

**Summary Minutes of the  
Joint Office of U.S. Department of Energy (DOE) and U.S. Department of Transportation (DOT)  
Electric Vehicle Working Group (EVWG) Meeting**

**In Attendance:**

**Gabriel (Gabe) Klein\***  
*Executive Director Joint  
Office Acting Chair*

**Dr. Rachael Nealer\***  
*Designated Federal  
Officer and Deputy  
Director Joint Office*

**Rakesh Aneja** *Head of  
eMobility, Daimler*

**Michael Berube, U.S.**  
*DOE - Deputy Assistant  
Secretary for Sustainable  
Transportation and Fuels*

**John Bozzella, President  
& CEO, Alliance of  
Automotive Innovation**

**Laura Chace, CEO ITS-  
America**

**Dean Bushey, Senior VP  
of Sustainability  
TravelCenters of America**

**Mark Dowd, CEO -**  
*Director for Zero-  
Emission Federal Vehicle  
Fleets*

**Kevin Gotinsky, Top  
Administrative Assistant,  
EV Strategies  
Department, UAW**

**John Giles, Mayor Mesa,  
AZ**

**Denise Gray, Consultant,  
LG Energy Solution**

**Doug Greenhaus, VP of  
Reg Affairs,  
Environment, and Safety,  
NADA**

**Dr. David Haugen,  
Director of OTAQ's  
Testing and Advanced  
Technology Division**

**Henrik Holland Global  
Head of EVs, Prologis**

**Joung Lee, Chief Policy  
Officer AASHTO**

**Nadia El Mallakh, Vice  
President, Clean  
Transportation and  
Strategic Partnerships,  
Xcel Energy**

**Kelsey Owens, Senior  
Electric Vehicle Policy  
Advisor Office of the  
Secretary – Office of  
Policy**

**Cassie Powers, Senior  
Managing Director  
NASEO**

**Mike Roeth, CEO  
NACFE**

**Victoria Stephen,  
Director Next Generation  
Delivery Vehicle Program**

**Kofi Wakhisi Chair,  
AMPO Technical  
Committee Planning  
Administrator – ARC**

*\*Non-EVWG Member*

**Date and Time:** September 26, 2023, 1:00 p.m.- 4:00 p.m. EDT

**Location:** Virtual

**Purpose:** EVWG Meeting

**EVWG Staff:** Dr. Rachael Nealer (DFO), Rachael Sack (Facilitator), Sara Emmons (Deputy DFO), Julie Nixon, Kim Washington

**Meeting Summary**

This is the inaugural Electric Vehicle Working Group (EVWG) meeting convened under the Joint Office of Energy and Transportation. The meeting was conducted virtually via Zoom. The meeting was called to order at approximately 1:00 pm. EDT. The meeting was attended by 20 members of EVWG, Joint Office officials, and the public. Opening remarks were made by the Joint Office, followed by EVWG member introductions. Members of the public were in listen-only mode. A presentation was made on the EVWG role and priorities. The presentation was followed by a survey for EVWG members, discussion of survey results, and public comment.

**Opening**

**Designated Federal Officer (DFO) Dr. Rachael Nealer-** The meeting began with Dr. Nealer announcing the meeting would be recorded. She provided a meeting overview, which included introductions, a discussion on the role of the EVWG, establishing priorities, and public comments. Following this, Gabe

Klein, the Executive Director of the Joint Office (Acting Chair), was introduced to deliver opening remarks.

**Gabe Klein** expressed his gratitude towards David Borak and the EVWG Staff for their dedicated efforts in establishing the EVWG over the past year. He then introduced the EVWG DFO, Dr. Rachael Nealer, and highlighted that the group comprises 25 experienced stakeholders from various sectors, including federal, local, manufacturers, public utilities, and labor officials. He emphasized that the EVWG's primary objective is to provide recommendations to the Secretaries of Energy and Transportation. He also mentioned that the Joint Office is investing \$7.5 billion in the EV charging sector and emphasized the need for government and industry to collaborate and address challenges. Gabe Klein was excited to initiate discussions on the EVWG's work plan and priorities.

### **Introduction of Members**

**Dr. Rachael Nealer** formally introduced herself as the Deputy Director of the Joint Office and the EVWG DFO. She has been at the Department of Energy for several years and brings her experience in electrification to the EVWG.

**Rachael Sack**, U.S. DOT Volpe Center, continued the meeting as the facilitator, reviewing ground rules and housekeeping items, followed by introductions.

**Rakesh Aneja**, Head of eMobility, Daimler. As the Head of eMobility at Daimler Trucks North America, he is honored to contribute to this committee's efforts in shaping the future of mobility and transportation in the United States. With over five years of experience in the commercial vehicle industry and a diverse background spanning multiple countries such as the US, Germany, and India, Rakesh noted his role in truck decarbonization and sustainability efforts in North America will provide valuable insight to the EV Working Group.

**Michael Berube**, U.S. DOE - Deputy Assistant Secretary for Sustainable Transportation and Fuels. Michael Berube affirmed the organization's focus on various transportation-related issues. This includes decarbonization, electric vehicles, hydrogen and fuel cells, and bioenergy. He expressed his gratitude for the support of the EVWG, which provides unique knowledge and industry expertise. He also noted that the collective goal, along with Federal partners, is to offer objective insights to the Secretaries of Transportation and Energy on achieving vehicle electrification across all segments.

**John Bozzella**, President & CEO, Alliance of Automotive Innovation. As a leader in the company, he said he represents various stakeholders in the auto industry. Their main focus is on electrification in the field of personal mobility. He strongly believes that transforming the automotive market requires a shared vision and collective effort. He also expressed that the EVWG can create a sustainable future for personal mobility with determination and hard work.

**Laura Chace**, CEO ITS-America. As the President and CEO of ITS America, Laura Chace confirmed her representation of the transportation industry. She expressed that her role involves working with public and private sector organizations to advance transportation technologies that improve mobility safety and efficiency. Laura Chace shared her excitement to be part of the working group and aims to offer a new perspective on integrating innovative information technology into this transition. Lastly, she acknowledged the importance of intentionally deploying technologies to achieve desired outcomes and hasten the shift to electrification in all modes of transportation.

**Mark Dowd**, Director for Zero-Emission Federal Vehicle Fleets, Council on Environmental Quality. Mark Dowd said his office is working towards achieving a zero-emission fleet and is eager to discuss how to collaborate to find solutions and support each other's efforts to progress towards this goal.

**Dean Bushey**, TravelCenters of America's Senior Vice President of Sustainability. Dean Bushey shared that his customer base has expanded to 8,000 retail locations. Dean Bushey said they aim to achieve net zero by 2050 and invest \$1B into EV charging networks by 2030. He also stated that meeting customer requirements for reliable and pleasant charging experiences is essential for passengers and professional drivers. Dean Bushey acknowledged that achieving these goals requires government and private industry collaboration and is excited about working together to create a better future for customers and the environment.

**Nadia El Mallakh**, VP of Strategic Partnerships and Clean Transportation at Xcel Energy. Nadia El Mallakh stated her commitment lies in incorporating more renewable and carbon-free resources into the grid, which results in customer benefits and emission reduction. She brings her knowledge of grid management to the EVWG.

**John Giles**, Mayor of Mesa, Arizona. Mayor Giles expressed his essential role in the local government, striving to tackle climate change and enhance air quality. He highlighted his commitment to promoting economic and workforce development, with a particular focus on the expansion of EV charging infrastructure. He also emphasized the significance of fairness, accessibility, public safety, and regulatory compliance in crucial areas like land planning.

**Kevin Gotinsky**, Director of EV Strategies UAW. Kevin Gotinsky emphasized that the UAW's primary focus is to shift from internal combustion cars (ICE) to EVs while ensuring that the auto industry workforce is not disregarded. He stated UAW's objective is to create well-paying employment opportunities that will help develop communities, as intended by the available subsidies. He highlighted the UAW's complete support for the transition and the EVWG's initiatives.

**Denise Gray**, Industry Advisory, LG Energy Solution. Denise Gray revealed her impressive 30-year background in advanced technology at General Motors and on a global scale. Denise Gray expressed her enthusiasm for the United States' efforts to improve EV technology for the benefit of its citizens and eagerly offered to assist the EVWG.

**Dr. David Haugen**, Director of OTAQ's Testing and Advanced Technology Division, Environmental Protection Agency (EPA). Dr. David Haugen shared that his current role is the Laboratory Director of EPA's National Vehicle and Fuel Emissions Lab in the Office of Transportation and Air Quality. He explained that his team works on establishing health-based standards for tailpipe emissions across different modes of transportation, including cars, trucks, buses, agricultural equipment, aviation, marine, and rail. Additionally, they regulate greenhouse gas pollution standards. David also mentioned that his team oversees compliance with the Commercial Transportation Fuels, Renewable Fuel Standard, and the distribution of funds for the IRA Clean School Bus program. He stressed that his office's proposals for light-duty and medium-duty vehicles, the multi-pollutant rule, and the heavy-duty phase three greenhouse gas proposal all heavily rely on electrification from the light, medium, and heavy-duty fleets. David expressed excitement about the EVWG and acknowledged their potential impact on his program.

**Henrik Holland**, Senior Vice President and Global Head of Mobility at Prologis. Henrik Holland expressed his gratitude for the opportunity to participate in the EVWG. Prologis operates in 19 countries and is the largest logistics company in the US, with almost 4000 facilities. Henrik acknowledged that approximately 3% of the global GDP flows through their buildings. He also recognized that their extensive logistics portfolio will require many trucks to convert to meet customers' needs and their net-zero commitment by 2040. He explained that their focus is on medium to heavy-duty vehicles, and they are currently executing one of the country's largest and most innovative projects. As a member of the EVWG, he aims to collaborate with others in the industry to develop practical pathways to accelerate this transition.

**Joung Lee**, Deputy Director and Chief Policy Officer Association of State Highway and Transportation Officials (AASHTO). Joung Lee said AASHTO is an important addition to the working group, as it provides the voice of what's happening on the front lines of both National Electric Vehicle Infrastructure (NEVI) and the Charging and Fueling Infrastructure Program implementation effort in the State-DOT world. He shared his excitement about discussions on the successes and challenges related to strategically procuring and installing EV chargers. AASHTO believes that flexibility in translating the underpinning law is crucial to successful and timely deployment. He closed with thanking partners and friends at the National Association of State Energy Officials (NASEO) and the Joint Office for their work together with the State DOT in helping to get this program off the ground.

**Kelsey Owens**, Senior Electric Vehicle Policy Advisor Office of the Secretary – Office of Policy. Kelsey Owens stated that as a Policy Advisor and Environmental Justice Lead in the Office of the Secretary of Transportation, she manages the electric transportation portfolio and assists the leadership in developing policies for electrification. Given DOT's goals toward electrification in aviation, rail, and maritime sectors, Kelsey said she values the stakeholder partnership and is excited to join the working group.

**Cassie Powers**, Senior Managing Director NASEO. Cassie Powers introduced her organization, representing Energy offices in all States and Territories. Their members have been leading infrastructure programs related to energy and climate planning. Cassie highlighted her organization's long history of designing and implementing EV infrastructure programs and helping to design and implement State EV policy. In closing, Cassie Powers said she aims to elevate successful planning and means for transportation electrification deployment and address electric system needs and grid integration concerns.

**Mike Roeth**, CEO North American Council for Freight Efficiency (NACFE). Mike Roeth shared details about his organization's run on less heavy-duty market implementation. With several years of experience in the industry, he shared his excitement about opportunities for zero-emission electric trucks in real-world applications, ranging from vans to heavy-duty tractors, and the unique benefits and challenges.

**Victoria Stephens**, Director Next Generation Delivery Vehicle Program, U.S. Postal Service (USPS). Victoria Stephens shared that she oversees the Fleet Management and Electrification Strategy at the (USPS) and that her team is responsible for vehicle requirements development, deployment, program management and execution, and EV charging infrastructure. She also noted that they are actively working towards electrifying the delivery fleet, which is one of the nation's largest federal fleets, and they are in the process of purchasing 66,000 battery electric vehicles and installing EV infrastructure at numerous sites.

**Doug Greenhaus**, VP of Reg Affairs, Environment, and Safety, NADA. Doug Greenhaus mentioned that he recently retired but remains an active consultant for NADA. He also noted that he is passionate about innovative EV recommendations, which are fueled by the fact that NADA represents 90% of auto dealers nationwide and the challenges that purchasers face. Moreover, he revealed that NADA is working with Federal, state, and local governments to provide incentives to make EVs more affordable. Additionally, they are collaborating with the Department of Treasury on EV tax credits that have been enacted.

**Kofi Wakhisi** Chair, Association of Metropolitan Planning Organization Technical Committee Planning Administrator – Atlanta Regional Commission. Kofi Wakhisi shared that in his role at the Atlanta Regional Commission, he focuses on model planning activities that cover bicycle, pedestrian, freight, and public transit, with a special emphasis on electrification. Kofi said he's also collaborated with transportation management and operations professionals in the region to improve traffic flow and reliability. Serving as a member of the Association of Metropolitan Planning Organizations Technical Committee, he gathers insights on the role of regional organizations in pursuing transportation electrification. He closed with his eagerness to explore the blind spots and considerations that the EVWG should prioritize to guide local governments, transit operators, and planning partners toward electrification.

## **Role of the EVWG**

After member introductions, **Dr. Nealer** gave an agenda overview and initiated a conversation about the legislative role of the EVWG, emphasizing the impact of the Bipartisan Infrastructure Law, which enables the Joint Offices of the US Department of Transportation and the Department of Energy to take a collaborative approach towards the electrification of transportation. She reiterated **Gabe Klein's** comment on the goal of the EVWG, which is to provide recommendations to the Secretaries of Energy and Transportation concerning integrating light, medium, and heavy-duty electric vehicles into the national transportation and energy systems. **Dr. Nealer** noted that the EVWG has federal members, which is an unusual but necessary arrangement to ensure coordination with other agencies working on electrification. Inevitably, the EVWG reports to the Secretaries of Transportation and Energy, and any EVWG products will go to the Senate Commerce Science and Transportation Committee, Senate Appropriations Committee, the House Transportation Infrastructure Committee, and the House Appropriations Committee, which are responsible for authorizing and funding the work of federal agencies.

The EVWG is legally required to produce three reports. **Dr. Nealer** explained that the scope covers a wide range of topics on which the EVWG is authorized to provide recommendations. The EVWG should prioritize areas that address critical barriers to electrification. The reports will describe obstacles and opportunities to scaling up electric vehicle adoption in the US, including usability, reliability, and consumer adoption issues. **Dr. Nealer** noted there would be a more in-depth discussion later in the meeting. The reports will also discuss examples of successful public-private partnership models and demonstration projects that encourage analysis of current efforts to overcome the barriers. Additionally, the report should contain a detailed analysis of the estimated cost and benefits of any recommendations made by the EVWG. She emphasized that the report's scope is broad, allowing for flexibility to discuss various topics that the EVWG considers relevant. Still, it lays the foundation for the priorities that will be discussed next. **Dr. Nealer** briefly paused to reflect on the EVWG stakeholder diversity: six federal agencies (DOE, DOT, U.S. Environmental Protection Agency, Council on Environmental Quality, U.S. General Services Administration, and U.S. Postal Service) and 19 non-federal entities, including industry, state, and local agencies. She also noted that the EVWG's various perspectives will ensure great representation across rural, urban, and suburban areas mentioned in the legislation.

**John Bozzella** inquired about statutory timing requirements for the EVWG reports. **Dr. Nealer** confirmed that the first report is due 18 months after the establishment of the EVWG. Acknowledging that the member package took a while, she noted that the first report is due in January, and a proposal for meeting that deadline is forthcoming. The second and third reports are due two years after the preceding report. **Dr. Nealer** emphasized that the reports are not limited to a single topic for the reports. She also noted that the EVWG may want to use subcommittees to advise on an urgent matter that doesn't necessarily align with the reporting structure or time constraints.

## **EVWG Priorities**

The EVWG staff developed a set of suggested priorities for the inaugural meeting in advance to give the members something to react to and jump-start the conversation. **Dr. Nealer** shared that the goal of the exercise was to generate a discussion on how the EVWG can be effective. Determining the sweet spot where there is some alignment of the topics critical to multiple stakeholders or requiring a private-public partnership that will need some actionable coordination across those stakeholders is the key to making audience-specific recommendations that benefit the public. She also noted that timing is a crucial component in tackling issues that are not too long-term, as not to exceed the duration of the EVWG, or too urgent (e.g., Bipartisan Infrastructure Law). The EVWG deliverables should be well-documented and action-specific and should consider how they will capitalize on private and public investments. The Joint Office has similar coordinated efforts on investments in the public and private sectors (e.g., EV charging and battery manufacturing). Segueing into a discussion on reports, **Dr. Nealer** recalled **John Bozzella's** earlier question.

Given the first report is due in January 2024, **Dr. Nealer** suggested an executive-level style roadmap to communicate the EVWG plan of action, priorities, authorities, and auxiliary roles (e.g., subcommittees and subject matter experts) publicly, reaffirming the transparency of the working group and the need for industry collaboration. The second and third reports are not due until 2026 and 2028 and will align with the EVWG priorities, which specialized subcommittees will support. **Mike Roeth** asked if the subcommittees would match the priorities.

**Dr. Nealer** agreed; however, added that the work should be supported by the subcommittees but not necessarily tied to a report deliverable. Subcommittees may be leveraged to investigate, prepare a presentation, or report on a topic.

**John Bozzella** said he is in support of subcommittees. He also commented that he understands the broad ambition of the EVWG but would like more clarity on what the group is trying to solve and how success will be defined (e.g., by electrification or by specific transportation decarbonization goals). **Michael Berube** responded that the focus should be on the very rapid trajectory and not as much on the exact year.

**John Bozzella** clarified his question; his concern was not a particular outcome but rather a massive scope and addressing the barriers. He commented that they will need to be aggressive in deploying charging infrastructure. For example, developing supply chains in the United States will require industrial transformation (e.g., ICE to EV from manufacturing and workforce perspectives).

**Rakesh Aneja** asked if there is a perspective from the federal government regarding how many priorities and topics the EVWG and subcommittees should take on, noting that effectiveness is key. **Dr. Nealer** reconfirmed that it is up to the EVWG, maybe three to five, based on combining multiple priorities into one report. She also noted that federal government resources are necessary to facilitate subcommittees. A primary member of the EVWG should lead them, so availability and interest in the topic area will need to be determined.

**Laura Chace** asked if the subcommittees and the reports could be worked on concurrently instead of sequentially because of the timelines required by the Bipartisan Infrastructure Law (BIL). She also shared her concern about gaps in transit fleets and hydrogen. **Dr. Nealer** responded the subcommittees don't necessarily need to be sequential; they will, however, have reporting constraints. The EVWG can proceed with a report if there's a consensus. **Dr. Nealer** began to taper off comments to make room for the priorities discussion.

**Mark Dowd** agreed with **Laura Chace** on urgency. He also noted that the focus should be on impacts on communities and solutions for the future state.

**Michael Berube** shared a few thoughts on the limited number of members and the ability of the subcommittees to distribute the workload further. He also mentioned that in addition to the required reports, the EVWG can make recommendations to the Secretaries at any point. And lastly, the EVWG is the best advisory group to the federal government on this critical issue. **Dr. Nealer** added this would distribute the work and give subject matter experts flexibility to inform EVWG recommendations.

**Kofi Wakhisi** shared that the goal should be critical path identification; however, he cautioned this wouldn't be one-size-fits-all based on the state. He recommended a customizable prioritization template and reaching a collective understanding of all the industries and professions to get to the critical path. **Dr. Nealer** agreed that an understanding of the audience is key. She transitioned into the priorities, as per the legislation.

The potential topics from legislation were lumped into five categories: EV Adoption, Supply Chain, Policy Solutions, Consumer Focus, and Technology Solutions. **Dr. Nealer** noted that this is essentially slicing and dicing the legislative language in two different ways with potential topics that the EVWG will have the

opportunity to react to in the survey. **Henrik Holland** liked the discrete categories. He commented that an industry breakdown could be helpful for light-, medium-, and heavy-duty vehicles EV adoption. **Dr. Nealer** paused the comments to reiterate that the survey will guide the priorities discussion after the break. **Dr. Nealer** took one additional comment from **Rakesh Aneja** regarding his agreement with Henrik and desire to engage the subcommittee on topics specific to medium- and heavy-duty vehicles.

**Dr. Nealer** continued the presentation with a list of 11 EVWG priority topics, offering the disclaimer that they are proposed priorities that the EVWG can weigh in on during the break via the survey link provided to members. The critical takeaway from the survey is to ensure individual priorities are represented and, if not, what's missing, with the ultimate goal of finding the three priorities and initial thoughts on subcommittees.

**Break** 2:25- 2:50

### **Discussion of Survey Feedback**

**Rachael Sack** kicked off the second half of the meeting with a discussion of the survey results to frame the priorities of the EVWG.

1. Are your priorities for the EVWG represented in the priority list?  
Mixed opinions: eleven out of nineteen felt the list represented their priorities.
2. If no, what's missing?  
The eight respondents who disagreed mentioned gaps in medium- and heavy-duty, public safety, Cybersecurity, transit electrification, multifamily housing, goals and accountability, public fleet perspective, metropolitan regions, and electrification challenges.

**Dr. Nealer** agreed that goals and accountability should be reflected in all EVWG work. Integration with other decarbonization strategies when considering medium- and heavy-duty mentioned Cybersecurity falls under consumer experience, and med- and heavy-duty is under freight electrification.

3. What is your top priority for the EVWG?  
The top three priorities are grid integration, charging infrastructure, and freight electrification.
4. What is your 2nd priority for the EVWG?  
Charging infrastructure, public safety, and engaging states were among the highest.

**Rachael Sack** opened the discussion for questions three and four to help inform the priorities, encouraging members to propose relationships not shown in the results.

During the discussion, **Nadia El Mallakh** pointed out that light duty vehicles and medium/heavy-duty vehicles can be separated from a grid perspective with a natural dividing line but with some overlap. However, the grid integration needs can be very different for medium and heavy-duty vehicles. She also highlighted that there is overlap within grid integration and coordination for equitable EV adoption and affordability.

**Rakesh Aneja** identified the specific needs of the medium and heavy-duty vehicles as the overarching theme. He also provided examples of vehicle/infrastructure regulation and public utility jurisdiction to make the case for stakeholder engagement as an overarching theme.

**Rachael Sack** proposed that accountability and stakeholder coordination can be a unique category, despite potential stakeholder differences.

**John Bozella** agreed with **Rakesh Aneja's** comment on regulation, as it aligns with his perspective on goals, accountability, and metrics. He further emphasized that the supply chain may not be among the top three priorities. Still, it is fundamental to various EV adoption aspects, such as manufacturing, sales, and workforce development. **Dr. Nealer** acknowledged that supply chain is a significant topic. However, the EVWG will need to determine which components to address.

**Mayor Giles** indicated his top priority is grid integration and public safety as a unique challenge—for example, the lack of proper EV infrastructure for multi-family housing and related fires.

In response to a question from **Rachael Sack**, **Dr. Nealer** agreed that safety, in a broad sense, is related to top priorities.

During the discussion, **Dean Bushey** concurred with the group that medium and heavy-duty charging should be a priority topic. He also emphasized the significance of safety when charging electric vehicles at a site. Further, Bushey agreed with **Rakesh Aneja's** comment on regulating the design of EV infrastructure sites to ensure safety. Lastly, Dean Bushey highlighted the importance of EV charging system companies generating revenue and setting expectations for charge rates.

**Victoria Stephen** agreed with grid integration as a top priority but also grid sufficiency. From the USPS perspective, they are familiar with the 3,000 utilities operating independently on hardening the national electric grid. She suggested utilizing the EVWG to gain broader visibility into utilities to help improve planning. She also noted they have a role in emergency preparedness they are planning to work on training first responders.

**Michael Berube** mentioned that **Dean Bushey's** comment on the cost and affordability of electric vehicles would not be a separate topic but rather a consideration for all related items. The low-cost operation of electric vehicles is a significant factor that interests consumers and accelerates adoption. If the cost increases due to infrastructure setup or other factors, it becomes challenging to promote electrification. Therefore, it is essential to prioritize low-cost operations as a part of EVWG's thinking and decision-making process to overcome potential challenges in promoting electric vehicles.

Before transitioning to the discussion on subcommittees, **Rachael Sack** explained that the information discussed will feed into the analysis that will be done after this meeting to help frame future meetings and ultimately help the group form its vision moving forward.

5. What subcommittees would you like to see?  
Grid integration, unique needs of freight electrification, and charging infrastructure were the highest.

**Michael Berube** suggested that the subcommittees may consist of internal or external experts who could provide additional perspectives to the EVWG.

**Nadia El Mallakh** echoed Michael's comment on affordability. Rates, vehicle portability, infrastructure, and group build-out affordability are crucial to consider. Grid integration, coordination scoring, and customer sharing data/fleet information are critical. The US utility industry has over 3,000 companies, but collaboration has made the clean energy transition successful. Utilities are no longer the top emitter of US emissions.



**Laura Chace** stressed the importance of real-time data, which underpins every category discussed, suggesting it should be included with any chosen priorities. EV infrastructure, integration, adoption, and consumer experience will be affected without shared data. Laura's second point was that making recommendations without knowing priorities is hard. She hopes to identify missing subcommittees and inform reports after an agreement on priorities.

**Joung Lee** suggested that the EVWG should prioritize the workforce development required for the successful deployment of EV charging infrastructure. This includes state employees and private sector partners who can help deliver conventional infrastructure.

**Mayor Giles** called out the need for good data as a priority, not necessarily as a subcommittee but being incorporated in all EVWG actions. He acknowledged safety as a priority for a second time.

**Cassie Powers** agreed with Joung's idea of supporting workforce development. In addition to building EV infrastructure, there is a need to train a workforce that can roll out and manage the electric system. During NASEO regional meetings earlier this year, some utilities reported a significant backlog of transformers and other components with wait times of up to 18 to 24 months. These components will be necessary for any major infrastructure projects. Therefore, the need for a trained workforce is strong and will likely be a priority for each committee.

6. What reports would you like to see?

Grid integration, charging infrastructure, and supply issues ranked the highest.

**Dean Bushey** mentioned the impact of timing on charging infrastructure. Since charging standards are subject to frequent changes, he emphasized the importance of comprehending their influence on future standards. The key question is: What are the customer's requirements, and what can we provide from 2026 through 2028?

**John Bozzella** agreed that NEVI funding is a crucial first step, but there is a more fundamental problem. Charging infrastructure isn't keeping up with new light-duty vehicles, affecting the market. We need to understand accessibility, urban-rural balance, and other factors. It's a massive set of issues to address.

**Cassie Powers** remarked that there are 8 or 9 options that support the rollout of charging infrastructure, which acts as an umbrella over various areas. Additionally, she mentioned that the Infrastructure Investment and Jobs Act (IIJA) infusion into the market acts as a catalyst. It would be interesting to see what this group could do to make recommendations on leveraging public sector funds (which are generous but limited) with private sector funds and others to meet the national network role. The National Renewable Energy Laboratory (NREL) report identifies the level of investment needed. Still, it would be important to figure out which policy initiatives would match with private sector investment to achieve those goals. This is also essential in freight electrification, which is often overlooked when discussing charging infrastructure. There are still questions about the level of investment required from the public and private sectors to support freight protection. Therefore, it is crucial to segment the charging infrastructure priority.

Before wrapping up the survey discussions, **Dr. Nealer** thanked the members for expanding on their survey responses. Making sure not to focus on the charging infrastructure narrowly, she is confident the EVWG is being more expansive and making sure that ultimately, through public and private investments, we're getting to a place where everyone can ride and drive electric and feel confident.

**Rachael Sack** tabled the survey discussion until later and transitioned to the public comment period.

### **Public Comment**

**Rachael Sack** initiated the public comment segment discussion. Each person was allowed two minutes to share their comments. Those who registered in advance were given priority. Additionally, attendees can submit written statements to the EVWG via email at EVWG@doe.gov or to rachael.nealer@doe.gov until October 3, 2023, as described in the Federal Register notice.

**Eric Gilliland**, Vice President of Operations at Recharge, commented that they firmly believe electric micro-mobility has the potential to significantly reduce the impact of the transportation sector on climate change. However, due to current federal regulations, electric bikes and scooters are not considered electric or even zero-emission vehicles. Therefore, they are not eligible for most federal programs that fund transportation electrification. Eric Gilliland emphasized the importance of electric vehicles such as cars, trucks, and buses in the fight against climate change. However, the high cost of many EVs and the challenges of charging in multi-unit buildings pose a risk of excluding low-income communities from the EV revolution. To address this issue, electric micro-mobility solutions like e-bikes and scooters, both as privately owned vehicles and in shared mobility systems, can revolutionize cities, encourage physical activity, and promote equity while reducing greenhouse gas emissions.

**Justin Brightharp** from the Southeast Energy Official Alliance emphasized the importance of resilience in managing grid loads and natural disasters. He challenged the EVWG to create a pipeline for high school and middle school students, not just a four-year college program. He stressed the need for actionable actions and equity in electrification policies. He recommended exploring alternatives to user fees and encouraged state outreach efforts for clean energy opportunities.

**Colleen Quinn**, on behalf of the National EV Charging Initiative, endorsed her support for the actions of EVWG and recognized how it complements her organization's Energize program. The program focuses on state utility policies with a four-pillar agenda. These pillars include reducing upfront costs, targeting underserved markets and disadvantaged communities, increasing fuel cost savings, and speeding up the energization of charging infrastructure.

**Trevor Dean** on behalf of the office of U.S. Senator Cortez Masto of Nevada said the EVWG is just what they'd hope for, which is a lot of smart people trying to solve the challenges provided on the opportunities that they will need to take advantage of but ensuring regulatory alignment as much as possible.

**Adrienne Summers** from the American Association of Community Colleges works with partners Tesla and Panasonic to develop an EV hub. The hub will include apprenticeship programs to train individuals in producing charging stations, batteries, and entry-level manufacturing. Adrienne is happy to connect with the EVWG, and her focus is on meeting municipal needs for electric buses and light-duty trucks, specifically for the underserved population.

**Vanessa Warheit**, National League for the EV Charging for All Coalition, recommended meeting EV and light-duty American consumers' needs, including charging needs and collaboration with organizations representing multifamily tenants' rights. She encouraged the EVWG to consider EV readiness building codes, particularly equitable residential building codes for multifamily housing, as a significant tool in building out our national light-duty charging infrastructure.

**Shannon Delaney** is the Urban Development Director of "It's Electric." Delaney encouraged using a "behind the meter" approach to address the barriers to EV charging in multifamily homes (MFH). This approach doesn't require funding from city partners or host properties, making it a cost-effective solution. By combining this approach with curbside charging, they can solve the charging crisis and provide charging for people who live in MFH, renters, or those who don't have access to garages or driveways.

**Joe Nickerson**, the Director of Government Affairs at Beam Global, suggested that a subcommittee should focus on energy storage and resiliency. They believe that at least 25 percent of EV infrastructure should operate off-grid. In case of grid failures or natural disasters, EV drivers can still charge their vehicles.

**Rachael Nealer** concluded the EVWG meeting by thanking the attendees on providing their thoughts on proposed priority areas. Survey results and conclusions will be shared at the next meeting, along with all meeting notes and materials on [drivelectric.gov](https://drivelectric.gov). The next EVWG meeting is tentatively scheduled for December 12<sup>th</sup> and 13<sup>th</sup> in Washington, DC. **Dr. Nealer** expressed gratitude for informative participation and meeting preparation by the Joint Office Staff.

**Meeting Adjourned** at approximately 4:00 pm EDT.

Respectfully Submitted:  
Dr. Rachael Nealer  
Designated Federal Officer

I hereby certify that these meeting minutes of the September 26, 2023, EVWG meeting are true and correct to the best of my knowledge.

A handwritten signature in black ink that reads "Rachael Nealer". The signature is written in a cursive, flowing style.

Dr. Rachael Nealer  
DFO, Electric Vehicle Working Group