

**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 of Energy and Transportation and Acting Chair EVWG*

**Dr. Rachael Nealer**

*Designated Federal Officer (DFO) of EVWG and Deputy Director Joint Office of Energy and Transportation*

**Rakesh Aneja**

*Vice President and Chief of eMobility, Daimler Truck North America*

**Danielle Sass Byrnett**

*Senior Director, National Association of Regulatory Utility Commissioners*

**Michael Berube**

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

**John Bozzella**

*President & CEO, Alliance of Automotive Innovation*

**Charles T. Brown**

*Founder and Managing Principal, Equitable Cities LLC*

**Dean Bushey**

*Senior VP, of Sustainability TravelCenters of America*

**Laura Chace**

*CEO, ITS-America*

**Mark Dowd**

*Director for Zero-Emission Federal Vehicle Fleets, CEQ*

**Kevin Gotinsky**

*Top Administrative Assistant, EV Strategies Department, UAW*

**John Giles**

*Mayor, City of Mesa, AZ*

**Ruth Gratzke**

*President, Siemens Smart Infrastructure U.S.*

**Dr. David Haugen**

*Director of OTAQ's Testing and Advanced Technology Division, Environmental Protection Agency*

**Andrew Koblenz**

*Executive Vice President of Strategic and Industry Initiatives National Automobile Dealers Association*

**Sharky Laguana**

*President, American Rental Car Association*

**Joung Lee**

*Deputy Director and Chief Policy Officer, AASHTO*

**Nadia El Mallakh**

*Senior Advisor, Utility and Clean Energy Sectors*

**Barak Myers**

*Transportation and Strategic Planner, Eastern Band of Cherokee Indians*

**Kelsey Owens**

*Senior EV Policy Advisor, DOT Office of the Secretary – Office of Policy*

**Crystal Philcox**

*Assistant Commissioner, Office of Travel, Transportation and Logistics, Federal Acquisition Service, U.S. General Services Administration*

**Cassie Powers**

*Chief of Staff, NASEO*

**Mike Roeth**

*Executive Director, North American Council for Freight Efficiency Principal, NA Freight, Rocky Mountain Institute*

**Victoria Stephen**

*Director Next Generation Delivery Vehicle Program, Fleet Management & Electrification Strategy, United States Postal Service*

**Kofi Wakhisi**

*Team Leader, Atlanta Regional Commission*

**Date and Time:** June 17, 2024  
**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 an EVWG meeting convened under the Joint Office of Energy and Transportation (Joint Office). The meeting was conducted virtually via video conferencing. The meeting was called to order at approximately 1:00 p.m. EDT. The meeting was attended by 23 members of the EVWG, Joint Office officials, and the public. The EVWG meeting began with meeting logistics and opening remarks, and updates from the Joint Office.

### **Opening Remarks**

**Dr. Rachael Nealer** started the session by ensuring all participants had functional audio and video connections. She reminded everyone that the meeting was being recorded and would be made public, and participants' consent to being recorded was necessary if they spoke or used video. **Rachel Sack** outlined the ground rules of the virtual meeting, encouraging participants to raise their hands to speak, keep themselves muted when not talking, and turn on their video if possible. The agenda included updates from Gabe Klein and the Joint Office of Energy and Transportation; subcommittee updates with Q&A, discussions on preparing recommendation memos and covering key performance indicators (KPIs) and metrics, and a public comment session.

**Dr. Nealer** discussed the importance of developing actionable recommendations for industry and government to achieve electrification goals in the US. She proposed concise recommendation memorandums to the Secretaries, stressing the need to identify relevant questions early on, noting that all subcommittee recommendations must receive full EVWG membership approval.

### **Joint of Energy and Transportation Updates**

**Gabe Klein** gave updates from the Joint office. He appreciated the EVWG, and the progress made on the first report. Gabe expressed excitement about future recommendations from the EVWG, the EVWG's continued growth, and increasing hybrid and plug-in electric vehicle (PEV) sales. Impending Ohio and Maine charging locations, mark forward progress with the National Electric Vehicle Infrastructure (NEVI) program. Additionally, the Joint Office is working on technical assistance, webinars, and guidance for plug-in charge infrastructure in partnership with the Linux Foundation. This progress indicates a potential for a national plug-in charge infrastructure sooner than expected. All this information can be found on [driveelectrive.gov](https://driveelectrive.gov). **Rachael Sack** transitioned to the subcommittee updates. She indicated they would start with the grid integration group and then move on to updates from the medium and heavy-duty group, followed by charging network updates. She also mentioned that there would be time for Q&A after the updates.

### **Subcommittee Updates**

#### *Grid Integration Subcommittee*

**Nadia El Mallakh** provided an update on the Grid Integration Subcommittee's efforts. They are focusing on managed charging, timing mismatches, and the need for certainty. They are also considering

partnerships with others in the industry to address challenges and best practices and looking into codes and standards for various use cases. The team is working on a standardized framework for KPIs and collaborating with the Department of Energy on industry-led forums. Addressing the barriers to technology and customer scalability is a priority. They also emphasized the need for more investments in utility infrastructure for charging and keeping costs low for consumers to drive EV adoption. **John Bozella** raised points about managed charging for EVs, including summarizing existing pilots and engaging with public utility commissions. **Nadia** acknowledged these points and emphasized the importance of scaling effective practices and developing core principles. The discussion also involved formulating recommendations based on lessons learned and guiding principles, concerns regarding data centers consuming grid resources, and affordability in light-duty vehicle electrification. **Nadia** highlighted the significance of considering total energy costs for consumers, providing transparency regarding charging costs, and addressing overall energy affordability in coordination with relevant subcommittees. **Rachael Sack** emphasized aligning the subcommittee updates with the overall recommendations. The meeting then transitioned to the medium and heavy-duty subcommittee.

### *Medium- and Heavy-Duty Subcommittee*

**Dean Bushey** provided an update on the activities of the medium and heavy-duty subcommittee. The subcommittee aims to capture and understand the initiatives and great work happening in private and government industries and incorporate them into their recommendations. The subcommittee meets about once every other week, and has also brought in outside experts for presentations, which are available on Huddle. Dean also mentioned the Advanced Clean Transportation Exposition (Act Expo) in Las Vegas, where a shift towards electrification and hydrogen vehicles was observed. It was highlighted that medium and heavy-duty vehicles have unique needs, particularly in infrastructure and grid enhancements, as well as initiatives to support fleet owners in terms of total cost of ownership and government incentives. Lastly, Dean mentioned covering KPIs and then handed over to **Mike Roeth** to discuss the Act Expo and provide a quick update on medium and heavy-duty developments.

At Act Expo **Mike Roeth**, **Dean Bushey**, and **Rakesh Aneja** led discussions on zero-emission heavy trucks' current state and future, highlighting the increasing presence of electric depots, charging hubs, and truck corridor charging. There was an emphasis on the impact of regulations and sustainability commitments, leading to a transition from diesel to electric and hydrogen fuel cell technologies. It delved into the challenges and opportunities related to renewable energy and alternative fuels in the trucking industry, considering route diversity and operational efficiency factors. Additionally, the session addressed the near-term goals of the subcommittee, focusing on initiatives to improve infrastructure, collaboration with utilities, and making the total cost of ownership more affordable. The importance of cost competitiveness in zero-emission solutions, infrastructure leading vehicle deployment, and policies targeting the entire ecosystem was also highlighted. The conversation concluded with plans to present near-to-midterm recommendations on the policy side in upcoming meetings. **Dean Bushey** expressed enthusiasm for the progress made so far and emphasized the need to keep moving forward. He discussed the KPI framework and its purpose in measuring industry progress in technology, regulations, innovations, and research and development. This framework aims to identify critical areas for concentration and measure industry advancement over time. Some potential KPIs mentioned include market share for electric vehicles, battery performance, fleet composition, infrastructure readiness, and environmental impacts. The discussion highlighted that these KPIs are cross-cutting and will be necessary for monitoring progress in various areas.

The EVWG had a productive discussion, focusing on the need for a policy template and standardizing processes across subcommittees. They highlighted the potential impact of EVs on transportation funding and infrastructure. The group recalled the importance of addressing policy consequences and funding for the highway trust fund in the transition to electrification, as well as considering wear and tear from

heavier vehicles. **Dr. Nealer** stressed the need for KPIs and an overall framework for addressing various EV-related issues. The participants also emphasized the fair distribution of the infrastructure funding burden across different sectors and the need to address misconceptions and criticisms surrounding EV adoption.

Furthermore, they highlighted the importance of gaining consensus and buy-in from various political constituencies and promoting constructive dialogue. **Joung Lee** emphasized the significant impact of federal policy on highway infrastructure and the funding from the highway trust fund in encouraging EV adoption, stressing the need to ensure the trust fund's solvency for long-term stability. **Rachal Sack** transitioned into a break following a discussion on the medium and heavy-duty group. The group's presentations and questions sparked a lot of conversation. The non-EVWG attendees were reminded that they could participate in the public comment period later.

### *Charging Network Subcommittee*

**John Bozella** gave an update from the Charging Network Subcommittee, highlighting the focus on accelerating the development of EV charging infrastructure and its relation to EV adoption. The discussion covered topics such as emissions regulations, the Clean Air Act, and the requirement of 100% EV sales by 2035 in California. The committee outlined metrics for measuring success, including EV adoption rate, availability, affordability, and the development of advanced battery technologies and supply chain capabilities in the United States. There was an emphasis on more charging ports to meet the 50% EV sales goal by 2030, a discussion on the future home charging market, substantial investment in charging infrastructure, and the importance of bringing private capital into the EV charging space. The conversation also focused on applying minimum standards to all charging ports and the need for uniform standards for charging ports for EVs to accelerate EV adoption. Additionally, there was mention of the potential for a collaborative effort between government agencies and the private sector to create uniform standards and drive EV adoption.

The Charging Network Subcommittee commented on the preferences for hybrid vehicles over electric vehicles, NEVI standards, and challenges related to deploying charging infrastructure. They emphasized the need for more public charging stations and highlighted the importance of defining KPIs and metrics across subcommittees.

Collectively, the EVWG expressed enthusiasm for a proposal to create concise recommendations for the electrification market. They emphasized the need to prioritize topics and provide guidance on important issues. There was a focus on streamlining the process and quickly addressing relevant issues without unnecessary delays. The group discussed the need to prioritize tasks and brainstorm offline activities. They debated whether the focus should be solely on policy recommendations or broader aspects. Examples such as total cost of ownership and minimum standards were mentioned as topics falling outside of policy recommendations. The group also considered the need for myth-busting and education. **Charles T. Brown** expressed concerns about the urgency of drafting a memo without fully considering long-term consequences, while **Mark Dowd** supported addressing technical and community issues alongside policy recommendations.

### **Brainstorming Session**

**Dr. Nealer** led the brainstorming session on how to effectively and efficiently put forth recommendations. Workload balancing among subcommittees and the importance of efficiently strategizing the review process were common themes. The focus areas for the grid integration subcommittee, such as managed charging and infrastructure, were highlighted, along with the need for certainty in timing and cost. Dr. Nealer touched on the importance of diversity within the group and

stressed the need to collaborate with utilities and local regulators to enhance grid preparedness. The subcommittees were assigned to draft concise problem statements and develop KPIs. The group acknowledged the importance of meeting again soon to discuss KPIs, and other recommendations. Additionally, the administrative processes and logistical challenges related to scheduling meetings were addressed, with suggestions to use email for document circulation and to consider scheduling virtual adjudication meetings.

### **Public Comment**

Several attendees made public comments. **Samantha Ortega** suggested including hardware-related issues in determining uptime for NEVI adoption, citing Maryland's reliability standards as a good example. **Chelsea Valentine**, a Wisconsin resident and quality control technician, expressed interest in the energy transition and emphasized the significance of micro EVs such as e-bikes. **Lala Agamirov-Nost** discussed the potential of integrating technology for refueling and stressed using hydrogen technology. **Tom Shields** highlighted the absence of private land ownership representation in the discussions. **Elaine Cooper** shared her experience as an EV owner in South Carolina, pointing out the state's lack of insurance coverage and support for EV owners. Lastly, **Brian Robb**, the Director of Government Relations at Lion Electric, emphasized the need to address the price difference between electric and traditional vehicles to facilitate a successful transition to electric vehicles in the medium and heavy-duty vehicle sectors.

The EVWG received a public comment from Blink Charging (Blink) post meeting. They support the Joint Office's federal grants for alternative fuel infrastructure. Blink emphasized the importance of Level 2 chargers at the local level for widespread adoption of EVs. They also mentioned that adequate daily destination and at-home charging could supplement limited Direct Current Fast Charging options and increase range confidence among EV owners. Blink is committed to promoting US manufacturing, advancing US technologies, and developing American transportation

Presentations and meeting notes will be posted on [drivelectric.gov](https://drivelectric.gov).

**Meeting Adjourned** June 17, 2024, at approximately 5:00 pm EDT.

Respectfully Submitted:  
Dr. Rachael Nealer  
Designated Federal Officer

I hereby certify that these meeting minutes of the June 17, 2024, EVWG meeting are true and correct to the best of my knowledge.