

NARUC Electric Vehicles State Working Group

EQUITY AND ACCESS TO CHARGING

JULY 30, 2024, 3:00 - 4:30 PM ET

Welcome

EV SWG Chair

Commissioner Katherine Peretick, Michigan Public Service Commission

EV SWG Vice Chair

**Commissioner Milt Doumit, Washington Utilities and Transportation
Commission**

EV Commission Staff Leads

Ryan Cheney, North Carolina Utilities Commission

Steve Olea, Arizona Corporate Commission

NARUC Staff

Danielle Sass Byrnett and Robert Bennett

Agenda

Feel free to enter questions into chat at any time

3

3:00 PM	Welcome and Announcements: Commissioner Peretick <ul style="list-style-type: none">• Agenda review
3:05 PM	Dr. Margaret Taylor, Lawrence Berkeley National Laboratory (LBNL)
3:20 PM	Komal Doshi, Walker-Miller Energy Services
3:35 PM	Dr. Shelley Francis, EVNoire
3:50 PM	Speaker Q&A
4:05 PM	Peer Sharing Discussion
4:30 PM	Adjourn

EV Fact of the Week:

The pace of North American battery cell production announcements have grown more than 10 times higher by mid-2024 than in 2021?

For more info and other facts, visit [DOE FOTW webpage](#).

Presentations on Equity and Access to Charging

Moderator: Commissioner Katherine Peretick, Michigan Public Service Commission

Guest Speaker

- **Dr. Margaret Taylor, Lawrence Berkeley National Laboratory (LBNL)**
 - Just Lab Consortium
- **Komal Doshi, Walker-Miller Energy Services**
 - Filling in gaps to access for EV charging/ working with utilities
- **Dr. Shelley Francis, EVNoire**
 - Expanding access to multifamily and rural areas

Joint Office United Support for Transportation (JUST) Lab Consortium

NARUC EV Working Group
July 30, 2024

Presenter: Margaret Taylor, LBNL

Lab Leads: Alana Wilson, NREL; Marcy Rood, ANL; Margaret Taylor, LBNL

Today's Talk



- Policy Context
- JUST Lab Consortium
 - FY23 and FY24 Activities
 - Resources
- Insights

Policy Context



Executive Order 14008 (January 27, 2021):
“Tackling the Climate Crisis at Home and
Abroad.” Section 223 introduces the
“Justice40 Initiative,” which established a
goal that “40 % of the overall **benefits** of
certain Federal investments flow to
disadvantaged communities that are
marginalized, underserved, and
overburdened by pollution.”



JUSTICE40

A WHOLE-OF-GOVERNMENT INITIATIVE

 ENVIRONMENTAL JUSTICE

Disadvantaged Communities are defined in Interim Agency
Guidance (July 20, 2021): (1) Tribal, whether own property
or not; (2) Low income, high poverty, persistent
unemployment; (3) Segregation, linguistic isolation; (4) High
cost/low quality/low access re: housing, transportation,
energy, water/sanitation, health care; (4) Environmental
stressor/cumulative environmental harm; (5) Climate
impacts; (6) Jobs energy transition



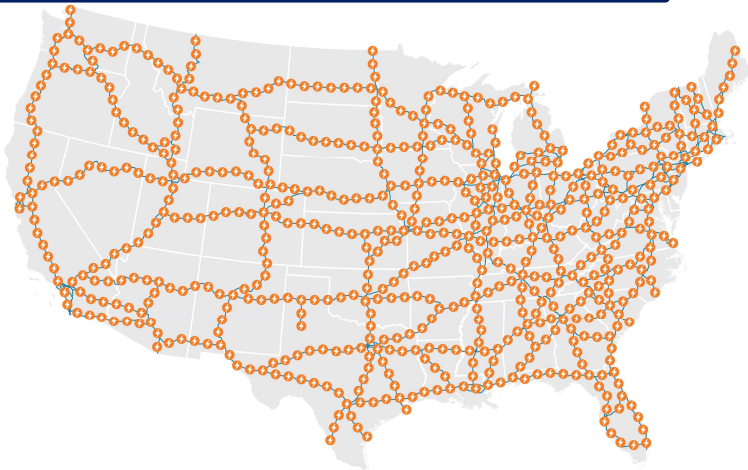
Image credit:

Joint Office of Energy & Transportation



- The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), also known as the “Bipartisan Infrastructure Law” (BIL) Signed into law on November 15, 2021
- MOU to start office December 14, 2021

- Mission is to accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe.
- NEVI (formula funding), CFI, Zero-emission transit and school buses



JUST Lab Consortium

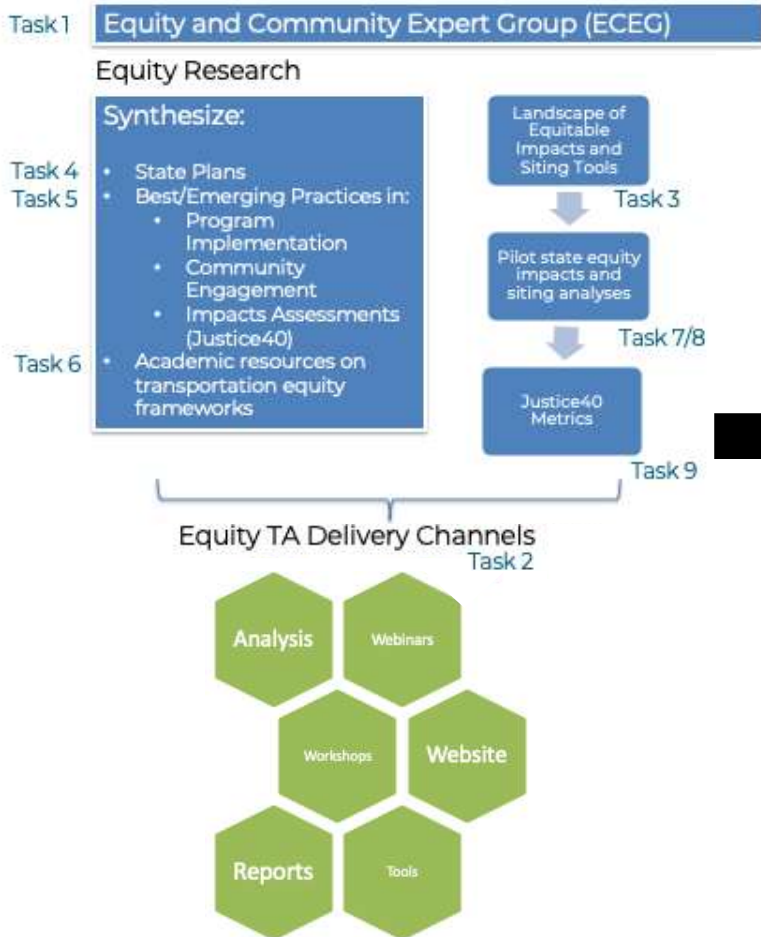
Research Directions

- J40 requires benefits assessment in a stakeholder-grounded context
- JUST Lab Consortium approached with diverse research directions:
 - Learn from on-the-ground EV charging experience in non-federal-funded context
 - Learn from academic equity/EJ research in sustainable transportation, broadly
 - In NEVI problem context:
 - State DOT needs and capabilities
 - “Normative” TA development

Activities

FY 23

FY 24



Data & Analysis Support Task	Description
Equity and NEVI report	Reports on equity in NEVI Year 1 & Year 2 state plans
Operationalizing metrics	Synthesizes findings from JUST FY23 and FY24 work to recommend how to most effectively create and execute Justice40 metrics
Analysis support	As-needed support for Data & Analysis team

Technical Assistance Support Task	Description
Webinars	Develops and delivers at least two JUST-specific webinars drawing on JUST FY23 findings, and contributes equity content to additional JO webinars
Outreach materials	Develops non-webinar public-facing outreach materials that draw on JUST FY23 findings, including updating case studies, developing a help sheet on Justice40 metrics, and synthesizing feedback from the JUST Lab Consortium's Equity and Community Expert Group (ECEG).
Support of partnerships	Builds connections with external partners (e.g., AASHTO and NASEO) to support equity agendas
Community engagement resource	Synthesizes community engagement efforts, primarily under NEVI and with consideration of the Community Engagement Outcomes Reports
Workforce synthesis	Synthesizes workforce findings from JUST FY23 work in a help sheet. May include a high-level look at what else is being done in DOE or other federal agencies on workforce efforts.

JUST Website – Resources!



energy.gov | transportation.gov

About ▾ Technical Assistance ▾ Data & Tools ▾ Publications News & Events ▾ Contact

driveelectric.gov/just-lab-consortium

Joint Office United Support for Transportation Lab Consortium

The Joint Office of Energy and Transportation (Joint Office) established the Joint Office United Support for Transportation (JUST) Lab Consortium to conduct actionable research on integrating equity into federally funded EV infrastructure deployment efforts. This consortium comprises three U.S. Department of Energy (DOE) national laboratories:

- Argonne National Laboratory
- Lawrence Berkeley National Laboratory
- National Renewable Energy Laboratory.

The JUST Lab Consortium provides technical support to Joint Office staff and its constituents with a focus on an equitable and clean transportation transition. This consortium builds on national lab expertise in providing technical assistance to DOE's [Clean Cities and Communities](#). This includes state-of-the-art analysis capabilities to inform the planning and implementation of clean transportation policies and programs that maximize benefits for underserved communities.

JUST Resources

- [Case Studies: Centering Equity in Community-Based E-Mobility Projects](#)
- [Community Engagement Tips for EV Infrastructure Deployment](#)
- [Electric Vehicle Program Designs and Strategies to Enhance Equitable Deployment](#)
- [Equity and Energy Justice-Related Metric Development for Evaluation of State-Level Electric Vehicle Charging Infrastructure Programs](#)
- [Embedding Equity: EV Station Design](#)
- [Embedding Equity: EV Readiness Planning](#)
- [Webinar: Community Engagement in Transportation](#)
- [Webinar: Minority-Owned Business Outreach and Partnerships for EV Infrastructure](#)
- [Webinar: Centering Equity in Community-Based E-Mobility Projects: An Expert Panel](#)

Insights

Learn from on-the-ground EV charging experience in non-federal-funded context

Synthesis of EV Infrastructure Policy/Program Design & Implementation: Lessons-Learned with a Focus on Equity

- Principles report reviewed more than 60 EVSE publications, focusing on equity
- Case studies reports did 5 deep dives
- Multiple planning and logistics lessons learned



Major Insights

Respect the community's culture and members' time; limit requests to priority "asks" and reimburse attendees for their time.

Co-design projects with communities for increased community satisfaction and better utilization and long-term outcomes.

Engage the community regularly and reflect back what is understood about their goals. Engagement is not a task—it's an ongoing process.

Empower community members: appoint them to steering committees, hire them as contractors or apprentices, and/or provide other economic development opportunities.

Provide funds, coaching, and training opportunities upfront to help small CBOs understand proposal requirements, hire staff, and interpret and comply with contracting, invoicing, and other requirements.

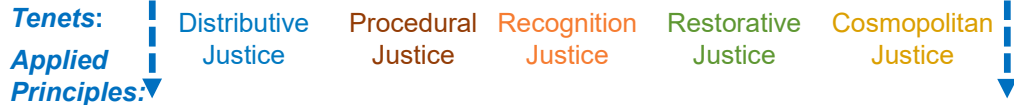
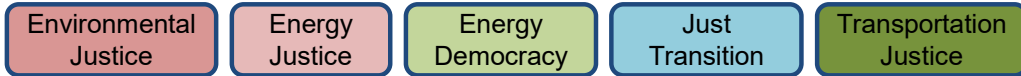
Build flexibility into contracting and funding disbursement to enable swift response to changes in project details and payment needs.

Learn from academic equity/EJ research
in sustainable transportation, broadly

Review of Academic Literature

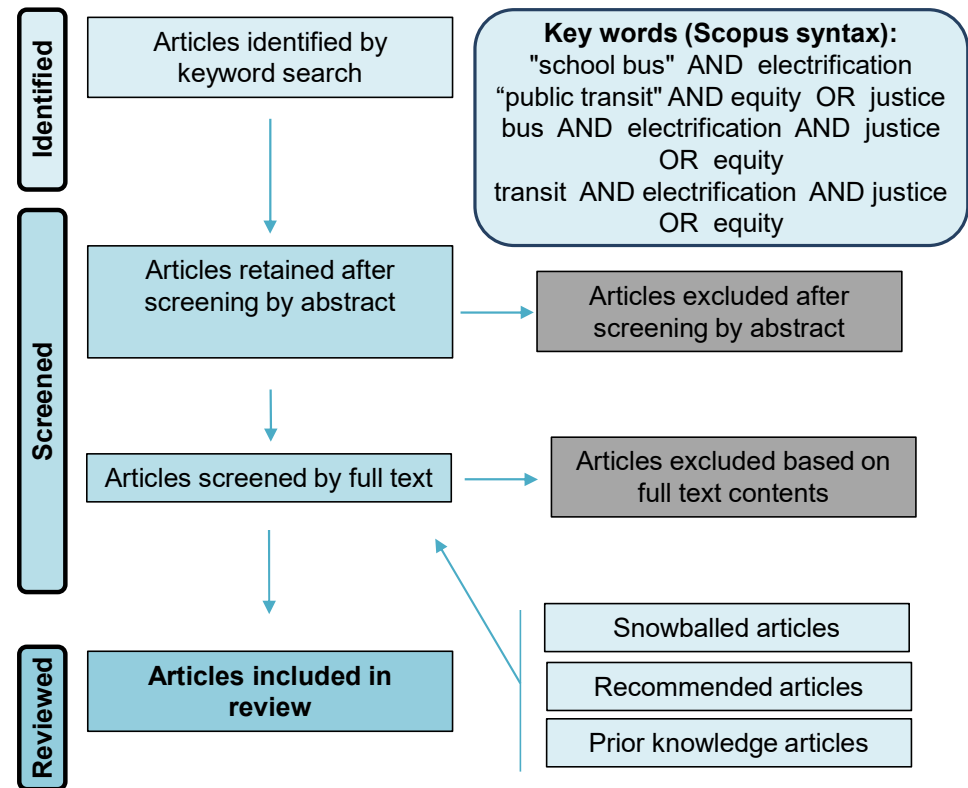
- Broad exploration of the transportation & electrification literature
- Grounded in tenets of equity and justice frameworks
- Opportunity to explore both the broader landscape and nuances

Frameworks:



Access to & affordability of relevant technologies	Creating high-quality jobs accessible to disadvantaged communities	Community participation in decision making	Demonstrating respect for marginalized cultures	Minimizing cross-border burdens, such as those generated by mineral extraction
Expanding mobility for underserved communities	Transition assistance for displaced workers	Decentralized/ social ownership	Reducing air pollution in overburdened communities	

Review Methodology



In NEVI problem context:

- State DOT needs and capabilities
- “Normative” TA development

Technical Resource Compilation and Gap Assessment

NEVI State Plan Template Equity Categories

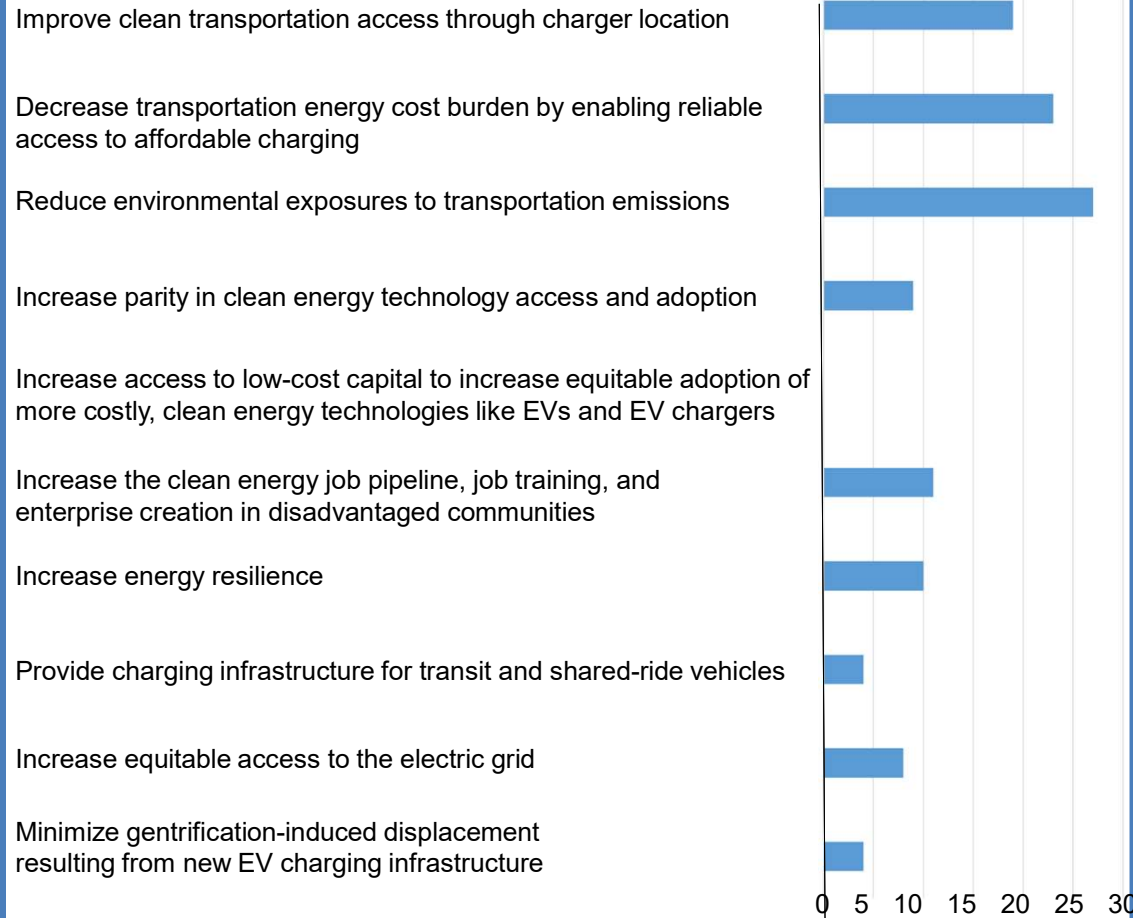
One of the top findings of the JOET's first annual report on the NEVI program (July 2023): *States generally do not feel that they have adequate capacity to track Justice40 benefits and "are seeking additional guidance on how to track benefits from the federal government."*

Activity 1: Outreach Efforts to Better Understand Problem

- Designed and implemented efforts to collect participant observations of the State capacity challenge with respect to equity considerations in the NEVI Plans.
 - Questionnaire 1 – State Plan Preparers (e.g., State departments of transportation, State energy offices, consultants, non-profits, etc.)
 - Questionnaire 2 – State Plan Preparers
 - Teleconference – JOET and FHWA Technical Assistance (TA) Regional Leads
 - Questionnaire 4 – JUST Lab Consortium's Equity and Community Engagement Group (ECEG) of experts

Activity 2: Taxonomy of JUST Equity Technical Resources (JET)

- Compiled and coded a comprehensive database of DOE, DOT and other federal technical resources – tools, models, datasets, and capabilities – which could potentially increase State capacity with respect to tracking equity benefits, and thereby facilitate a more equity-informed publicly-funded EV infrastructure rollout
- Assessed the gaps, limitations, and usability issues regarding these resources and the needs of NEVI stakeholders
- Chart shows uneven distribution of resources by NEVI State Plan Template Equity Category – one area had no identifiable resources



Assess NEVI State Plans

Assessments:

- Developed review sheets specific to equity that provide consistency and comparison across years/programs (scoring system per equity category).
- Equity categories consist of “Public Engagement”, “Contracting”, “Deployment”, “Civil Rights”, “Justice 40”, “Workforce” and “Program Evaluation.”
- A Preliminary Findings Report with details for each category, included specific technical assistance areas for each category and examples of best-in-class approaches or improvement areas from specific plans

Insights:

- Many areas for potential technical assistance to states across all equity categories.
- Review approach and review sheets could be useful for tracking yearly progress for NEVI Plans, CFI grants, etc.
- Some states’ leading approaches can be combined with JO’s resources to assist other states.
- Example strategies for tracking benefits include: goals, metrics, data collection/baseline construction/analysis approaches, as well as community validation.

JUST Equity Taxonomy of Technical Resources (JET)



TECHNICAL RESOURCE	EQUITY BENEFITS CATEGORY EXAMPLES FROM THE NEVI GUIDANCE									
	1. Improve clean transportation access through the location of chargers	2. Decrease transportation energy burden cost burden by enabling reliable access to affordable charging	3. Reduce environmental exposures to transportation emissions	4. Increase parity in clean energy technology access and adoption	5. Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers	6. Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities	7. Increase energy resilience	8. Provide charging infrastructure for transit and shared-ride vehicles	9. Increase equitable access to the electric grid	10. Minimize gentrification-induced displacement result from new EV charging infrastructure
GEMS		✓	✓							
BILD-AQ	✓	✓	✓							
EVI-Equity	✓	✓		✓						
ADOPT			✓							
LEAD			✓				✓			
JEDI		✓				✓				
VISION			✓							
GEM		✓	✓				✓			
JOBS						✓				
POLARIS	✓		✓	✓				✓		
BEAM CORE	✓	✓								✓

... Many more online at: <https://docs.google.com/spreadsheets/d/1woQe5ExsljhDjz6swilMPbwCwrteEs9OpkAKnGc2pcY/edit#gid=647928469>

Piloting DOE Lab Tools with NEVI location data

Preliminary Results:

GEM: CA
 EVI-Equity: CA
 BILD AQ: CA, OR, WA
 JOBS: CA

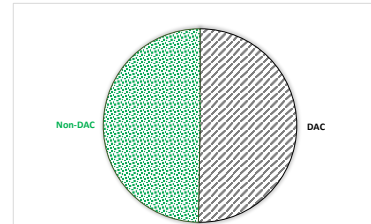
Under Development:

GEM: TX
 EVI-Equity: TX
 BILD AQ: TX
 JOBS: TX

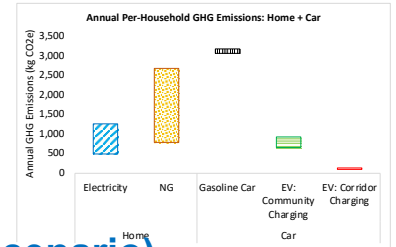


- About half of BEV drivers utilizing on-route chargers in California in 2030 are estimated to reside in disadvantaged communities (DACs), and the other half in non-DACs.
- BEVs are expected to decrease around 75% of GHG emissions relative to gasoline cars. Corridor chargers will represent 4-6% of that total GHG emissions reduction benefit from vehicle electrification. This is also equivalent to 3-8% of the overall GHG emissions related to home energy (NG and electricity) consumption.

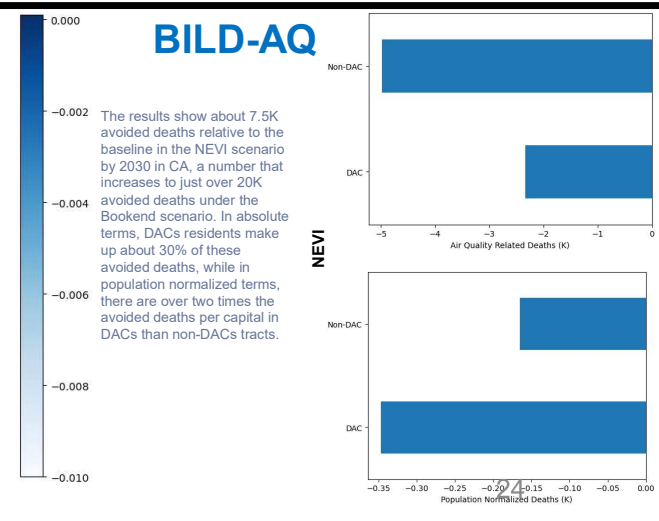
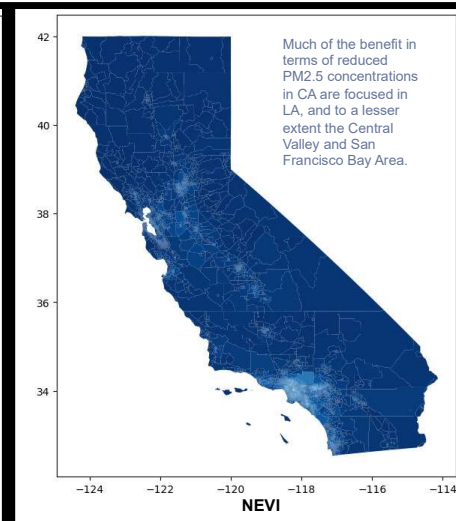
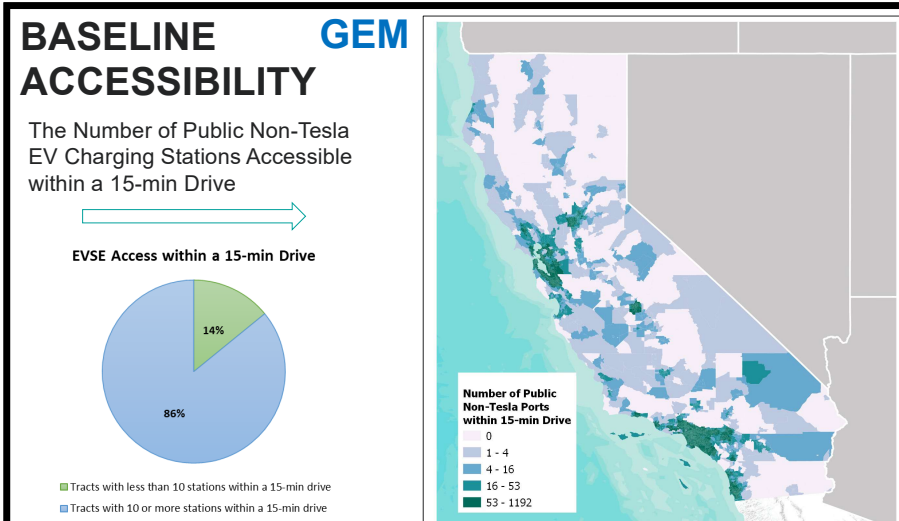
For BEVs utilizing DCFC for road trips, how many of them are based in DACs?



How much reduction in annual carbon emissions is enabled by DCFC infrastructure for road trips?



EVI-EQUITY (bookend scenario)



Metrics Development

Objective:

- Inform metrics and measurement considerations for equitable deployment of EVSE.

Outcome:

- White paper on potential equity metrics, including:
 - A list of metrics relevant to each Justice40 policy priority category (economic opportunity, environmental benefits, accessibility, and energy democracy)
 - For one metric in each category, examples/suggestions re: methodology, data collection, relevant tools and modeling capabilities, and implementation issues.

Key insights:

- Investment in EVSE and adoption of EVs are intertwined and interrelated;
- Focusing exclusively on transportation infrastructure without acknowledging the need for equitable access to transportation technologies (e.g. vehicles, e-bikes, etc.) is limiting;
- Common challenges include data availability, attribution of impact, and tradeoffs between ideal vs. realistic measurements & frameworks
- Social dimensions of communities are complex.
 - Definitions of community may vary based on program goals.
 - Definitions based on geography may not align with real world context.
- Focusing on beneficial distributive justice impacts may lead to a misunderstanding of the net benefits to a community
 - Recognition and procedural justice impact considerations are important, but not as straightforward to quantify
 - There can also be negative impacts (disbenefits)
- Meaningful community engagement is critical for efficient adoption and viability of clean transportation infrastructure



An Aside for PUCs

- JUST efforts have affirmed a strong need for investments that benefit non-vehicle-owning populations and vehicle-owning populations that will not have access to Evs soon.
 - For non-vehicle owning households, electric transit, micromobility, and ride-hailing can make the electrification transition accessible
 - Example: The New York State PSC updated its “make-ready” program in Nov. 2023 to include a micromobility make-ready program to fund charging infrastructure for e-bikes/e-scooters in environmental justice communities across NY.
- For vehicle-owning households, increased attention to EV access and a focus on job and wealth creation for underserved communities
 - Example: Many regulatory utility commissions have established EV rebate programs that give higher incentive amounts to lower-income households.

Other

- **Equity and Community Expert Group (ECEG)**
 - Reviewed all public-facing FY23 JUST deliverables
 - Key contributions:
 - Made connections across other federal investments and programs
 - Grounded understanding about equity and structural transitions needed to achieve equitable outcomes
 - Demonstrated how diverse experiences and methodologies of practice matter
 - Had strong knowledge and insights into community engagement, workforce development, and equitable investments
 - Made important suggestions for future research and analysis directions
- **Dissemination of JUST Lab Consortium resources (ongoing)**
 - Webinar - Centering Equity in Community-Based E-Mobility Projects: An Expert Panel (case studies and equitable deployment report) (November, 2023)
 - Topical office hours for state DOTs on equity metrics (May, 2024)
 - Five help sheets: "How to Incorporate Equity in EVSE Planning:"
 - Community EV Readiness Planning
 - EV Charging Station Design
 - Equity Considerations in EV Infrastructure Workforce Development
 - Example Equity Consideration Metrics for EV Infrastructure Deployment
 - Potential Co-Benefits and Disbenefits of EV Charging Infrastructure in Historically Under-Resourced Communities and Mitigation
 - Several reports – Next is on JUST FY23 technical assistance, stakeholder engagement, and recommendations

Thank you!

driveelectric.gov/just-lab-consortium/

To contact Margaret Taylor: mtaylor@lbl.gov or (510) 847-1879

Extra Slides

Overview

- Timeline
 - **Year 1** spanned all of FY23 and involved 9 tasks, primarily to support Joint Office Data & Analysis team with respect to Justice40 implementation
 - **Year 2** involves 8 new tasks to support Joint Office Technical Assistance and Data & Analysis teams. It also involves follow-on work on the Year 1 tasks.
- Budget
 - FY24: \$573K
 - Also carryover from FY23 (originally \$3M)
- Barriers/challenges
 - The FY24 AOP funds were received at the Labs in early May 2024, so there has been a slow start to these tasks
- Partners
 - Three Labs: NREL, ANL, LBNL
 - Equity and Community Expert Group (ECEG) to provide feedback to JUST consortium
 - Other stakeholders engaged with the Bipartisan Infrastructure Law programs supported by the Joint Office, to aid with their equity work (e.g., AASHTO and NASEO, etc.)

Relevance - 1

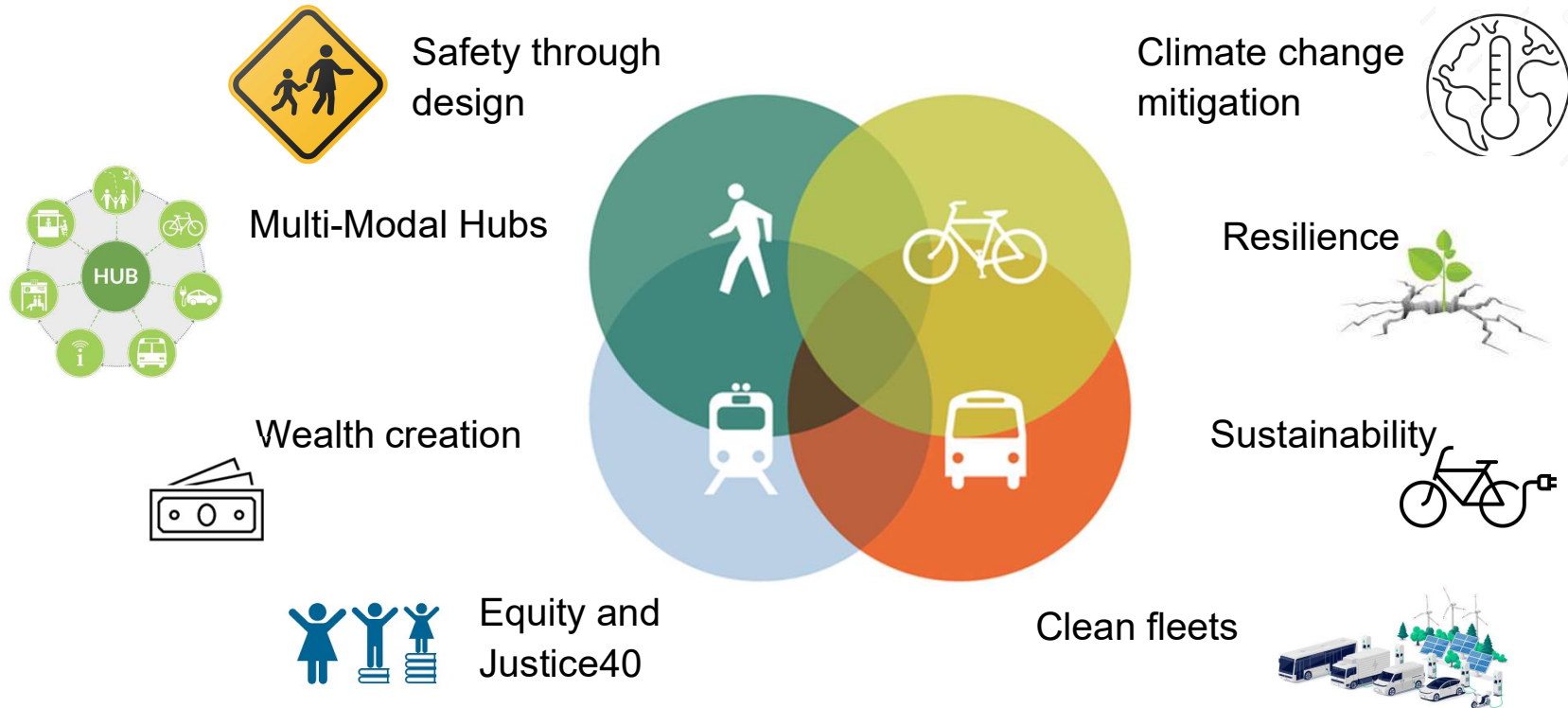
*To ensure that we intentionally design our transportation system so that **everyone** can ride and drive electric...*



...we need to bring in everyone's voices, especially in underserved communities.

Relevance - 3

Charging and Fueling Infrastructure Funds Can Provide Additional Benefits and Mobility Options



Insights

1. *Synthesis of Approaches for Incorporating Equity into Clean Transportation (FY23 Tasks 4, 5, 6)*

- Review of NEVI State Plans
 - Best practices and lessons learned from past deployment
 - Transportation equity and justice literature review
-

2. *Analysis Capabilities for Equity Program Design and Evaluation (FY23 Tasks 3, 8, 9)*

- Gap assessment and technical resources inventory
 - Piloting DOE lab tools with NEVI location data
 - Justice40 federal metrics framework support
-

3. *Equity and Community Expert Group and dissemination of JUST Lab Consortium resources (FY23 Tasks 1, 2)*



Advancing Equitable Clean Mobility

Komal Doshi, VP, Beneficial Electrification & Mobility
Michigan EIBC Conference
24 April 2024

walker•miller
Energy Services

WHO ARE WE?

A 24-year-old Certified B Corporation and trusted partner with deep roots in the energy industry. Through a lens of equity, we provide thought leadership to utilities, municipalities, businesses, and communities to help achieve decarbonization goals and drive the benefits of clean energy to all communities.

One of the largest African American and woman owned energy efficiency companies in the United States, we are committed to "Empowering People and Enriching Communities".

We do not just engage the communities we serve; we are the community

Our Core Values



Boldly Go



Embrace Equity



Humble Confidence



Inclusive Stewardship



Value Reputations



Extraordinary Experiences



“

*Our commitment to **Empower People and Enrich Communities** means we must do more than just talk about equity. We design for equity, budget for equity, and thoughtfully and intentionally integrate it into every element of our effort.*

- Carla Walker-Miller
Founder and CEO
Walker-Miller Energy Services

Equitable Community Engagement

A hyperlocal multicultural outreach and engagement strategy paired with research and analysis with special attention to EJ/LI/R3 communities. It requires building connections with trusted residents, community-based organizations (CBOs) and businesses that serve these communities. Equitable engagement requires a level of cultural competence that includes:

- Being sensitive to the history of a community
- Acknowledging any known harm done
- Not overpromising the benefits
- Compensating participants for delivering valued services

Cultural Awareness Model –

One model of cultural awareness shows the development from a lack of awareness of diversity, moving towards fully embracing the range of cultural differences, to the point where it has become an unconscious habit!



Source: [Diversity and Cultural Awareness](#), by Natasha Crosby Kile, MS

Practices of Trauma- Informed Community Building and Engagement

Acknowledge Harm
Done and Promote
Consciousness

Honor History and
Celebrate Culture

Never Overpromise

Make Community
Growth and
Accomplishments Visible

Ensure consistency

Support Clear and
Meaningful Community
Engagement Structures

Promote Safety

Remove Participation
Barriers

Provide Compensation

Foster Social Cohesion

Reflective Process

PECO's Energy Force Ambassador Program

Walker-Miller also manages the PECO Energy Force Ambassador Program, partnering with nonprofit organizations to train adults with developmental disabilities to serve as ambassadors for PECO's Energy Efficiency initiatives.

- Recruits and trains the Ambassadors in the basics of energy efficiency and conservation.
- Each Ambassador attends 12 community events staffed by the Walker-Miller Outreach Team.
- For the ambassador's participation in the program, the organizations are given a \$5000 contribution for a stipend for the ambassadors.
- Successfully recruited, trained, and graduated 27 individuals from 14 nonprofit organizations throughout the PECO service territory.



PECO Energy Force Ambassadors Class of 2023



PECO ENERGY FORCE AMBASSADORS PROGRAM

Enrollment is now open for the Class of 2024!





We Specialize In

Mobility Program Design and Management:

Designing and managing programs for Utilities and Municipalities to advance electric vehicle adoption especially within disadvantaged communities by providing incentives and increased access to EV infrastructure.

EV Charger Assessments and Installation Management:

We expertly manage the life cycle of Electric Vehicle (EV) chargers – from procurement and installation to maintenance. Our goal is to make EV usage simple and efficient.

Equitable Mobility Research:

Utilizing our Equity Rubrics to roll out an inclusive EV strategy that eliminates barriers for historically excluded communities and allows them to fully participate in the benefits of electrification through a variety of portfolio offerings.

Advancing Diversity in EV Workforce:

We believe innovation comes from diverse teams reflecting the communities they serve, that's why we're fostering a diverse workforce within the EV industry. We work with certified electricians and technicians working in the EV industry.





Leading the Change for an Equitable Future for Clean Mobility

As part of our commitment to ensuring that historically excluded communities have equitable access to the clean energy economy, We work with diverse businesses to provide, install, and maintain clean energy equipment.

We are a certified provider and installer of clean energy and generation products, including Tesla Powerwall.

evconnect

DUNAMIS
CHARGE

CHARGEPOINT
PARTNER 

T E S L A

Tesla Powerwall

A rechargeable lithium-ion battery stationary home energy storage product. This integrated battery system stores your solar energy for backup protection. More info at: tesla.com/powerwall





ComEd Beneficial Electrification

Plan

**Initially Filed July 2022
Compliance Filing May 2023**



ComEd Beneficial Electrification Portfolio

Walker-Miller Energy Services is the implementation company in ComEd's efforts to advance the widespread adoption of zero-emissions transportation by ensuring equitable access to electrical vehicles and the benefits that come with them.

The ComEd Beneficial Electrification initiative offers the highest rebates and reserves more than 50 percent of funds for equity-eligible communities through new, targeted incentives focused on residential customers, business, and public sector customers.



Equitable Clean Mobility Roadmap

Awareness & Access

Ensuring that people and communities are supported in their journey of EV awareness and EV access

1

Targeted Benefits

Providing targeted incentives based on equity need and goals support EV awareness, adoption and EVSE installation within communities

2

Participation & Engagement

Incorporate equitable engagement to create meaningful participation experiences for communities

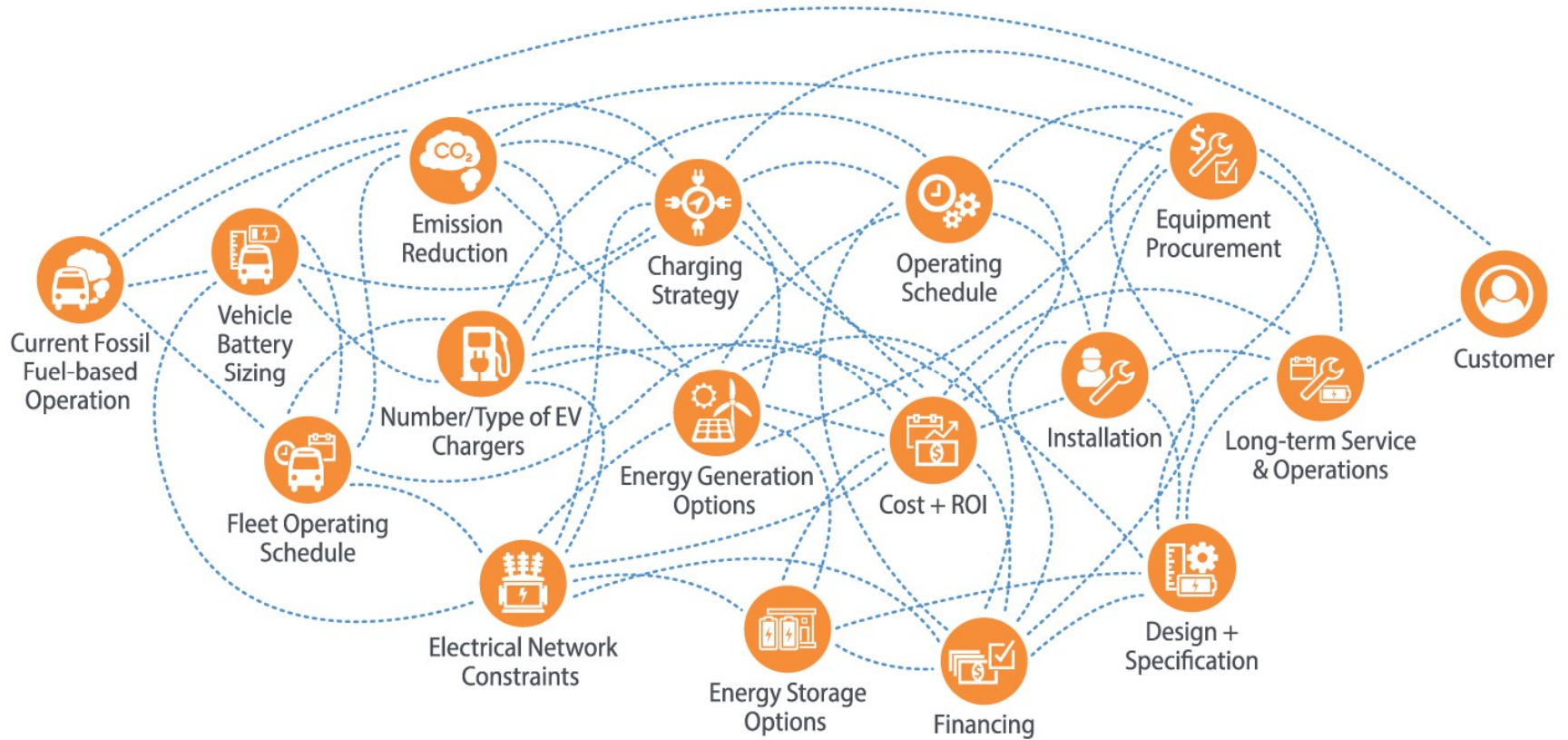
3

A Comprehensive & Extraordinary Communities Experience

A robust community centered journey where program participation is representative of the underserved communities within the focus of the location for mobility solutions.

4

Electric Vehicle Market Complexity



Source: LightEdison Microgrid Solutions

Building Confidence in Customers



Understanding the Process



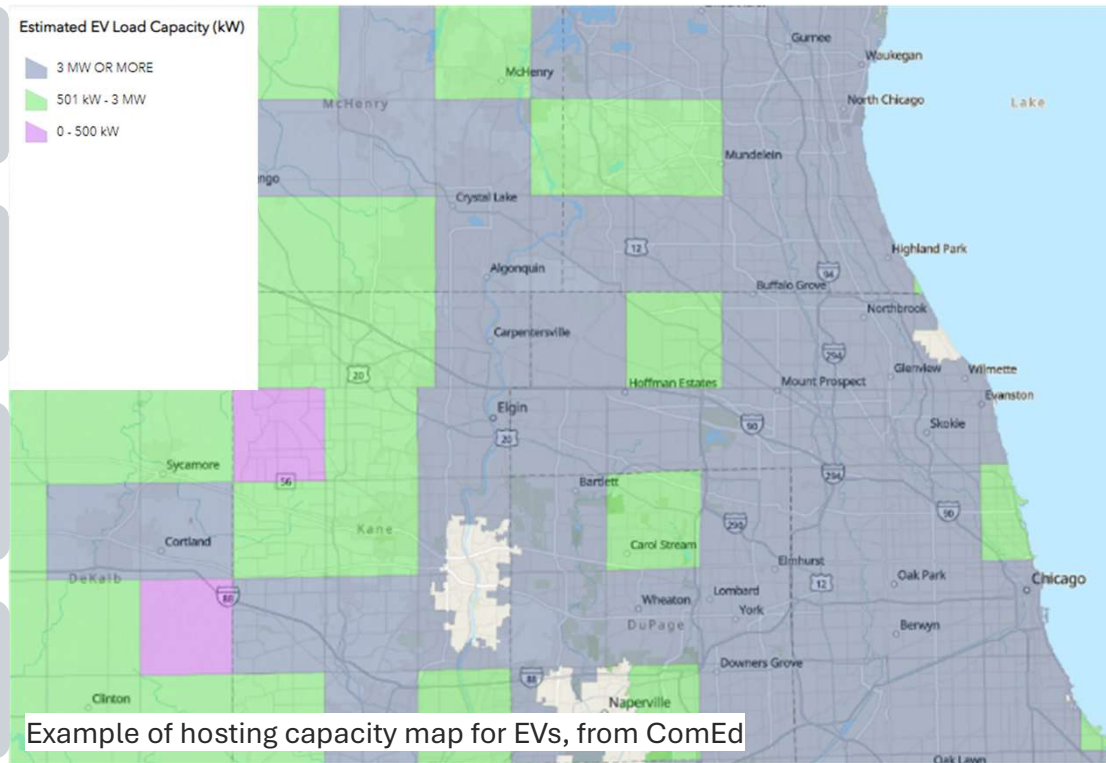
Fleet Assessments and Multi-Family Assessments



Load Capacity maps

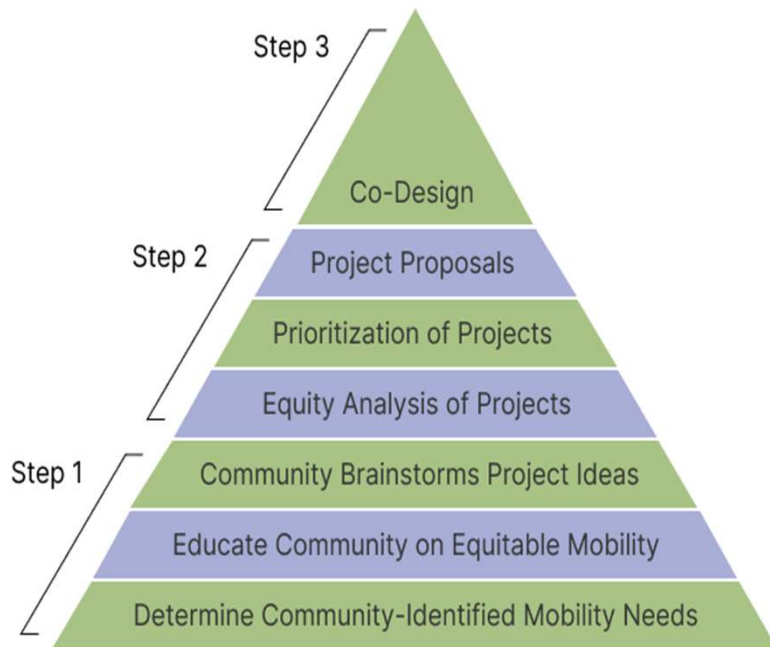


Clarity in Timelines.



Equitable Mobility Playbook

Our Equitable Mobility Playbook combines the best methods and most sought after deliverables in human-centered design and primes researchers with an equity lens informed by the principles of Design Justice and the National Equity Project's Leading for Equity Framework.



We utilize Greenlining Institute's 'Equitable Mobility Framework', which is designed to elevate these values and address structural inequities through an adaptable, customizable process for community, advocates, and transportation decision-makers.

Equitable Mobility – “A transportation system that increases access to high quality mobility options, reduces air pollution, and enhances economic opportunity in low-income communities of color.”

Principles – To achieve equitable mobility, we must prioritize:

1. Social equity: The fair and just distribution of societal benefits and burdens.
2. Community power: The ability of marginalized communities to influence decisions in a way that addresses their needs and concerns.

Framework

1. Identify the mobility needs of a specific low-income community of color.
2. Conduct the equitable mobility analysis to prioritize transportation modes that best meet those needs while maximizing benefits and minimizing burdens.
3. Place decision-making power in the hands of the local community.

Developing EV Trade Ally Networks

Walker-Miller manages the Electric Vehicle Service Provider Network for ComEd and Ameren in IL.

- The EV Rebate Service Provide Network is made up of contractors who specialize in EV charger and associated infrastructure installation
- Opportunity to market your organization as an official network provider that is trained in the processes and procedures of the program
- Gain valuable experience, training, and expand their business within the utility sector.
- Submit applications for rebates on behalf of the customers and receive rebates directly.



Ways to Measure Equity

	Criteria	Definition	Components
1.	Access	Program makes more accessible and affordable to marginalized communities	<ul style="list-style-type: none"> • Affordability • Internet Access • Transportation • Language
2.	Benefits	Programs centers the economic, social, or health benefits for marginalized communities	<ul style="list-style-type: none"> • \$ Saved • \$ Earned
3.	Participation	Program ensures marginalized communities meaningfully participate in transportation electrification solutions processes with sufficient support	<ul style="list-style-type: none"> • Location • Technology • Availability
4.	Engagement	Program leads to direct engagement of marginalized communities and centers decision-making of marginalized communities.	<ul style="list-style-type: none"> • Communications and Marketing • Reputation • Community Partnerships • Community Feedback
5.	Representativeness	Program participation is representative of the marginalized communities within the focus of the location for transportation electrification solutions	<ul style="list-style-type: none"> • Demographics of stakeholders

From the [Initiative for Energy Justice Report](#)

Slide 51

0 [@Camille Bryant] citation added!
Jordan Falby, 2024-06-05T13:20:29.372



Thank you

Contact

Komal Doshi
kdoshi@wmenergy.com
VP of Beneficial Electrification and Mobility
Walker-Miller Energy Services



Appendix



Why Should Communities Electrify?

- EVs Have lower maintenance costs over time.
- No gas = zero tailpipe emissions and less vehicle noise
- EVs reduce greenhouse gas emissions
- Health impacts especially for Lower-income communities that are often located in the most polluted areas.
- Homes with Level 2 EV chargers have increased value and appeal.
- EV infrastructure can position an area as a hub of innovation, helping attract new jobs and increase economic growth.



Slide 54

KD0 [Kevin Murphy] Agree with Brittany - we need a slide on benefits around environmental, and health. You can even pull from Flyers as easy to understand language.

Komal Doshi, 2024-04-10T19:43:33.406

LB0 0 [Komal Doshi] [Brittany Zwicker] I pulled most of this language from the "ComEd BE Plan". I think with this slide included, we could do away with the charts on slides 7 and 8, and just use those slides for customer testimonials/success stories. Please let me know your thoughts/edits

Luke Burrows, 2024-04-10T20:46:32.168

BZ0 1 LOVE this! Into the idea of replacing those other slides with this.

Brittany Zwicker, 2024-04-10T21:26:39.752

KD0 2 [Luke Burrows] Agreed this is much easier to understand.

Komal Doshi, 2024-04-10T21:29:47.867

LB1 <https://www.shutterstock.com/image-photo/smiling-woman-holding-plug-electric-vehicle-2259894283>

Luke Burrows, 2024-04-10T20:37:27.541

LB2 Language pulled from ComEd BE Plan

<https://exeloncorp.sharepoint.com/sites/ComEd-EETechnical/Shared%20Documents/Forms/AllItems.aspx?csf=1&>

Luke Burrows, 2024-04-10T20:44:43.695

JUSTICE 40

Federal Funding Programs for EV

Section 223 of EO 14008 directs 40% of the overall benefits of certain Federal investments – including investments in clean energy and energy efficiency; clean transit; affordable and sustainable housing; training and workforce development; the remediation and reduction of legacy pollution; and the development of clean water infrastructure – to flow to disadvantaged communities (DACs).

BIL

Bipartisan Infrastructure Law - 2021

Includes the National Electric Vehicle Infrastructure (NEVI) Formula Program (\$5 billion) and the Discretionary Grant Program for Charging and Fueling Infrastructure (\$2.5 billion).

IRA

Inflation Reduction Act - 2022

\$370 Billion as the largest climate investment in U.S. history reduce carbon emissions by 40 percent by 2030. Revitalize manufacturing, create clean energy jobs and improve access to EVs and EV charging infrastructure across multiple agencies, including USDOT, DOE, EPA, HUD, and the Department of the Treasury.

Health Impacts of EV Transition

A new report, "Boosting Health for Children: Benefits of Zero-Emission Transportation and Electricity," released by the American Lung Association in Feb 2024, highlights that a widespread transition to zero-emission vehicles and electricity would dramatically improve the health of children by 2050.



2.79 Million asthma attacks avoided



2.67 Million upper respiratory symptoms avoided (wet cough, runny nose, burning eyes)



1.87 million lower respiratory symptoms avoided (coughing, wheezing or chest pain)



147,000 acute bronchitis cases avoided



508 infant mortality cases avoided

The transition would prevent

97,400

pediatric asthma attacks

and hundreds of thousands of other respiratory symptoms in Michigan by 2050.

Questions and Answers

Moderator: Commissioner Katherine Peretick, Michigan Public Service Commission

Guest Speaker

- Dr. Margaret Taylor, Lawrence Berkeley National Laboratory (LBNL)
- Komal Doshi, Walker-Miller Energy Services
- Dr. Shelley Francis, EVNoire

Member EV Roundtable

Please share the situation from your perspective:

1. What kind of mapping are the utilities in your territory doing regarding charger access, income overlays, and disadvantaged community overlaps?
2. What have your utilities done to expand access to multi-family residential (multi-unit dwellings) and workplace / public charging so far?
3. Have your utilities started programs for low-income and rural charging; if so, how has that been going?

Upcoming 2024 EVSWG Topic

Date (Last Tues. of the month)	Future 2024 EV SWG Topics (Through June)
August 27, 2024	Air Quality Offices and Regulator Collaboration- EPA EV rules
September 24, 2024	Energizing chargers faster

Next EV SWG Meeting:
August 27, 3:00-4:30
pm ET via Zoom

WWW.NARUC.ORG/CORE-SECTORS/ENERGY-RESOURCES-AND-THE-ENVIRONMENT/ELECTRIC-VEHICLES/