



BUILT ENVIRONMENT AND ENERGY ADVISORY COMMITTEE (BEEAC)

Draft Webinar Meeting Summary: April 15, 2021

BEEAC Members in Attendance:

- Gina Mathias, City of Takoma Park (Chair)
- Bill Eger, City of Alexandria (Co-Vice Chair)
- Emil King, District Department of Energy and the Environment (DOEE) (Co-Vice Chair)
- Dawn Ashbacher, Frederick County
- Ellen Eggerton, City of Alexandria
- Dawn Hawkins-Nixon, Prince George's County
- Joan Kelsch, Arlington County
- Kevin Milsted, Prince William County
- Shannon Moore, Frederick County
- Charles Njoku, Arlington County
- Helen Reinecke-Wilt, Arlington County
- Luisa Robles, City of Greenbelt
- Najib Salehi, Loudoun County
- Kate Walker, City of Falls Church

Additional Attendees:

- Thomas Bartholomew, DOEE
- Eric Campbell, DOEE
- Eric Coffman, Maryland Energy Administration (MEA)
- Chloe Delhomme, City of Manassas

- Ashleigh Diaz, City of Bowie
- Nekabari Goku, Pepco Holdings, Inc.
- Alleyn Harned, Virginia Clean Cities Coalition
- Michael Hyland, SMECO
- James Kuiper, Argonne National Laboratory
- Erin Lannon, General Services Administration (GSA)
- Alex Lopez, DOEE
- Joseph Picarelli, BGE
- Devin Sclater, Dominion Energy
- Jennifer Zettl, City of Alexandria

COG Staff:

- Leah Boggs, COG DEP
- Camilla Cook, COG DEP
- Maia Davis, COG DEP
- Katie Dyer, COG DEP
- Jeff King, COG DEP
- Wyetha Lipford, COG DEP
- Tim Masters, COG DEP
- Sabreen Rash, COG DEP
- Kanti Srikanth, COG DTP



1. CALL TO ORDER AND INTRODUCTIONS

Gina Mathias, City of Takoma Park (BEEAC Chair)

Chair Gina Mathias called the meeting to order. Leah Boggs (COG staff) went over the virtual meeting guidelines.

2. APPROVAL OF THE FEBRUARY 18, 2021 MEETING SUMMARY

Gina Mathias, City of Takoma Park (BEEAC Chair)

The February 18 BEEAC Meeting Summary was approved.

3. FY 2022 REGIONAL ENVIRONMENTAL RESOURCES CLIMATE AND ENERGY WORK PLAN AND BUDGET

Maia Davis, COG Staff

Maia Davis presented the draft 2022 MWCOG Regional Environmental Programs work plan and budget. After BEEAC has provided comments, the work plan and budget will go to the Climate, Energy and Environment Policy Committee (CEEP) in May for final approval for the next fiscal year. This work plan and budget supports implementation of the 2030 Climate and Energy Action Plan to meet the regional greenhouse gas (GHG) reduction goals. The core areas of this work program and budget include: climate and energy, recycling and solid waste management, agriculture and forestry management, as well as water quality management. The focus of this work plan is on climate and energy. This includes support for CEEP, BEEAC, and work to develop climate energy policy, resiliency work, as well as project work. The funds for this work come from three main sources: the Regional Environmental Fund, COG member dues, and grants and other support for specific projects. COG staff are asking that any comments on the work plan and budget be submitted before the end of the month.

4. JURISDICTION UPDATES AND PEER EXCHANGE

Local government members highlighted energy and building-related events, projects and programs. Members were asked to discuss the following:

- Have jurisdictions taken advantage of any EV infrastructure programs offered by utilities or other entities?
- What are the challenges that have been encountered in engaging in these programs?
- What are the challenges related to EV charging at multi-family and multi-unit dwellings?
- In what ways can these programs assist with these challenges?

Najib Salehi, Loudoun County

Loudoun County is looking at the feasibility of an EV infrastructure program with Dominion Energy in Virginia. The county has not encountered any challenges as far as these charging stations are concerned. They have five EV charging stations at one of their facilities. It is roughly 40 percent utilized. That tells the county that more EVs need to be adopted before they can add additional EV charging stations. With regard to multi-family and multi-unit dwellings, the county has not encountered any challenges. Lastly, budget is a concern, but as long as there is a demand for EV charging stations, the county will consider installing more. Additionally, the Metro is expanding into Loudoun County, and there are plans for installing EV charging stations at those facilities.

Helen Reinecke-Wilt, Arlington County

Arlington County has spoken to Dominion Energy about the smart charging infrastructure program, which is available to workplaces and multi-family buildings. Most jurisdictions have public buildings that could be considered workplaces, which would apply for that. Arlington County is currently working on the first part of a fleet electrification plan. This spring, they are beginning a community-wide vehicle electrification plan. The county is aiming to have about 20 electric vehicles in their fleet in a couple of months. The county has a variety of EV charging stations. They just installed new stations at their police station and fire station. They have been working through procurement on getting the data and maintenance plans for those. Fairfax County has a rideable contract for fleet and public charging facilities. Arlington County is hoping to take advantage of that. The county is getting requests from building managers for EV infrastructure at multi-family buildings. The parking spaces are a challenge. Existing approved parking plans require that no general spaces be made EV-specific. Load availability is also an issue. Arlington recently adopted changes to its site plan requirements for projects receiving a density bonus. All new multi-family and commercial buildings are required to provide 4 percent of parking spaces with EV charging equipment and 4 percent of parking spaces must be EV ready.

Bill Eger, City of Alexandria (BEEAC Co-Vice Chair)

The City of Alexandria has applied to the Dominion smart charging infrastructure program for rebates and they are finalizing contracting for a project at one of their public lot locations. The city has two additional sites that they are currently planning for EV infrastructure. Regarding passenger-oriented EV programs, the city's Dash public transit system is a great example. They have transitioned to electric buses and they took advantage of the Volkswagen mitigation trust funding to support the installation of six EV chargers and for a rollout of six initial electric buses. The city has 12 more electric buses arriving over the course of this calendar year. In addition, Alexandria City Public Schools has partnered with Dominion Energy for the rollout of their electric school bus program. That project is currently finalizing installation of its charging infrastructure, and buses will be delivered in the coming months. There have not been any extraordinary challenges with these programs. The application process and competition amongst peers or competing projects has been the biggest challenge. With regard to challenges related to EV charging at multi-family, multi-unit dwellings, new developments can be a challenge. The city sometimes has pushback from the development community. There are a number of technical challenges such as whether or not the electric infrastructure that currently exists has the ability to support additional load. Figuring out what the necessary technical and engineering changes are in order to accommodate additional chargers can be a challenge. This month, the city is releasing its electric vehicle charging infrastructure readiness strategy. It has been an educational opportunity to understand where and how the city can support individuals installing charging infrastructure at their homes, dwellings or businesses, as well as how the city can support publicly accessible charging. The City of Alexandria has an EV standard development condition for required parking spaces at new developments; 2 percent EV chargers and 20 percent EV-ready.

Kate Walker, City of Falls Church

The City of Falls Church installed eight EV chargers at city hall under the Electrify America program. They are not fully utilized yet, but at this point a hundred percent utilization is not realistic. There are fast chargers at the Eden Center, which is private property (shopping mall) and they have very low utilization rates. The city is interested in electrifying their fleet. The mayor is particularly interested in electrifying the police department's fleet. The challenge for police is that every modification to make it an electric police vehicle is a custom job because they need places to put their weapons, first aid kits, and their computers. The city has hybrid vehicles as part of an earlier federal grant; all their pickup trucks are hybrids. Getting more grant funding is difficult unless replacing a heavy polluter. Because the city is such a small jurisdiction and without grant funding for the type of vehicles needed, it is very

difficult to make this transition. Regarding multi-family units, the city has seen the same problems that the City of Alexandria has seen. The homeowners association representatives do not have the technical knowledge on EV chargers. Also, ownership of the parking spaces is as much of a challenge as finding space for the electric infrastructure. When it comes to new developments, the city is working on a requirement for the developer to create a plan for future EV charger installations. More guidance for multi-family and multi-unit dwellings is needed.

Kevin Milsted, Prince William County

Prince William County is also looking at Dominion Energy's smart charging infrastructure pilot program. The county is redoing a parking lot in front of their main county building. It is a little early for lessons learned. The trenching and installation of the electrical lines has been quite expensive. The county has not installed the charging stations yet. They found that the rebate that Dominion offered through their pilot program was quite small compared to the cost of running the trenches and the electric wires out to the parking lot. The rebate was not much of an incentive. The county has not done anything with multi-family buildings yet.

Eric Campbell, DOEE

The District is working on a transportation electrification roadmap. This is a roadmap to achieve the District's goals to have 25 percent of registered vehicles be electric by 2030 and 50 percent of private fleet vehicles to be zero emission or low emission vehicles, including buses. The roadmap also aims to ramp up the District's school bus electrification efforts. Regarding the public fleet, the District is looking towards electrifying all of their DC Circulator buses. Currently, they have 14 electric buses and are aiming to add another 14 soon. Additionally, the District is looking to leverage federal funding to help expand fleet electrification as well. With regard to taking advantage of the infrastructure program; unfortunately, the only program that the District can take advantage of at the moment is Pepco's transportation electrification program. The trenching and wiring can add a lot to the cost. The District is looking for additional help with that. They hope there could be some joint infrastructure programs or projects, especially when it comes to sharing some of the costs as well. The District runs into challenges with EV adoption. Another challenge is trying not to fall into the trap of transitioning to an electric fleet without building the supporting infrastructure.

Gina Mathias, City of Takoma Park

The City of Takoma Park have been working on EV infrastructure for a number of years. The city installed public EV charging stations several years ago. Those chargers were obtained with the help of Electric Vehicle Institute and grant money. They were free for a number of years and now the city charges for their use. They have a mix of level two chargers and two DC fast chargers. The city also had a gas station convert from gas pumps to all-electric vehicle charging. Unfortunately, one of the biggest challenges has been utilization. This has been impacted greatly by the pandemic, as the city's public buildings have been closed and there are not as many residents out. With multi-family buildings, some of the challenges include the cost of installation, location, and limited parking spaces for owners. The technical aspects of installation have also been challenging for building owners. One of the best ways for the city to help multi-family building owners is with that technical assistance and making it as easy as possible for them to develop a site plan and understand the costs so that it's not as challenging.

Dawn Ashbacher, Frederick County

Frederick County has mostly taken advantage of the MEA programs to deploy electric vehicles. The county has nine electric buses. The county paid for the chargers for those. The county also has five chargers for their EVs. Again, the county installed the chargers, but MEA provided funding for the vehicles. Frederick County has started to work with Potomac Edison on their pilot program. The county

was interested in providing chargers at parks, but because those aren't open 24 hours a day, they are not appealing. The county is looking at installing a charger at a public library, but the land is not owned by the county, which is challenging. Land ownership is an issue for the locations that the county is looking at. Some of the small towns in Frederick County have been exploring this too. The Town of Emmitsburg utilized the Electric Vehicle Institute to install charging stations. Middletown was able to partner with Potomac Edison to install some chargers. The county is continuing to explore locations. EV charging at multi-family and multi-unit dwellings is a new area for the county. Technical assistance, as well as education for property owners is likely going to be crucial.

Ashleigh Diaz, City of Bowie

The City of Bowie partnered with BGE to obtain public chargers at two facilities. They have been installed, but are not yet operational. The challenges were mainly in-house; deciding where to put them, how to advertise, and safety and security. The city has not worked on installing infrastructure at multi-family or multi-unit dwellings thus far. The city also obtained three new EVs (Bolts) for their fleet last summer. The city has a dual head charger that they all share.

Luisa Robles, City of Greenbelt

The City of Greenbelt has five EV charging stations. One DC fast charger was installed in front of a municipal building by the Electric Vehicle Institute. It was highly utilized when the city was offering the service for free, but as soon as they started charging for it there was an immediate drop in usage. The city has two level two chargers at Schrom Hills Park, and another two at Springhill Lake Recreation Center. Those were installed by Pepco. The city talked directly with Pepco and decided what the best locations for those Pepco chargers would be. The city then contacted the county to go through the permitting process. The City of Greenbelt has been talking with the Electric Vehicle Institute to possibly install more level two charging stations, but there is disagreement regarding price trenching and ownership of the chargers. The city has received grants from MEA to purchase electric vehicles. None of the city's multi-family and multi-unit dwellings have charging stations presently. The city has spoken about their desire for new developments to have EV charging stations, but they do not have the jurisdictional oversight over that. Whomever is building a new development would have to be enforced by the county. The City of Greenbelt applied to a MEA grant for a mobile solar unit. The city did not get the grant because those solar units fulfill several objectives of the MEA grants. They have renewable energy, they lower electric consumption and lower fuel use. The funding would have to come from each one of those three and that is not how they are set up to do it. Unfortunately, the city did not have the funds to install one.

5. MID-ATLANTIC ELECTRIFICATION PARTNERSHIP

Alleyn Harned, Virginia Clean Cities Coalition

The U.S. Department of Energy awarded a grant to an exciting partnership between the District, Maryland, Virginia, and West Virginia. There are a range of key partners including DOE, GWRCCC, BGE, Pepco, Dominion Energy, MDE, and others. The concept is that utilities and regions work collectively across the whole Mid-Atlantic region. The partnership is doing education analysis, with education focused on frontline communities. In the past, electric vehicle deployment was really focused on early adopters. This project is focused on equity. A whole range of analysis work will be done with the national laboratories, and the state and regional environmental agencies. This is a chance for collaboration and support, and the delivery of tools to agencies doing electrification planning. The project is going to deploy about 400 electric vehicle chargers and then will be focused on vehicle deployment. The project is deploying about 200 electric vehicles. The partnership is going to deploy several DC fast chargers with BGE, and another 20 DC fast chargers deployed in the Baltimore area

with Pepco. There will be 12 DC fast chargers deployed in another part of this project. There will be a project to deploy and analyze solar battery powered EV chargers in Virginia and West Virginia. The partnership will also be building out the medium duty electric charging corridor in West Virginia, amongst other rideshare EV deployment.

James Kuiper, Argonne National Laboratory

Argonne National Laboratory has a variety of EV activities with DOE, the work with the Mid-Atlantic Electrification Partnership being one of them. The Energy Zones Mapping Tool (EZMT) is a national tool, originally designed to analyze power plant siting in the Eastern interconnection, which was subsequently expanded to the rest of the US. It has a large data repository and many mapping layers. It has a modeling capability to create heat maps for various issues. It is a natural fit for EV charging station siting. Data will continue to be added to the tool. It is intended to be a way for everybody to access this type of data. The data can be downloaded. Feedback on this tool and the data is welcome. As the model is developed, there will be a lot of different potential factors that can be incorporated, including equity. This is a free, public tool. There is a registration step designed to allow the user to have an account where they can save their work.

Discussion:

- To get involved with this work, local governments should connect with their Clean Cities Coalition coordinator. For many of the COG jurisdictions, that contact is [Ira Dorfman](#).
- COG encourages members to take advantage of their rideable contract.

6. EV CHARGING INSTALLATIONS AND MULTI-UNIT DWELLINGS

Nekabari Goka, Pepco Holdings, Inc.

With regard to their EV programs in Maryland, Pepco took a holistic approach with efforts to deploy a number of rebates, incentives, and different types of business models, to facilitate increased deployment of EV charging infrastructure across their territory. Pepco has a number of rebates and incentives for eligible residential offerings including an unlimited whole house EV time of use (TOU) rate, 1,000 rebates for customers with a level two EV smart charger, as well as a discounted EV charger and installation for 137 standard offer service (SOS) residential applicants. Commercial program offerings include a discounted level two EV smart charger and one-time free installation per site for 250 multi-family applicants with a voluntary green rider adder, and a multi-family, fleet, and workplace demand charge credit on qualifying customer-owned level two or DC fast charger EV chargers. Pepco's public program offerings include 350 installations of utility-owned, publicly available level two EV smart chargers and DC fast chargers sited at county and municipal public locations across the service territory. Pepco's Multi-family Charging Station Rebate Program offers a 50 percent rebate of the cost of eligible level two charging equipment and 100 percent of the installation. Pepco will not own the equipment; however, applicants are required to share charging data with Pepco as a condition of receipt of the rebate. The challenge of multi-family EV charging equipment installation is generally the upfront cost. The community approval process can also be tedious. There are charging station siting considerations to think about. Another challenge is that marketing campaigns are usually targeting EV drivers, not building owners.

Michael Hyland, SMECO

The State of Maryland has a goal to deploy 300,000 EVs by 2025. In SMECO's territory, there are roughly 1,500 EVs at this point, which is about 4.5 percent of EVs in the state. This past month, Maryland had roughly 31,000 EVs deployed. SMECO estimates that they will need about 18,000 EVs

deployed in their territory to help the state meet its goals. Maryland needs about 9,200 public EV chargers to be able to handle 300,000 EVs. SMECO has committed to install 60 chargers in their territory and they currently have nine level two chargers installed, four of those were commissioned this week. They will break ground next week on their first two level three chargers. There are various challenges that SMECO is facing; there are different codes and permitting processes in the four counties SMECO serves, the installations are new to the electric contractors in Southern Maryland, which means there is a learning curve for installing the chargers. The challenges in multi-unit and residential buildings include issues with locations on the waterfront where it can be a challenge to install chargers. Homeowner associations struggle to provide chargers, especially when the parking spot is some distance from the front of the building and to run a separate charger is cost prohibitive. SMECO will be filing with the Maryland Public Service Commission to begin their EV charger program later this year and will be learning more about these issues and how to address them moving forward.

Joseph Picarelli, BGE

BGE has several programs related to increasing EV infrastructure throughout their service territory. There are two main programs for multi-family buildings. There is a program for BGE owned and operated multi-family EV chargers, and a program offering multi-family EV charger rebates. For the first program, BGE owns, operates and maintains the chargers and the program is at no cost to the site host. There are 40 dual-port (two cars can charge at one charger) Level 2 EV charging stations available for multi-family properties across BGE's territory. The multi-family charger rebate program provides a 50 percent rebate of the cost of equipment and installation for eligible Level 2 and DC Fast Chargers. There are 700 rebates available at a of max rebate \$25,000 per site. Only 15 rebates have been provided so far, so BGE went to the Public Service Commission in February and asked for an expansion of the program to include BGE owned and operated multi-family chargers, which was granted. The main challenges that BGE has faced with regard to multi-family EV charger installation include the upfront cost of charging equipment and figuring out who pays for the electricity. Property owners often do not want to cover the cost of the energy. Homeowner associations have difficulty approving EV infrastructure projects due to costs and benefits are limited to current EV drivers in the community. Another challenge is figuring out where to put the stations and identifying the process for billing and station access when there is assigned parking. Lastly, BGE is not able to do marketing campaigns. All marketing is direct messaging to property developers and homeowners, which can be challenging.

Devin Sclater, Dominion Energy

Dominion Energy's EV charging infrastructure pilot program is broken into four segments; multi-family, workplace, public DC fast charging, and transit. Rebates are given to public DC fast charging installation, which have 'sold out' by more than 20 chargers and they are still receiving applications for this rebate. Rebates are also given to multi-family housing EV chargers, which has also recently 'sold out' and Dominion still receives applications for this. The workplace charging rebates have not sold out yet, but Dominion is steadily receiving applications. Transit chargers have not sold at all. Dominion is directing their marketing to target transit customers. Dominion has awarded \$19,046 in rebates under the multi-family charging category, towards three chargers, and they have awarded \$23,100 in rebates under the workplace charging category, also towards three chargers. So far, the program has run smoothly. COVID-19 provided some barriers, but with the contributions of their partner, Guidehouse, Dominion Energy has been able to successfully kick off the program.

Discussion:

- COG staff will follow up with members and utility representatives regarding contact information to collaborate on EV infrastructure deployment across the region.

7. COG ANNOUNCEMENTS

- Non-Utility Fuel Use Survey

Leah Boggs, COG Staff

COG sent out a non-utility fuel use survey alongside the annual BEEAC survey. The purpose of that survey was to collect data so that staff can continuously improve accuracy of the non-utility fuel use consumption and the emissions contributed from their consumption. COG received limited feedback on this. Those jurisdictions that did respond said that this information is not being tracked or the data is incomplete. Only one jurisdiction response said that they track up to 90 percent of this data. Moving forward, COG will continue to accept survey responses or any information on this so that the emissions inventories can be continuously improved. Without additional data, COG staff will continue to complete the inventories with the current methodology for non-utility fuel use.

- DC SEU Externs

Maia Davis, COG Staff

The District of Columbia's Sustainable Energy Utility (DC SEU) Workforce Development Program prepares young professionals for careers in energy efficiency and renewable energy. Camilla Cook and Sabreen Rash, externs from this program, have been working with COG for the past few months. Camilla Cook has been working with COG on the forest and trees inventory work. COG hopes to report more on that later this year. Sabreen Rash has been working on the DMV Climate Partners website, which will be launching soon.

- DMV Climate Partners Website

Maia Davis, COG Staff

The DMV Climate Partners website will allow users to access information about climate and energy work happening across the region. Climate and energy news and events, as well as job opportunities, funding opportunities, and resources for residents will be key features of the website. In addition to sharing great information about COG members' work across the region, there's going to be climate information to educate people about climate change in the DMV area and the climate impacts, as well as what they can do in their personal lives to make an impact on climate change.

8. 2021 MEETING SCHEDULE AND ADJOURNMENT

Gina Mathias, City of Takoma Park (BEEAC Chair)

Chair Gina Mathias adjourned the meeting. The next BEEAC meeting is on June 17.

All meeting materials including speaker presentations can be found on the MWCOG website or by clicking the link below –

<https://www.mwcog.org/events/2021/4/15/built-environment-energy-advisory-committee/>

*The next CEEPC meeting is May 26, 2021
The next BEEAC meeting is June 17, 2021*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. For more information, visit: www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD)