



REGIONAL ELECTRIC VEHICLE DEPLOYMENT WORKING GROUP (REVD)

Draft Webinar Meeting Summary: March 20, 2024, 1:00 PM – 2:30 PM

REVD Local and State Government Members in Attendance:

- Amy Posner, City of Alexandria (Chair)
- Virginia Burke, MDOT
- Al Carr, DOEE
- Amanda Campbell, City of Rockville
- Antoine Thompson, GWRCCC
- Beth Groth, Charles County
- Brian Booher, Montgomery County
- Emma West, WMATA
- Erica Shingara, City of Rockville
- Giulia Manno, Prince William County
- Hokuma Karimova, City of Gaithersburg
- Julie Gurnee, Fairfax County
- Lindsey Shaw, Montgomery County
- Logan McSherry, Frederick County
- Mel Hogg, DOEE

- Michelle Smyk, Prince William County
- Steve Burr, Arlington County

Additional Attendees:

- Andy Fraser, E-Motion
- Griffin Frank, NVTA
- Huoi Trieu, King County Metro

COG Staff:

- Leah Boggs, COG DEP
- Robert Christopher, COG DEP
- Maia Davis, COG DEP
- Erin Morrow, COG DTP
- Katherine Rainone, COG DTP



1. INTRODUCTION AND WELCOME

Amy Posner, REVD Chair

The new REVD Chair, Amy Posner introduced herself and thanked the previous chair for her leadership.

2. KING COUNTY METRO ZERO EMISSIONS FLEET

Huoi Trieu, King County Zero Emissions Manager

Huoi Trieu of King County Metro presented on King County Metro's Zero Emissions Fleet Transition.

Summary of the Zero Emissions Fleet Transition Presentation

King County Metro is a major transit authority—seventh-largest in the country—responsible for operating over 4,000 vehicles. Its modes include buses, trolleys, streetcars, vanpools, and paratransit services, collectively providing more than 120 million rides each year to more than 2.3 million residents across the county. Metro has long championed cleaner transportation solutions, having entirely retired diesel-only buses in 2020 and maintained a robust electric trolley system for decades. Currently, about 15% of the bus fleet is already zero-emission, including 174 electric trolleys and 40 battery electric buses (BEBs).

In outlining the driving factors behind Metro's electrification efforts, Hoy underscored that public health and equity remain top priorities. Low-income communities and communities of color often bear the greatest burden from air and noise pollution; thus, these areas are slated to receive earlier deployments of electric buses as Metro seeks to address inequities and reduce health disparities. Working closely with local public health experts, Metro identified routes traversing neighborhoods with higher levels of air pollution, current health concerns such as asthma, and other social vulnerability factors. These routes are being prioritized for zero-emission service to help maximize community benefits and underscore Metro's commitment to fair and equitable climate action.

A major milestone in this transition is the planned 2026 opening of Tukwila Base, designed to host 120 BEBs as a fully electric facility. Hoy described it as the first base in Metro's history intended from day one for full zero-emission operations. Beyond Tukwila Base, the agency is pursuing other projects, such as the planned South Annex Base, envisioned to accommodate up to 250 BEBs and to feature net-zero design elements, including a large rooftop solar array. All of these projects require detailed coordination among Metro's operations teams, engineers, and utility partners like Seattle City Light and Puget Sound Energy. Because heavy infrastructure and charging needs must align precisely with bus procurement and service requirements, Hoy highlighted the critical importance of early and ongoing utility engagement, as well as robust internal collaboration across various Metro divisions.

To inform decision-making, Metro established a "test facility" at its South Base, which currently supports 40 electric buses. This site helps the agency pilot new software and operational processes—including charge management systems, yard management, and schedule optimization—before rolling out identical solutions to larger bases. Hoy emphasized that the transition involves a steep learning curve, given the evolving nature of battery technology, complex bus-charger integrations, and the need to keep transit service reliable. Workforce development is central to

meeting these challenges: Metro has created a “BEB Academy” and specialized training curricula to ensure that mechanics, operators, and engineers all adapt effectively to high-voltage, electric-specific equipment and procedures. While challenges such as supply chain constraints, funding uncertainties, and scale remain, King County Metro is steadily progressing toward its 2035 zero-emission goal, balancing cutting-edge pilot projects with the practicalities of dependable transit operations.

3. DOEE PRESENTATION ON UTILITY POLE CHARGING

Mel Hogg, Department Of Energy & Environment

Summary of the Utility Pole Charging Presentation

Drawing on her prior experience in Portland, Oregon, Mel discussed how pole-mounted chargers can help cities and regions expand charging access in a cost-effective, space-efficient manner. By mounting level-two charging units on existing utility or streetlight poles, agencies may be able to bypass much of the trenching and electrical infrastructure upgrades typically required for ground-mounted chargers.

Mel pointed out that early pilots in the Pacific Northwest have demonstrated 50–70% lower installation costs compared to standard curbside or parking-lot chargers, thanks to the use of existing power infrastructure on utility poles. Because these chargers occupy less ground space, they can be particularly beneficial in dense urban environments where right-of-way competition is high and sidewalk space is already limited. Additionally, the ability to mount chargers higher up on the pole—with retractable cords—helps limit vandalism and reduce sidewalk clutter.

As part of her detailed implementation roadmap, Mel noted that agencies looking to adopt pole-mounted chargers must address a range of technical and regulatory steps. These include ensuring the poles are suitable for the added equipment load, upgrading electrical connections where needed, and clarifying right-of-way codes to explicitly allow EV chargers on public poles. She also highlighted the importance of community engagement, especially in neighborhoods lacking off-street parking, and emphasized the need for strong collaboration among utilities, municipal departments, and private charging companies.

In the District of Columbia, pole-mounted chargers could serve as one strategy to increase equitable access to EV charging, particularly in areas where multi-family buildings and rowhomes do not have private driveways or garages. By standardizing and streamlining permit processes, revising local codes, and striking careful balances with other curbside uses, DOEE believes utility-pole chargers may help close gaps in the region’s existing charging infrastructure. While challenges exist—such as addressing power capacity, meeting ADA requirements, and handling enforcement—Mel’s presentation underscored that pole-mounted chargers represent an increasingly proven method for delivering publicly accessible charging in built-out urban landscapes.

4. ADJOURNMENT

Amy Posner, REVD Chair

The chair thanked the day's speakers for their presentations and acknowledged everyone's participation. After briefly recapping the key points from the meeting, the chair encouraged attendees to remain engaged and share any additional information or updates. The meeting was then officially concluded, with a reminder about the date and time of the next REVD Working Group session.

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

<https://www.mwcog.org/events/2025/3/20/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)