Metropolitan Washington
Council of Governments

REGIONAL ELECTRIC VEHICLE DEPLOYMENT WORKING GROUP (REVD)

Meeting Summary: July 17, 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

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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. VEHICLE TO EVERYTHING (V2X) PILOT PROGRAM

Elijah Sinclair, Massachusetts Clean Energy Center
Sally Griffith, Resource Innovations
Katie Peterson, Mobility House

Elijah Sinclair (Massachusetts Clean Energy Center), Sally Griffith (Resource Innovations), and Katie Peterson (Mobility House) gave a presentation on the Massachusetts Clean Energy Center's V2X Pilot Program. The program is a $6.3 million initiative deploying 100 bidirectional elecctric vehicle (EV) chargers across residential, commercial, and school bus fleets throughout Massachusetts. The program is part of a broader $38 million federal ARPA-funded effort to develop equitable EV charging infrastructure in Massachusetts, with installations taking place in 2025 and data collection continuing through 2026.

Key Program Elements:

- **Scope**: The program covers charger design, procurement, installation, data management, and software. Participants must share usage data to inform statewide guidance and utility integration strategies.
- **Utilities & Use Cases**: All major utilities in the state are participating. Use cases include home backup power, grid demand reduction, and potential grid resilience applications. However, technical and interoperability limitations are currently restricting broader use (e.g., resilience hubs).
- **Technology Gaps**: The current market is fragmented. Residential solutions exist, but there are limited options for commercial light-duty EV fleets due to proprietary OEM-charger pairings (e.g., Ford F-150 Lightning only works with Sunrun chargers).
- **Revenue Model**: Participation in utility demand response programs, such as Connected Solutions, offers potential compensation but requires consistent discharge during peak events.
- **Barriers Identified**: The program is already revealing significant hurdles, including:
    - Lack of charger-vehicle interoperability
    - Proprietary restrictions from OEMs
    - Confusing terminology across stakeholders
    - Uncertain long-term compensation frameworks
    - Rapid shifts in vehicle and charger standards (e.g., NACS)

Stakeholder Engagement & Equity Focus:

- Outreach emphasizes the inclusion of disadvantaged and environmental justice communities.
- A statewide advisory group and utility working group meet regularly.

- Application uptake is highest in the Boston metro area; underrepresentation in Southeast and Gateway cities is being monitored.

Next Steps:

- Final selections by the end of July 2025
- First installations to begin soon after
- Public-facing guidebook and stakeholder workshops planned in 2026

3. EVS2SCALE2030

Britta Gross, EPRI

Britta Gross presented on EVs2Scale2030, a national initiative led by EPRI to accelerate EV deployment by 2030 through cross-sector collaboration, grid readiness, and policy enablement. The initiative was designed to be "too big to fail" by involving major players across utilities, automotive OEMs, fleets, regulators, and infrastructure providers.

Key Objectives and Pillars:

1. **Alignment & Confidence Building**
    - Foster coordination between utilities, fleet operators, and vehicle manufacturers.
    - Provide shared, trustworthy data on EV deployment to help regulators and utilities plan proactively.
2. **Structural Improvements**
    - Address systemic challenges like interconnection delays, inconsistent permitting, and lack of standardization.
    - Improve grid planning processes to handle unpredictable and fast-growing EV loads.
3. **Unifying Tools & Data Platforms**
    - **E-Roadmap**: A public mapping tool that forecasts when and where EV loads will emerge on the grid (down to feeder-level resolution), based on real and projected data from Amazon, PepsiCo, FedEx, and others.
    - **GridFAST**: A secure pre-service portal that allows fleets and developers to share projected EV charging demand with utilities early, confidentially—enabling faster interconnection planning.
    - **Vetted Product List (VPL)**: A standardized database of 700+ EVSE products and 50+ network providers vetted for reliability and regulatory compliance (e.g., NEVI and UL listings). Used by utilities and states to approve hardware for rebate programs.

Data & Policy Support:

- EPRI also produced "50-State Grid-Readiness Decks" to help decision-makers assess their policy and infrastructure gaps.
- The initiative shares data with federal entities like the Joint Office of Energy and Transportation and coordinates with Clean Cities coalitions.

Strategic Takeaways:

- While attention is currently on data center loads, transportation electrification will represent a larger long-term grid demand.
- Real-time planning tools and data-sharing protocols are critical to scale EV infrastructure equitably and efficiently.
- Success depends on early coordination, clear policy signals, and tools that build confidence across sectors.

4. ADJOURNMENT

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

Chair Posner adjourned the meeting after a reminder that the next meeting would take place in October.

All meeting materials, including speaker presentations, can be found on the MWCOG website by clicking the link below –
https://www.mwcog.org/events/2025/5/15/regional-electric-vehicle-deployment-working-group/
https://www.mwcog.org/events/2025/10/16/regional-electric-vehicle-deployment-working-group/