



## HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Regional Transportation Planning Agency  
Humboldt County Local Transportation Authority  
Service Authority for Freeway Emergencies

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### AGENDA ITEM 3a

TAC Meeting

October 1, 2026

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DATE: September 22, 2026  
TO: Technical Advisory Committee (TAC)  
FROM: Stephen Luther, Senior Regional Planner  
SUBJECT: **Zero Emission Vehicle Fleet Transition Plan**

### PRESENTATION

In May 2024 the HCAOG Board authorized the use of \$300,000 of regional Carbon Reduction Program (CRP) funds for the *Zero Emission Fleet Transition and Infrastructure Plan* based on the TAC recommendation that each jurisdiction would benefit from planning to help comply with California's Advanced Clean Fleet Regulations. Local agencies are required to begin the transition to a 100% zero-emission fleet beginning in 2030. The Fleet Transition Plan will chart a course for each jurisdiction to phase in applicable vehicles and charging infrastructure over a twenty-year period to comply with the regulation. The regulation applies to vehicles over 8,500 GVWR, or Class 2b-Class 8 on-road vehicles. Emergency vehicles including law enforcement are exempt, as are vehicles that do not have a comparable ZEV available on the market.

DKS is the consulting firm selected to complete this planning work for Humboldt County agencies. Phase 1 of the Plan was a fleet overview and analysis that summarizes the number of vehicles in each class domiciled at the various fleet locations in each jurisdiction. This information was presented to the TAC and respective Public Works staff in March 2026. Using the available fuel data and duty cycle information, DKS estimated the energy demand for each vehicle type and calculated the number of EV chargers required for each jurisdiction to support the transition to zero-emission vehicles.

After reviewing the data and conducting field visits, DKS selected a list of fourteen priority sites to conduct more detailed analysis and cost estimates. In the current phase, the consultant has developed recommendations for a phased approach for vehicle replacement and charger installation including electrical capacity upgrades. The analysis also calculates the capital expenditure (CAPEX) and operational expenditure (OPEX) for the recommended phasing. DKS is sharing preliminary results on the phasing of vehicle replacement and charger installation at each site.

The presentation will include a look at the online dashboard which allows each jurisdiction to see at a glance the replacement timelines, vehicle models available, and other useful information.