Metropolitan Washington Council of Governments

REGIONAL ELECTRIC VEHICLE DEPLOYMENT WORKING GROUP (REVD)

Meeting Summary: October 23, 2025, 1:00 PM – 3:00 PM

REVD Local and State Government Members in Attendance:

- Amy Posner, Alexandria, REVD Chair
- Al Carr, DOEE
- Brian Booher, Montgomery County
- Denzel John, City of Rockville
- Dory Estrada, Takoma Park
- Efon Epanty, Prince George's County
- Erica Bannerman, Prince George's County
- Erin Belt, VDOT
- Griffin Frank, NVTA
- Khalid Afzal, Montgomery County
- Logan McSherrry, Frederick County
- Mati Bazurto, City of Bowie
- Mel Hogg, DOEE
- Steve Skolnik, City of Greenbelt

Additional Attendees:

- Soumya Atnoor, Mass CEC
- Sally Griffith, Resource Innovations
- Britta Gross, EPRI
- Jasmine Li, Mass CEC
- Katie Peterson, The Mobility House
- Jackie Piero, The Mobility House
- Elijah Sinclar, Mass CEC

COG Staff:

- Robert Christopher, COG DEP
- Robert d'Abadie, DTP Staff
- Maia Davis, COG DEP
- Pierre Gaunaurd, DTP Staff
- Erin Morrow, DTP Staff
- Katherine Rainone, DTP Staff

1. INTRODUCTION AND WELCOME

Amy Posner, Electric Vehicle Planner, City of Alexandria, REVD Chair

Chair Posner welcomed attendees, introduced presenters, and opened the meeting.

2. FOOD TRUCK ELECTRIFICATION PROGRAMS

Brian Booher, Montgomery County DEP
Robera Tasissa, DOEE
Mel Hogg, DOEE

Brian Booher (Montgomery County), Mel Hogg and Roberra (DC Department of Energy & Environment) presented on their respective food truck electrification pilot programs at the Greater Washington Queen Cities meeting. Both initiatives aim to reduce air and noise pollution by replacing fossil fuel generators with battery-powered systems for mobile food vendors, but each program features distinct approaches, funding models, and lessons learned.

Montgomery County Food Truck Electrification Pilot

Program Overview:
Montgomery County's pilot is funded by a $150,000 grant from the Maryland Energy Administration's Open Energy Program. The initiative launched in February and targets food trucks based in Maryland, with a focus on those operating in Montgomery County.

Key Program Elements:

- **Incentive Structure:**
  - *Low-interest loan option*: Eligible food trucks can access financing through the Montgomery County Green Bank and its partners. After battery installation, a $5,000 incentive is credited to the loan balance.
  - *Direct incentive*: Food truck operators who register as county vendors can receive direct financial support.
- **Goals:**
  - Remove air and noise pollution from communities by replacing gas/diesel generators with silent battery systems.
- **Implementation & Challenges:**
  - Eight applications received; six trucks confirmed eligible.
  - Installer network issues: Most financing partner installers specialized in solar, not food trucks. Only one remained interested, requiring outreach to find and vet a local installer with relevant experience.
  - Some battery system quotes fell below the minimum loan threshold, complicating financing.
  - Administrative complexity due to working through a green bank and financing partner, compared to a standard rebate or RFP model.
  - Aggressive outreach paused until program logistics were resolved.
  - Extension request anticipated to fully utilize grant funds.

Barriers Identified:

- Installer expertise and network limitations.
- Financing thresholds and administrative layers.
- Need for flexible program design to accommodate real-world logistics.

DC Department of Energy & Environment (DOEE) Mobile Food Vendor Electrification Pilot

Program Overview:
DOEE's pilot was launched with ~$60,000 in end-of-year funding, completed in just 3.5 months. The program focused on food trucks, though it initially considered a broader range of mobile vendors.

Key Program Elements

Scope & Funding:

- **Purpose:** Demonstration project to catalyze the shift from gas/diesel generators to battery-powered generators for mobile food vendors.
- **Funding:** $102,400 total ($60,000 from DOEE, $42,400 grantee match).

- **Timeline:** August 26 – September 30, 2025 (35 days, 25 weekdays).
- **Grantee Partnership:** Skala Financial Limited (project management, outreach) and Joule Case (battery technology, installation).

Background & Context:

- DC has ambitious climate, air quality, and noise reduction goals.
- Fossil fuel generators on food trucks create air pollution and health risks.
- Electrification presents high upfront costs and technical uncertainties; the pilot aimed to assess real-world feasibility and challenges.

Initial Research:

- Informational interviews with Colorado's Engines Off program and Montgomery County's pilot.
- Mapped the food truck landscape: ~130 licensed businesses, majority registered in MD/VA, only 13% in DC.
- Identified designated vending locations, farmers markets, and three overnight commissaries in DC.

Program Design & Implementation:

- **Outreach:** Interest forms and applications sent to all DC-licensed mobile food vendors and associations (~130 businesses).
- **Demonstrations:** Two equipment demos held at DC commissaries, engaging ~20 businesses; ~7 businesses trialed battery systems during business hours.
- **Vendor Selection:** Reviewed applications for licensing, location, generator capacity, and operational needs. Conducted 1:1 screening and site visits to assess power requirements and truck modification feasibility.
- **Pivot:** Initially planned for two 20 kWh installations, but found vendor energy needs were lower than anticipated. Expanded pilot to four food trucks by reallocating equipment.

Installation Details:

- Vendors signed agreements to use battery-powered generators as their primary energy source, replacing fossil fuel generators.
- Joule Case installed battery systems and removed existing generators; installations typically completed within a few hours.
- **Battery Configurations:**
  - Trucks 1 & 2: 16 kWh (4 × 4 kWh batteries), 11.4 kW inverter, 120V charger.
  - Truck 3: 20 kWh (5 × 4 kWh batteries), 11.4 kW inverter, 120V charger.
  - Truck 4: 10 kWh (2 × 5 kWh batteries), 3.6 kW inverter, 120V charger.

Data & Reporting:

- Initial data collected on appliance energy use, battery configuration, fuel costs before/after conversion, and operational challenges.

- Ongoing data collection: Vendors required to provide equipment use and operational reports every six months for two years.

Barriers & Lessons Learned

- **Outreach & Demonstration:**
  - Word of mouth and hands-on equipment demos were critical for vendor engagement.
  - Engagement snowballed at commissaries and designated vending areas.
  - Opportunity to trial battery generators increased vendor confidence and willingness to switch.
- **Technical & Operational Challenges:**
  - No "standard" truck configuration; flexibility was essential for both demonstration and installation.
  - Charging at commissaries presented challenges (e.g., slow charging speeds due to 120V supply, some operators attempted to charge fees for electricity).
  - Battery power supply often exceeded actual vendor needs, allowing for more installations than initially planned.
- **Program Evolution:**
  - The team identified the potential for a "battery hub" model, providing shared power at designated vendor locations. This could be more cost-effective and scalable than equipping each truck individually.

3. MULTIFAMILY EV CHARGING

Amy Posner, Electric Vehicle Planner Alexandria

Amy Posner presented on Alexandria's multifamily EV charging program which is designed to help condo associations and apartment communities overcome barriers to installing electric vehicle chargers. The initiative combines technical assistance and reimbursement grants, aiming to make EV infrastructure more accessible and scalable for shared residential properties.

Program Overview

Background & Approach:

- The City of Alexandria developed this program to support multifamily properties—especially condos and apartments—in installing EV chargers, drawing inspiration from Fairfax County and peer updates from other localities.
- The initiative is guided by foundational documents, including Alexandria's EV Readiness Strategy, which recommends supporting EV charging in multifamily settings.
- A peer group (mainly condo associations) was formed in late 2023 to share experiences and challenges, meeting quarterly for presentations and industry updates.

Needs Assessment:

- A citywide survey of condo associations, civic groups, and apartments identified cost as the most significant barrier to installing EV chargers.
- Other challenges included lack of technical knowledge, uncertainty about equipment, and questions about installation logistics.

Program Components:

- **Technical Assistance:**
  - Partnered with Blue Whale EV (via Arlington County contract) to provide site visits and tailored assessments for properties.
  - Assessments include immediate needs (typically 2–4 parking spaces for chargers) and future expansion scenarios, with details on electrical and construction requirements.
  - Results are presented to property boards, management, and residents, with technical experts available to answer questions.
- **Reimbursement Grants:**
  - Administered by Virginia Clean Cities (since municipalities cannot directly run grant programs).
  - Grants cover 30% of eligible installation costs for shared infrastructure, up to $10,000 (or $15,000 for low-income census tracts).
  - Supports both shared and private parking upgrades, provided the work benefits shared infrastructure.
  - Grants can be combined with other incentives or third-party financing, as long as cost reductions are demonstrated.

Process & Participation:

- Application process includes technical assessment, contractor selection, installation, and grant application.
- City and Virginia Clean Cities provide ongoing support during installation.
- In the first round, funding supported ten technical assessments (out of twelve applications); nine condo associations and one apartment complex participated, with three located in low-income areas.
- Two additional communities received reimbursement grants for projects already underway.

Budget:

- First round budget: $150,000 (including $7,500 per technical assessment and $50,000 for reimbursements).

Key Insights:

- Future planning is emphasized to ensure properties can expand charging infrastructure as demand grows.
- Technical support and clear information help overcome barriers and empower communities to move forward with EV charging projects.

4. ADJOURNMENT

Amy Posner, Electric Vehicle Planner, City of Alexandria, REVD Chair

Chair Posner adjourned the meeting after inviting members to reach out with topics they would like to see covered in future meetings.

All meeting materials, including speaker presentations, can be found on the MWCOG website by clicking the link below –
https://www.mwcog.org/events/2025/10/16/regional-electric-vehicle-deployment-working-group/

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)