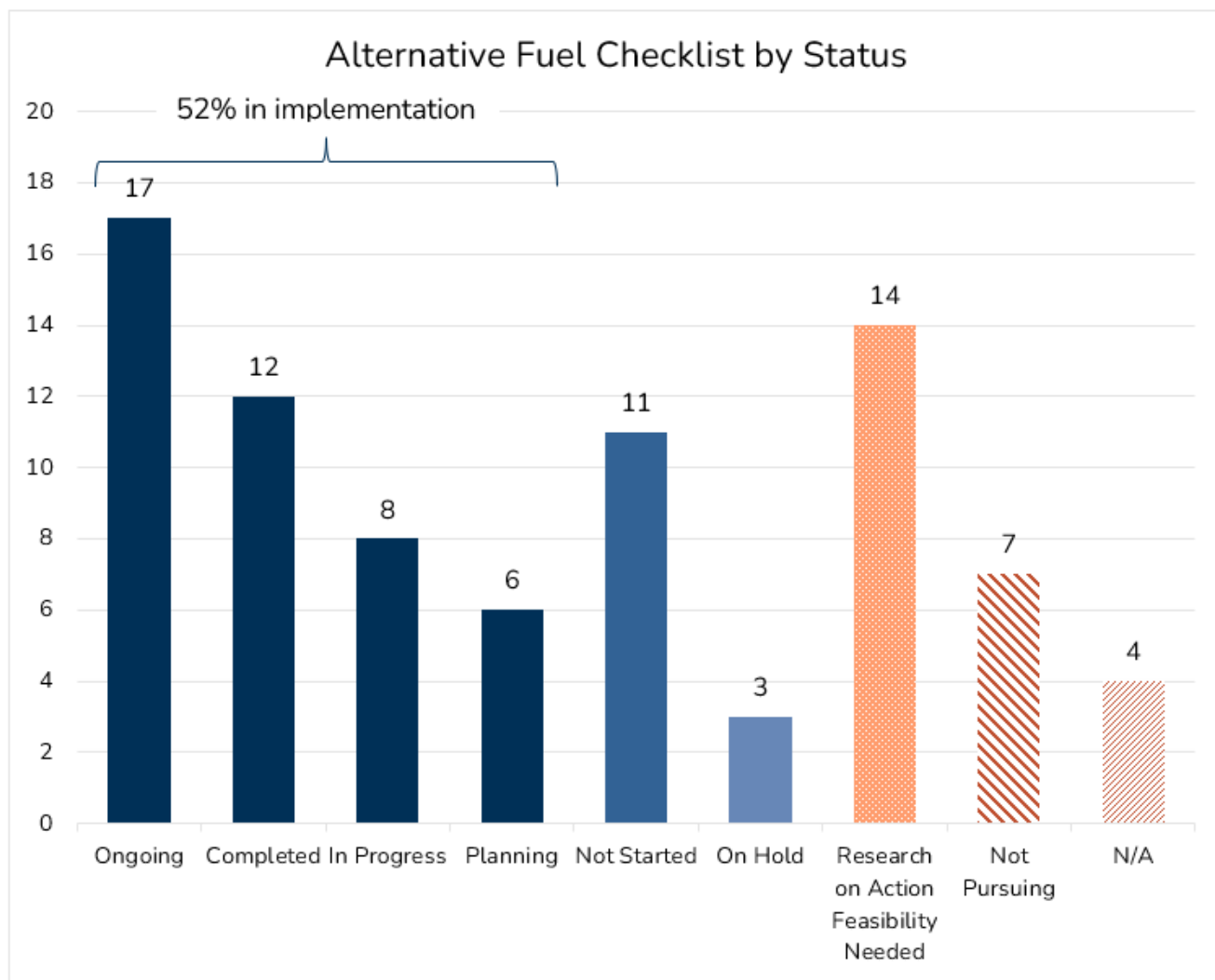


Figure 3: Longmont alternative fuel action status breakdown.

As seen in Figure 3 above, of the identified actions, currently 95% of actions are applicable and the City has already started planning, progress or completed 52% of those actions.

Successes

The City has begun the process of establishing goals and processes to transition to alternative fuels, including:

- Adopting a “Zero Emission First” fleet replacement policy.
- Training staff on how to maintain alternative fuel vehicles.
- Implementing innovative CNG technology.
- Building out infrastructure support for both all electric and CNG fuel stations.

- Meeting the requirements of Regulation 29 and having all electric small handheld equipment.
- Piloting a fleet telematics system in 2026 to identify opportunities to reduce fuel usage and improve efficiency.
- Educating staff on both alternative fuel vehicle options and multi-modal transportation that can reduce fuel usage.
- Developing a baseline of fleet greenhouse gas emissions in the 2024 municipal operations inventory.

Workgroup Highlights

- **Button Rock Reservoir:** A Level 2 EV charger was recently installed at Button Rock Reservoir to support a future purchase of an all electric vehicle. Staff have plans to add more chargers in the future as more rugged vehicle options become available.
- **Fleet:** Installed charging stations throughout the City and supported the purchases of alternative fuel vehicles. Next year, staff are piloting a fleet telematics system.
- **Forestry:** All electric small handheld equipment.
- **Golf:** Golf carts are primarily all electric and half of the utility terrain vehicles (UTVs) are electric. All electric small handheld equipment. Staff use hybrid mowers and are trialing an electric walking mower in 2026.
- **Longmont Power & Communications Operations:** Almost all small handheld equipment is all electric.
- **Open Space:** Staff currently have one all electric UTV and use electric chainsaws and weed whips.
- **Parks:** All electric small handheld equipment. In 2025, staff worked with a company that used all electric autonomous mowers at two parks.
- **Public Safety:** Over 30 hybrid patrol vehicles were purchased in 2025.
- **Union Reservoir:** Staff utilize two E-bikes and mostly all electric small handheld equipment.
- **Utilities Warehouse:** Currently half of the forklifts are electric.
- **Treatment Operations:** 40% of UTVs and half of the forklifts are all electric.

Opportunities

Near-term opportunities that staff have decided to implement over the next year:

- Updated the alternative fuel fleet goal to 25% by 2030.
- Further explore Drive Clean Colorado's grant support and education resources once the Purchasing staff to support Fleet has been hired.
- Explore a more extensive electrification analysis and decision matrix for on-road and off-road purchases once the Purchasing staff to support Fleet has been hired.

Additional opportunities for staff to explore over the next couple of years:

- Expand tracking the impact of on and off road conversions and fuel reduction strategies. Additions can include more extensive greenhouse gas emissions tracking, PM2.5 emissions and savings.

These are opportunities that are likely dependent on developing technology:

- Revisit and explore a transition to net-zero backup generation during emergencies.
- Transition mowers, trucks, heavy duty vehicles and equipment once cost and operationally effective.
- Explore opportunities with contractors.

Funding and Resources

Supporting current and future transitions to alternative fuel vehicles has required the assistance of grants to install charging infrastructure and purchase vehicles. Currently equivalent on-road vehicles typically have lower upfront purchase costs; however, alternative fuel vehicles such as electric, hybrid, and CNG units often provide reduced long-term operating expenses, with electric vehicles averaging roughly half the maintenance cost per mile (approximately \$0.04–\$0.06 per mile vs. \$0.06–\$0.10 for gasoline vehicles) and significantly lower fuel costs, while hybrids and CNG vehicles offer moderate fuel savings but may have maintenance requirements similar to or slightly higher than conventional vehicles due to dual or specialized systems.

Funding Needs

Transitioning to CNG and electric vehicles requires both increased upfront capital investment and sustained operational funding. Initial costs include vehicle acquisition premiums, as well as necessary infrastructure such as CNG fueling systems and electric vehicle charging and facility upgrades.

Funding responsibilities are currently split between Fleet Services and departments, with Fleet managing vehicle replacement and major maintenance, and departments responsible for day-to-day operating costs. This structure can create funding disparities, as departments may struggle to absorb the higher upfront costs of alternative fuel vehicles, potentially limiting consistent adoption across the organization.

The most critical funding need at this time is ongoing maintenance support. As the fleet diversifies, additional resources are required for specialized technician training, diagnostic equipment, and parts. Adequate and stable maintenance funding is essential to ensure vehicle reliability, minimize downtime, and protect the City's long-term investment in alternative fuel technologies.

To support the above funding needs, there is currently an informal group of staff from Purchasing and Contracts, Fleet Services and Sustainability that are supporting funding requests and researching grant support. Purchasing and Contracts is currently working to purchase a full time staff member in 2026 that is funded by Fleet Services and Sustainability to support Fleet and other City sustainability efforts.

Grants

The City has received the following grants so far to support this work:

- 2025:
 - Completed the final report to the Colorado Energy Office for a reimbursement of \$172,000 for installation of electric vehicle charging stations at City buildings.
- 2024:

- Colorado Energy Clean Air Program grant to fund several projects at the Wastewater Treatment Plant needed to enhance the system for methane re-capture that is used in CNG trucks.
- Colorado Department of Public Health and Environment Clean Fleet Vehicle and Technology Grant to add a new sanitation truck that uses renewable natural gas.
- Filed the 2023 Elective Pay for Clean Energy to receive federal Clean Energy Tax credit benefits from electric vehicles purchased in 2023.
- 2018:
 - \$1,000,000 Colorado Department of Local Affairs grant to capture biogas from the wastewater treatment plan to be used in CNG trucks. The project was completed in 2019.
 - Colorado Regional Air Quality Council awarded the City a grant to support the purchase of CNG trucks.

The City continues to monitor and explore grant opportunities as they become available.

Efficiency Works

Efficiency Works provides a \$1,000 incentive per charging port for Level 2 electric vehicle charging stations located in public parking areas. The City currently operates five charging stations that are available to the public. This incentive was not utilized for these installations, as the City instead leveraged the Charge Ahead Colorado Grant, through which approximately \$204,000 was awarded to support charging station installation costs, providing a more substantial funding source.

At this time, there are no plans to expand publicly available charging infrastructure. This is due to the City's current focus on supporting internal fleet electrification needs, as well as the availability of existing public charging options within the community. Future expansion will be evaluated based on fleet demand, infrastructure capacity, and funding availability.

Efficiency Works also provides resources for [fleet electrification studies](#). Their site includes an EV Fleet planner tool and resources to help fund an in-depth fleet electrification study. In 2025, staff decided to develop the internal alternative fuel fleet

checklist first before exploring a larger in-depth fleet electrification study. Based on progress above it was determined that a more in-depth fleet electrification study and decision-matrix would be pursued after the fleet support position in Purchasing was hired and fully onboarded later in 2026 or early 2027.

State of Colorado

Resources include the [Charge Ahead Colorado EV Charging Grant](#), [Fleet-ZERO EV Charging Grant](#) and [Clean Fleet Vehicle and Technology Program](#). The [ReCharge Colorado Coach](#) program can help understand and navigate which resource is the best for the City.

Drive Clean Colorado

The [Watts@Work program](#) with Drive Clean Colorado can provide a free site and feasibility assessment. There are also opportunities to collaborate on regional incentives and grants.

Drive Clean Colorado also participates as a Colorado Energy Office [ReCharge Colorado Coach](#), staff can provide coaching support on electric vehicle and charging infrastructure and grant opportunities.

Drive Clean Colorado also partners with a couple other organizations to support EV adoption at the workplace.

Next Steps

Staff will review the alternative fuels checklist in early February yearly. The checklist is an internal document, but this program summary can be shared externally upon request.