Metropolitan Washington
Council of Governments

Regional Electric Vehicle Deployment (REVD) Working Group
DRAFT WEBINAR MEETING SUMMARY: MAY 18, 2023

REVD MEMBERS IN ATTENDANCE
- Virginia Burke, Maryland Department of Transportation (MDOT) (Chair)
- Khalid Afzal, Montgomery County
- Matt Arcieri, City of Manassas
- Mark Aveni, Loudoun County
- Erica Bannerman, Prince George's County
- Tony Berger, City of Gaithersburg
- Michele Blair, City of Laurel
- Brian Booher, Montgomery County
- Daryl Braithwaite, Takoma Park
- Al Carr, District Department of Energy and Environment (DOEE)
- Chloe Delhomme, City of Manassas
- Rich Dooley, Arlington County
- Elliot Doomes, U.S. General Services Administration (GSA)
- Bill Eger, Arlington County
- Beth Groth, Charles County
- Marguerite Guarino, Fairfax County
- Demetra McBride, Arlington County
- Logan McSherry, Frederick County
- Kristin Mielcarek, Frederick County
- Shannon Moore, Frederick County
- Tyler Muntz, Frederick County
- Francis Rath, City of Manassas Park
- Darrel Reynolds, Prince William County
- Erica Shingara, City of Rockville
- Lindsey Shaw, Montgomery County
- Steve Skolnik, City of Greenbelt
- Gina Weil, Fairfax County
- Elizabeth Lovinggood Washington Metropolitan Area Transit Authority (WMATA)

- Andy Young, City of Falls Church

ADDITIONAL ATTENDEES:
- Sophia Cortazzo, MDOT
- Stephen Gyor, District Office of Planning
- Osvaldo Laboy, GSA
- Mark Lauzier, GSA
- Elizabeth Lovinggood, WMATA
- Lisa Pearson, GSA

COG STAFF IN ATTENDANCE:
- Alissa Boggs, COG Environmental Programs
- Leah Boggs, COG Environmental Programs
- Kelsey Boatwright, COG Environmental Programs
- Andrew Burke, COG Transportation Planning
- Tim Canan, COG Transportation Planning
- Robert Christopher, COG Environmental Programs
- Maia Davis, COG Environmental Programs
- Cristina Finch, COG Transportation Planning
- Pierre Gaunaurd, COG Transportation Planning
- Jeff King, COG Environmental Programs
- Mark Moran, COG Transportation Planning
- Erin Morrow, COG Transportation Planning
- Katherine Rainone, COG Transportation Planning

1. INTRODUCTION AND WELCOME
Virginia Burke, REVD Chair

Regional Electric Vehicle Deployment Working Group (REVD) Chair Virginia Burke called the May REVD meeting to order.

2. EV-READY CHECKLIST REVIEW AND FEEDBACK
COG Staff

During the meeting, COG staff introduced the EV-Ready Checklist. The EV Ready Checklist provides a comprehensive high-level overview of steps local jurisdictions can work on to prepare their community and government fleet for transportation electrification. The checklist's sections includes Community Planning, Zoning, Building Codes, Permitting and Inspections, Government Fleets, Public Education and Outreach, and Public Safety and Security.

To facilitate discussion and gather input on each section, the group was divided into breakout rooms. Breakout 1 focused on Community Planning and Government Fleets. Breakout 2 included discussions on Zoning and Building Codes. Breakout 3 covered Education and Outreach and Public Safety.

The breakout sessions gave local jurisdictions an opportunity to provide valuable insights and perspectives on their respective areas of expertise. By engaging in these focused discussions, the group aimed to enhance the effectiveness and applicability of the EV-Ready Checklist across multiple aspects of EV planning and implementation. Overall, the meeting provided a platform for collaborative brainstorming and feedback gathering, promoting the development of a comprehensive and well-rounded approach to EV readiness.

Discussion:

Breakout 1:
- Open data about curbside space should be published. Information on the locations of future bike lanes, wooden utility poles, and metal street light poles that could potentially host EV chargers should be included.
- It is recommended to have a stakeholder list in the planning process, which includes utilities, dealerships, etc.
- The reliability of stations across the metro region needs to be considered. Models for partnering with local dealerships should also be explored.
- It's necessary to identify constraints between small and large local governments. Opportunities for mapping opportunity zones should be investigated.
- A common GIS layer or map showing existing and potential EV supply equipment (EVSE) locations, including rights of way, should be developed.
- The ways to engage with dealerships to increase the capacity of EV ownership should be considered.
- Locations where partnerships could potentially be concentrated should be identified. Exact locations are not necessary.
- Zoning and building codes sections should align with other land use, master, and comprehensive plans or action plans.
- Utility engagement is crucial and coordination with them should be emphasized.
- It is important to note that transit planning often requires more specific considerations than general heavy-duty fleet planning.
- Attention should be given to administrative systems, such as integration with fueling management software and vehicle maintenance management systems.
- Beyond charging, the transition plan should acknowledge and plan for vehicle maintenance and workforce training needs to ensure vehicle reliability.
- Other fleet performance efforts, like right-sizing the fleet and using the right vehicles for appropriate applications, should also be considered.
- Ongoing maintenance and reliability should be prioritized, beyond being just a feature of a request for proposal (RFP) or similar processes (Prince George's County & Montgomery County).

Breakout 2:
- There's currently a lack of clarity around zoning and building codes for EV charging stations. The different audiences and purposes for these codes could lead to potential redundancy and confusion. Hence, the need for clarification.
- Aligning zoning codes with Climate Action Plans through incentives could motivate developers to install more EV charging stations. This could apply to both commercial and mixed-use residential developments. These incentives should be incorporated into the zoning process checklist, with the building codes ensuring proper implementation during construction.
- Members find the resource links and examples provided in the checklist helpful.
- The need for training about best practices, examples, and detailed walkthroughs related to zoning and the checklist was discussed, potentially to be covered by REVD in future meetings.
- Promoting EV adoption is challenging, particularly in multi-family residential communities, due to unclear regulations regarding parking, signage, and parking enforcement. The issue of homeowner associations having separate EV rules from zoning or building codes was identified as a critical area requiring attention. These challenges are notable in efforts to diversify housing options.
- Challenges exist in securing federal funding and ensuring accessibility of EV charging stations at multi-unit dwellings, particularly in areas without a garage where accessibility must be limited to residents and their guests.
- Lastly, in some jurisdictions, Level 3 charging is categorized as a gas station, limiting charging speed and accessibility. This point might need to be highlighted in the checklist.

Breakout 3:
- There is a struggle to identify training for vehicle technicians.
- There are different requirements for EV repair facilities for safety reasons including the amount of metal in proximity the vehicle and technician.
- Consider partnering with fire and rescue on joint training to make sure there is EV appropriate equipment available. A couple jurisdictions notes manufacturers have training and guidance on accident response.
- We need to make sure that EV public safety vehicles have power back-up in case of a power outage.
- Fire departments and building codes linkages due to the fire risk of a malfunctioning battery while charging in a building garage
  - The issue with having chargers below G1 level and above 2nd or third floor.
  - Sensors on charging units can "sniff" release of gases could let the fire department know about a potential malfunctioning battery and possible fire.
- Checklist 7.2 – physical security – guidelines/requirements for access for physically challenged EV users (i.e. curb cuts for wheelchairs)
- Checklist 7.4 – cyber security – local communities don't want to figure this out on our own. GSA may have input regarding federal cyber security requirements.

3. LOCAL EV-READY PROJECTS
Michele Blair, City of Laurel
Matthew Meyers; Marguerite Guarino; Regina Weil, Fairfax County

Michelle Blair discussed the process and challenges of implementing charging stations in the City of Laurel. The city wanted to provide charging stations for residents and selected Blink as the company

to work with. They interviewed multiple companies and chose Blink because the city wanted to provide public charging on city property and Blink was the vendor willing to work on those sites. The city worked with Blink and their contractor, Paniaguas Enterprises Inc, to install charging stations at various locations. The stations are level 2 chargers, and the city has agreements with Blink for maintenance and replacements. The city does not charge for using the parking lots but charges residents for using the charging stations. They have seen positive usage and plan to expand the infrastructure to include their fleet vehicles.

Michelle shared some lessons learned, such as the importance of involving the installer early in the process and the need for good communication with the chosen company as there can be a disconnect between site needs and what the vendor says is possible prior to an assessment. The city has a revenue share with Blink that will be used to offset increased electrical draw at sites with EV charging. The city tracks the usage and uptime of the chargers through the Blink app; if there are any issues, residents can report them through the app as well. Overall, the implementation of charging stations in the City of Laurel has been successful, and they are working on further improvements and outreach to residents. The city is working with Blink on further public charging as well as behind the fence charging for fleets.

Fairfax County discussed efforts to promote electric vehicle (EV) adoption and charging infrastructure in the county. The county has two main programs: one focused on installing charging stations at county facilities and the other assisting multi-family residential communities in installing charging stations. The county aims to achieve carbon neutrality by 2050 for the community and by 2040 for its operations. Transportation accounts for a significant portion of greenhouse gas emissions, and the county has set goals for EV adoption, aiming for 15% of vehicle registrations to be fully electric or plug-in hybrid by 2030. Additionally, the county plans to transition its fleet to non-carbon-emitting alternatives by 2035.

Fairfax County's presentation also covered the selection process for charging station vendors, the use of ChargePoint stations, and the fee structure for public and employee charging. The public fee is $0.30 per kWh and a $2.00 per hour dwell time fee that begins 10 minutes after charging is complete. The Charge Up Fairfax program supports communities, including condo and homeowner associations, in exploring and implementing community charging stations. The program offers resources, guidance, and grants to eligible communities. The pilot program has received applications from various communities and is expected to expand in the future based on the lessons learned.

Discussion:

- Some clarifying questions were asked about the Charge Up program: What is the eligibility, single family, town home, condo? What is the profile of awardees? What are the costs like? The response was that the program is designed for condo and homeowner association communities and is designed to support those who do not have a driveway or a garage where they can charge. Currently the pilot has a participating community with 7,500 units and the smallest has 56. Costs have ranged from $15,000 to $30,000 depending on site factors.
- There was a question about any challenges as COA/HOA communities have not always been open to charging on their properties. As the Charge Up pilot is an opt in program, Fairfax has not encountered pushback but has worked through some hesitation from communities that worry about losing parking spaces.
- A question was asked relating to the issue of payment method utilization. Fairfax County issues a Charge Point RFID card with every vehicle that can be used to pay for charging

through the county credit card fuel program. County employees do not have to use apps for government vehicle charging.

4. STAFF UPDATES
Robert Christopher, COG Environmental Programs
Erin Morrow, COG Transportation Planning

Robert discussed a CFI grant application that was initiated after partners showed interest in a previous meeting. The team has received project sites from four jurisdictions, but currently, they lack enough sites in disadvantaged communities and do not meet the 20% match for the minimum award amount. The application deadline has been extended, and Robert encouraged others to contribute.

Erin briefed the Working Group on the regional electric vehicle (EV) infrastructure implementation strategy. The strategy will be supported by ICF. The strategy is intended to help state and local governments prioritize charger deployment locations and apply for federal funding. This initiative will be kicked off at the July REVD meeting.

5. ADJOURN
Virginia Burke, REVD Chair

Chair Burke adjourned the meeting.

All meeting materials, including speaker presentations, can be found on the COG website or by clicking the link below –
https://www.mwcog.org/events/2023/5/18/regional-electric-vehicle-deployment-working-group/