

**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

Laura Chace

CEO, ITS-America

Mark Dowd

Director for Zero-Emission Federal Vehicle Fleets, CEQ

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 Vice President of Strategic Partnerships, Coalition for Green Capital

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

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: September 30, 2024
Location: Virtual
Purpose: EVWG Meeting
EVWG Staff: Dr. Rachael Nealer (DFO), Rachael Sack (Facilitator), , Scott Kubly, 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 3:30 p.m. EDT. The meeting was attended by members of the EVWG, Joint Office staff, 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 participant's 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; subcommittee updates with Q&A, discussions on preparing recommendation memos and covering key performance indicators (KPIs) and metrics, and a public comment session. The primary purpose of the meeting was to hear updates from the Grid Integration, Medium- and Heavy Duty and Charging Network subcommittees. Dr. Nealer invited the acting administrator of Federal Highway Administration (FHWA), Kristen White, and Joint Office Executive Director, Gabe Klein to share their insights on electrification.

Kristen White thanked Dr. Nealer and the EVWG, as well as the public, for their involvement in the initiative to electrify America and establish a national charging network aimed at achieving net-zero goals. Kristen noted significant progress in the national electric vehicle (EV) program launched in 2021, including the doubling of chargers across the U.S. and the ongoing electrification of 80,000 miles of interstate systems. She mentioned that 52 states and territories are prepared to implement plans and that 34% of grants from the Charging and Fueling Infrastructure (CFI) Initiative, part of the National Electric Vehicle Infrastructure (NEVI) program, are already active. The importance of public and private sector collaboration, especially concerning policies that support the expansion of the network, particularly in the medium-duty and heavy-duty markets, was noted and she urged stakeholders to participate in an open request for information (RFI) for feedback on building out the national network, which is open until November 12, 2024. Lastly, Kristen acknowledged the ongoing commitment to the goal of 500,000 chargers by 2030 and thanked everyone for their dedication and participation in this effort. She encouraged continued engagement and emphasized the importance of feedback from the public.

Joint of Energy and Transportation Updates

Gabe Klein responded to Kristen's remarks, noting the invaluable partnership between the EVWG and the FHWA. He mentioned the growing focus on EVs beyond just charging infrastructure, referencing a 10% rise in EV sales in August. A Massachusetts Institute of Technology study demonstrated how EV charging stations positively impacted nearby businesses, significantly boosting their sales, especially in under-resourced areas. The data underlined the broader benefits of investing in charging infrastructure,

which not only supports environmental sustainability but also enhances business opportunities and community growth. Gabe also highlighted the launch of seven EV charging workforce development projects across several states, which collectively received nearly \$10 million in funding. These initiatives aim to address the needs of the over five million EVs sold in the U.S. and highlight the shift towards daily EV usage for many individuals. However, there is still substantial work to be done, particularly in filling gaps along highways and expanding Level 2 charging opportunities at community locations, where vehicles often sit idle for about 95% of the time. He reaffirmed the importance of collaboration across federal agencies, including DOE and the U.S. Environmental Protection Agency, to strengthen the national charging network.

Dr. Nealer continued the discussion on EVWG activities planned for the remainder of the year. The objective is to compile actionable recommendations from the EVWG by the end of the calendar year. These recommendations will synthesize ideas generated during past meetings for effective collaboration between the federal government and industry stakeholders. In September, subcommittees actively engaged in developing these recommendations, concentrating on grid integration, medium and heavy-duty electrification, and the EV charging network.

The goal for October is for subcommittees to present their recommendations, which will then be compiled by the EV working group staff for review in November. This review process will allow the full EVWG membership to provide input before the recommendations are presented in public meetings for discussion and approval. A majority vote will be needed to officially endorse these recommendations, but minority opinions will also be noted to ensure diverse perspectives are considered.

In December, the approved recommendations will undergo an internal editing process before being published online. Subcommittees will also have the opportunity to revise any recommendations that did not gain approval, aiming for a collaborative effort on all fronts to support the electrification transformation.

Subcommittee Updates

Grid Integration Subcommittee

Nadia El Mallakh reported on the grid integration subcommittee's draft recommendations, identifying ten key focus areas, starting with the grid as essential for electrification. She emphasized the need for collaboration among the federal government, utilities, and stakeholders for significant grid buildout, especially for medium and heavy-duty trucking, while respecting state processes. The second focus area is managed charging, which relates to grid capacity. A collaborative effort led by DOE is being explored to establish standard data requirements for managed charging. Nadia noted the diverse focus areas among subcommittees and expressed confidence in sustaining momentum.

Medium- and Heavy-Duty Subcommittee

Mike Roeth shared the medium- and heavy-duty subcommittee draft recommendations, which focuses on the challenges of electrifying these vehicles. The subcommittee emphasized the need for collaboration on EV integration and charging infrastructure. Two key recommendations were presented to the group: first, educating stakeholders about electrifying medium- and heavy-duty vehicles' unique needs to dispel myths and provide essential operational insights. Second, identifying specific use cases suitable for electrification is necessary, which will help analyze the total cost of ownership and financial implications based on different vehicle operations.

Nadia El Mallakh and **Andrew Koblenz** praised the recommendations, especially the focus on use cases

for public education. They noted that understanding truck operations is vital for raising awareness. **Andrew** highlighted the need for a gradual adoption approach, particularly in the heavy-duty sector, while stressing the importance of identifying early adopters to promote quicker technology integration across governmental and private sectors.

Charging Network Subcommittee

John Bozella discussed the charging network subcommittee draft recommendations, which aimed to enhance the EV user customer experience by addressing key concerns about vehicle charging. The first recommendation proposed is a public education and awareness campaign. This initiative aims to foster collaboration between government and private sectors to inform potential EV buyers about charging logistics — specifically, how, when, and where to charge their vehicles. By focusing on these critical questions, the subcommittee seeks to create engaging public service announcements that can be disseminated through various channels, such as rental agencies, automotive dealerships, and service stations. The second recommendation centers on improving the overall charging experience for customers. **John** acknowledged that challenges still exist in making the charging process reliable and user-friendly. To address this, the subcommittee discussed the potential for implementing a rating system for public charging stations.

The subcommittee is advocating for a targeted public education initiative alongside a rating system for EV charging infrastructure. The goal is to increase the acceptance and usage of EVs by establishing standards for charging points. The draft recommendations emphasize the importance of customer needs and aim to address potential concerns while enhancing the overall experience.

Rachael Sack led the discussion on the connections between subcommittees, with **Michael Berube** emphasizing the need for clear, actionable recommendations for the EV market, appreciating the practical examples provided. He noted the importance of clarity for positive reception of the recommendations.

John Bozella highlighted the significance of managed charging and collaboration among utilities, public service commissions, and the automotive industry, given that most EV owners (about 80-85%) charge at home. He stressed the need for metrics to assess progress, helping the committee and the EV working group establish clear standards for success.

Rakesh Aneja proposed a recommendation focusing on public education for the charging network and addressing myths surrounding medium and heavy-duty vehicles, suggesting a close collaboration between the working groups to tackle shared challenges.

Michael Berube pointed out that the EV working group's recommendations involve various stakeholders and should identify essential actions and responsibilities.

Laura Chace raised concerns about the energy grid resilience, particularly in the southeastern U.S., suggesting a presentation on DOE investments in grid infrastructure. She highlighted the link between grid reliability and consumer concerns about range and charging availability, especially during climate-related disasters. **Michael Berube** and **Nadia El Mallakh** validated the importance of resilience in charging systems and utilities, and that there's ongoing work in this space.

Dr. Nealer introduced Scott Kubly as a new addition to the Joint Office, where he will focus on partnerships in the EV sector. Scott has extensive experience in both the public sector at the DOT and in the private sector. He expressed enthusiasm for his new role, believing that recent Congressional funding will enhance EV infrastructure and fleet electrification.

Michael Berube and **Kofi Wakhisi** initiated additional discussions on KPIs to track the EV transition. **Kofi** led a team to draft an initial list, and they are now refining these metrics collaboratively. Their goal is to recommend around 15 to 30 relevant KPIs for monitoring by the government and other stakeholders. **Michael Berube** highlighted the need for transparency in reporting, with some metrics publicly visible and others kept internal to prevent public confusion. The team is coordinating with various subcommittees and aims to present refined recommendations in upcoming meetings to better narrate their progress and support the adoption of EVs.

Public Comment

Rachael Sack opened the public comment period, inviting attendees to raise their hands to speak for two minutes each or submit written statements by October 9, 2024, for inclusion in the meeting notes.

Augustin Villarreal expressed concerns about EVs, arguing that they negatively impact jobs and pose safety risks due to potential explosion hazards. He emphasized the importance of understanding EVs better and advocates for initiatives that will enable people to learn more positive impact to environmental efforts.

Cassandra Dumay raised a question regarding the medium to heavy-duty vehicles subcommittee, inquiring about the myths they aim to address and examples of information they plan to clarify to facilitate the expansion of EVs. However, it was clarified that this public comment period was meant for comments only, and the EVWG would not be responding to questions, and the EVWG email could be used for any additional queries. **Dr. Nealer** noted that updates and information from the medium and heavy-duty working group subcommittee would be made publicly available soon.

Next Steps

Dr. Nealer announced that a series of virtual meetings will take place to approve the subcommittee recommendations, which will later be published on the public website. An in-person meeting is scheduled for December, where the group will reflect on the past year and strategize for the future. The committee aims to finalize their recommendations and outline actions for the approved initiatives. Additionally, a poll is underway to schedule a December meeting, taking into account participant's holiday commitments. The meeting concluded with excitement for the subcommittee's contributions and a request for EVWG members to respond to a poll regarding the proposed December meeting.

Presentations and meeting notes will be posted on driveelectric.gov.

Meeting Adjourned September 30, 2024, at approximately 4:30 pm EDT.

Respectfully Submitted:
Dr. Rachael Nealer
Designated Federal Officer



I hereby certify that these meeting minutes of September 30, 2024, EVWG meeting are true and correct to the best of my knowledge.