

EV COMMUNITY ENGAGEMENT TOOLKIT

FACILITATOR GUIDE

Michigan Vehicle Technology Transition Impact Project (MiVTTP)

NOVEMBER 2026

PREPARED BY:

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ABOUT

The Economic Growth Institute (EGI) leverages the University of Michigan and other public/private resources, research, technologies, and expertise to foster innovation and equitable economic growth.

EGI's work in energy transition focuses on supporting the State of Michigan's transition into the future of energy through planning, research, and technical assistance. EGI engages local communities, businesses, and other stakeholders to anticipate the impact of new technologies and other transitions or disruptions in the economy, to accelerate recovery and growth. EGI partners with leaders in local government, nonprofits, and businesses to gain insights to inform our impact assessments and to convene stakeholders around targeted planning to accelerate action-based strategy.

Learn more at economicgrowth.umich.edu

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Since 1997, Michigan Clean Cities has been meeting the evolving needs of fleet and fueling station operators, and the public, by supporting the implementation of programs that cut pollution and transportation costs. Michigan Clean Cities is proud to be a U.S. Department of Energy-designated Clean Cities and Communities coalition, joining a network of nearly 100 local coalitions.

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HOW TO USE THIS TOOLKIT

Electric vehicles are a growing topic of conversation in Michigan communities, and they raise real questions about jobs, costs, charging, and safety. This toolkit helps local leaders host public conversations about the EV transition that are well organized, inclusive, and grounded in accurate, sourced information.

It is written for municipal staff, elected officials, economic development organizations, planning agencies, and community groups who are organizing a meeting, whether or not they are EV experts. The toolkit has three parts that are designed to be used together:

1 FACILITATOR GUIDE
This document (PDF)

How to plan, run, and follow up on a community meeting, plus talking points for common questions, Michigan examples, a sample agenda, and a reference table of every figure used in the toolkit.

For: organizers and facilitators

2 EV FACT SHEETS
Printable handouts (PDF)

Five one-page handouts: EV Basics & Costs, Charging in Michigan, EV Myths & Facts, Battery Safety FAQ, and EV Jobs & Careers. Each page stands alone with its sources.

For: residents and meeting participants

3 MEETING TEMPLATES
Slides, posts, newsletter (PDF)

A community meeting slide deck with presenter notes, social media graphics, and a newsletter. Bracketed text marks what to customize with your community name, date, and local data.

For: whoever is presenting or promoting the meeting

HOW THE PARTS FIT TOGETHER

BEFORE

Plan with Sections 1–2. Promote with the social and newsletter templates. Update figures from Appendix B.

DURING

Present the slide deck, hand out the fact sheets, and use Sections 3 and 5 to guide discussion.

AFTER

Follow Section 4: report back, answer parking-lot questions, and keep one point of contact.

BEFORE EACH MEETING: CHECK THE NUMBERS

Figures in this toolkit were checked in September 2026. EV prices, incentives, and charger counts change quickly. Appendix B lists every recurring figure with its source in one place, so you can update it once and carry the same number into the slides, fact sheets, and social posts.

1 WHY COMMUNITY ENGAGEMENT

Community engagement builds trust, produces solutions that fit local conditions, brings people from different backgrounds into decisions that affect them, and improves everyone's understanding of the issues. On a topic like EVs, where people hear conflicting claims and where jobs and household budgets are at stake, a well-run conversation can do more than any brochure.

TYPES OF ENGAGEMENT

Engagement happens at many levels. **In person**, it ranges from public meetings, interviews, and workshops to printed materials and traditional advertising. **Digital** engagement includes social media, online surveys, and virtual events. This guide focuses on in-person public meetings because they require the most hands-on preparation, but the same principles apply to other formats.

SET THE RIGHT EXPECTATION

One meeting will not resolve a community-wide issue. What it can do is start relationships and an ongoing dialogue. Plan the first meeting around at least one achievable goal, and treat it as the beginning of a process rather than the whole process.

IDENTIFY YOUR STAKEHOLDERS

A stakeholder is anyone who will be affected by the policy, program, or system being discussed. Good governance depends on hearing a wide range of perspectives. For a conversation about EVs, stakeholders may include:

- Residents, including renters and people in multifamily housing
- Automotive and supplier workers, labor groups, and unions
- Local government and elected officials
- Economic development organizations and local or regional chambers
- Local and regional planning organizations
- Electric utilities
- Fire, EMS, and emergency management
- Educators, community colleges, and workforce agencies (such as Michigan Works!)
- Faith-based and neighborhood organizations
- Local businesses, dealerships, and fleet operators

Look for who is missing. If a meeting draws only one kind of participant, the discussion will be skewed and may not reflect the wider community. Group stakeholders by shared interests and values, and check the list against the people who actually attend.

2 PLANNING YOUR MEETING

REACH PEOPLE WHERE THEY ARE

Because stakeholders are so varied, combine several channels: social media, email, phone calls, physical signage and flyers, and word of mouth. Use existing relationships, such as regional organizations, unions, congregations, and events that already draw your audience, to carry the message. The social media and newsletter templates in this toolkit are a starting point.

SET GOALS AND OBJECTIVES

Your team should agree on the problem you are addressing and on the goals for both this meeting and the larger project. Typical objectives are to **raise awareness** and to **gather public input**. A common framework is the SMART goal:

Specific	Who, what, where, and why are clearly defined.
Measurable	You know how you will measure progress and outcome.
Achievable	Realistic given your current resources, people, and tools.
Relevant	Fits your community's long-term goals.
Time-bound	Has a clear end date.

Example: By [date], hold one public meeting with at least 40 participants, including auto workers and renters, and collect written input on where residents want public charging.

MAKE THE MEETING INCLUSIVE

Inclusive participation does not happen by accident. Before you set a date, work through this list:

- **Time and place.** Offer an evening or weekend time. Choose a location on a transit line, with parking, that meets ADA accessibility requirements.
- **Language access.** Translate flyers and arrange interpretation where your community needs it. Ask people to request accommodations in advance.
- **Remove barriers.** Consider childcare, food, and a virtual or recorded option for people who cannot attend in person.
- **Plain language.** Avoid jargon such as "DCFC" or "EVSE" without explaining it.
- **More than one way to speak up.** Some people will not talk at a microphone. Offer comment cards, dot-voting boards, small-group tables, or a follow-up survey.
- **Trusted messengers.** Invite a local mechanic, union representative, firefighter, or EV owner to share experience alongside technical presenters.

3 RUNNING THE MEETING

Share the agenda with participants so they know what to expect. For planning, assign a team member to each part and fill the supporting roles: a **facilitator**, a **note-taker**, a **timekeeper**, a **greeter** to handle sign-in, and a **subject-matter expert** who can answer technical questions.

AGENDA TEMPLATE

TIME	ITEM	LEAD
5 min	**1. Welcome and introductions** Facilitators introduce themselves and the organizations involved.	[Name]
2 min	**2. Ground rules** See below.	[Name]
10–15 min	**3. Overview of the issue or program** a. Goal and intent b. Key facts (fact sheets) c. Activities or phases of the program	[Name]
10–20 min	**4. What questions do you have for us?** Length depends on the level of engagement you expect.	[Name]
5–10 min	**5. Questions for the audience** What information do you need? What questions are you trying to answer? What should we know about this community?	[Name]
~5 min	**6. Wrap-up and next steps** Summarize what you heard, explain what happens next, and say how people will hear back.	[Name]

Appendix A shows how EGI used this template for a MiVTTP outreach meeting.

GROUND RULES TO SET AT THE START

- This is a space to learn, not to debate.
- Everyone gets a chance to speak.
- Assume positive intent.
- Address issues, not people.

BUILD THE FOUNDATION FIRST

Open with a short educational overview so everyone starts from the same facts. The slide deck in this toolkit is built for that purpose and includes presenter notes. Keep the overview short. Most of the meeting should be spent listening.

3 MANAGING DIFFICULT QUESTIONS

Transparency is essential. No one has all the answers, and some questions will be hard to answer. Be upfront about the limits of your knowledge and work with participants to keep the conversation productive. Active facilitation means listening, summarizing what you heard, opening the floor for feedback, and then closing the floor and moving to the next topic.

TECHNIQUES THAT HELP

- **Acknowledge before you answer.** "That's a fair concern, and a lot of people share it." People listen to facts once they feel heard.
- **Say "I don't know."** Then write the question down, promise a follow-up, and send one. A kept promise builds more trust than a guessed answer.
- **Use a parking lot.** Record important questions that are off-topic on a visible flip chart and commit to addressing them later.
- **Don't argue numbers live.** Offer the source (Appendix B) and invite people to look at it together afterward.
- **Share the floor.** Set a time limit per speaker, and invite people who haven't spoken: "Let's hear from someone we haven't heard from yet."
- **Redirect from people to issues.** If comments become personal, restate the underlying concern and return to the ground rules.

WHEN SOMEONE IS ANGRY

Strong feelings about EVs are often really about something else: a plant closure, rising costs, or a sense that decisions are made elsewhere. In Michigan, many residents have lived through manufacturing layoffs. Treat that history as context, not as an obstacle.

- Stay calm and keep your voice low.
- Reflect the concern back in your own words.
- Separate what you can answer now from what needs follow-up.
- If needed, offer to continue the conversation one-on-one after the meeting.

BE BALANCED

Participants will trust you more if you name real tradeoffs, such as higher upfront prices, winter range loss, and gaps in rural and multifamily charging, instead of only the benefits. Section 5 gives honest answers to the questions residents ask most.

4 AFTER THE MEETING

A community meeting is only as effective as its follow-up. The meeting itself is an opportunity to build relationships and keep communication open.

KEEP A SINGLE POINT OF CONTACT

Use one email address or one person for all follow-up. That way communication can be tracked and documented, and participants' questions don't get lost among other emails and projects.

ASK FOR FEEDBACK

Send a short survey to participants asking about lingering questions, concerns, and how the meeting went. The survey also shows who is interested in staying involved.

REPORT BACK

Within about two weeks, share a short summary: what you heard, what you are doing with it, and when the next opportunity to participate will be. Answer the questions you put in the parking lot.

COLLECT DATA, WITH CONSENT

Qualitative and quantitative records help you prepare next steps and see who was and wasn't in the room. Useful records include:

- Number of participants
- Contact information, for people who opt in to follow-up
- General demographics, collected voluntarily and anonymously
- Meeting notes that capture the content of the discussion, questions, and concerns

Tell participants why you are collecting information and how it will be used, and make every field optional. Use what you learn to follow up on deeper discussions, build partnerships, and identify stakeholders who were missing so you can bring them to the table next time.

THE BOTTOM LINE

Community engagement can take many forms. With careful planning, inclusive practices, active facilitation, and real follow-up, it builds the trust and support that lead to better results.

5 TALKING POINTS

What residents ask, and how to answer. Lead with the honest answer, name the tradeoff, and point to the matching fact sheet. Figures are sourced in Appendix B.

WHAT PEOPLE ASK	AN HONEST ANSWER	HANDOUT
"Where would I even charge?"	Michigan has about 2,100 public charging stations (2026), up from 418 in 2020. Most charging happens at home. Access is still uneven: rural areas and apartment buildings have real gaps, which is one reason local planning matters.	Charging in Michigan
"What happens in a Michigan winter?"	Range drops in the cold, by roughly 20–30% on average at freezing temperatures in real-world data. The loss is temporary. Heat pumps and pre-warming the car while it is plugged in reduce it.	Charging in Michigan
"Can my family afford one?"	EVs usually cost more upfront, and the federal new-EV tax credit ended September 30, 2025. They cost less to fuel and maintain, and used EVs and utility rebates can narrow the gap. Whether an EV saves money depends on local prices and how much you drive.	EV Basics & Costs
"Aren't the batteries dangerous?"	EVs must meet the same federal safety standards as gas vehicles, and battery packs are tested for crashes, overcharging, heat, and water. Battery fires are uncommon but behave differently, so firefighters train specifically for them.	Battery Safety FAQ
"What happens to auto jobs?"	Some engine and transmission work will shrink or change. New jobs are growing in battery and electrical component manufacturing, and recent research suggests net losses may be smaller than early estimates. Training is what makes the difference for workers.	EV Jobs & Careers
"Are EVs really cleaner?"	Yes. Over its lifetime, a typical EV produces less than half the CO_2 of a comparable gas car, even counting battery manufacturing and power plants. The benefit grows as the grid gets cleaner. EVs have no tailpipe emissions.	EV Myths & Facts

MESSAGING TIPS

- **Lead with the fact, not the myth.** Repeating a false claim, even to debunk it, can make it stick.
- **Make it local.** Use your community's charger count, employers, and utility programs.
- **Use trusted messengers.** A neighbor who drives an EV or a local technician often persuades better than an expert.
- **Don't oversell.** Naming a real drawback makes the rest of what you say more credible.

6 MICHIGAN EXAMPLES

Local examples help residents see what EV planning looks like in practice. These two cities have adopted plans that address EV infrastructure, affordability, pollution, and the workforce. Point to them as models, and invite a staff member from a nearby city to share lessons learned.

LANSING

Lansing's Office of Sustainability oversees the city's Sustainability Action Plan, Climate Action Plan, and the Mayor's Advisory Commission on Sustainability. The Sustainability Action Plan sets goals to reduce greenhouse gas emissions 59% by 2030 and reach carbon neutrality by 2050, and the city aims to electrify its vehicle fleet.

Workforce. With the Workforce Intelligence Network (WIN) and regional partners, the region received a 2026 report on the Lansing EV and clean energy talent pipeline. It recommends an employer-led mobility and clean energy collaborative, validating workforce needs directly with employers, expanded career awareness, stronger education and workforce partnerships, and more work-based learning such as apprenticeships and internships.

Infrastructure. The Lansing Board of Water & Light offers rebates for home charging stations and publishes a map of local chargers.

Pollution. The plan pairs fleet electrification with local renewable energy so that EVs are powered by cleaner electricity.

ANN ARBOR

Ann Arbor's A2Zero plan aims for community-wide carbon neutrality by 2030. Its EV-related goals are that 50% of local vehicle miles traveled be in EVs and that 90% of the city's fleet be converted to EVs.

Affordability. The plan proposes group-buy programs that would help low-income residents buy used EVs at a 10–15% discount.

Pollution. Electrifying city buses and vehicles is expected to improve air quality and reduce asthma and COPD. The city also plans outreach to encourage local businesses to electrify their fleets.

Infrastructure. The plan targets Level 2 chargers at 10% of public and private parking spaces and DC fast chargers at 2%.

HOW TO USE THESE EXAMPLES IN A MEETING

Ask participants which of these approaches would fit your community, and which would not. The answers tell you what people value. Remind the group that both cities built their plans through public input, which is the step your meeting is part of.

A EXAMPLE AGENDA

How EGI applied the agenda template to an initial MiVTTP outreach meeting with community leaders (January 8, 2024). Names are replaced with roles.

1. WELCOME & INTRODUCTIONS — Lead facilitator

- Facilitators briefly introduce themselves
- Show slide of the joint project team
- Community lead introduces themselves
- Michigan Clean Cities (MICC) staff introduce themselves and their role in the project

2. OVERVIEW OF THE MiVTTP PROGRAM — Program lead

- Goal and intent
- Fact sheet and map (sent in advance)
- Activities and phases of the program:
  - **Data support:** EGI and MICC research teams develop community profiles to inform every phase of engagement
  - **Listening sessions:** virtual meetings with community stakeholders
  - **Strategic planning:** facilitated by EGI, driven by the community
  - **Workforce development and training:** development and implementation led by MICC

3. FIRST UP: LISTENING SESSION & DATA CONVERSATION — Program lead

- **Listening session:** goal and intent; needs (date and time, invitation list review)
- **Data conversation:** community leaders meet with the research team to gather information for the community profile

4. QUESTIONS — Lead facilitator

- Are there current mobility decarbonization ("EV transition") initiatives in your community?
- Who in your community or network should be included in a listening session?
- Is there a specific person this team should contact about data needs?
- What are your community's data needs around this transition? What information do you need, and what questions are you trying to answer about workforce, industry, households, and so on?
- How have previous manufacturing closures affected openness to the EV transition and to workforce involvement in EV industries?

5. WHAT QUESTIONS DO YOU HAVE FOR US? — Lead facilitator

6. THANK YOU — Lead facilitator

Follow up with an email sharing information on MiVTTP.

B | NUMBERS AT A GLANCE

Use these figures everywhere: slides, fact sheets, social posts, and newsletters. When a number changes, update it here first. Checked September 2026.

TOPIC	FIGURE TO USE	SOURCE
Level 1 charging	120V household outlet; about 2–5 miles of range per hour	U.S. DOT Rural EV Toolkit; AFDC
Level 2 charging	240V (208V commercial); about 10–30 miles of range per hour; 80% charge from empty in about 4–10 hours	U.S. DOT Rural EV Toolkit; AFDC
DC fast charging	About 100–200+ miles in about 30 minutes; 80% charge in about 20 min to 1 hour; most plug-in hybrids cannot use it	U.S. DOT Rural EV Toolkit
Public charging stations, Michigan	About 2,100 stations (2026), up from 418 (2020). Stations are locations; each may have several ports.	DOE Alternative Fuels Data Center (AFDC)
U.S. EV share of new sales	7.8% of new vehicles sold in 2025 (8.1% in 2024)	Cox Automotive / Kelley Blue Book, Jan. 2026
Federal EV tax credit	The new-EV purchase credit ended September 30, 2025	IRS; Cox Automotive
Winter range	Roughly 20–30% average range loss at freezing (32°F); varies by model; temporary	Recurrent real-world fleet data
Lifetime emissions	A typical EV produces less than half the lifetime CO_2 of a comparable gas car, including battery production	MIT Climate Portal
Cost to drive 200 miles (example)	EV: 200 mi ÷ 3.5 mi/kWh ≈ 57 kWh × local rate (≈ $11 at 19¢/kWh). Gas: 200 mi ÷ 28 mpg ≈ 7.1 gal × local price (≈ $25 at $3.50/gal). Replace with local prices.	Calculation; check EIA for rates and prices
Pedestrian safety sound	New EVs and hybrids must emit an alert sound at low speeds (FMVSS 141)	NHTSA
Occupational pay	U.S. median pay: electrical & electronics engineers $118,780; automotive service technicians $49,670 (2024); industrial machinery mechanics about $64,500 (May 2025)	BLS Occupational Outlook Handbook / OEWS

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Michigan Engineering News — read the article

State of Michigan. Community EV Toolkit. www.mievtoolkit.com/

Recurrent winter range data, as reported by InsideEVs. "EVs Lose 30% Of Their Range On Average In The Winter Vs. Ideal Conditions."
insideevs.com/news/704318/ev-winter-range-loss-vs-ideal-conditions/

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NOVEMBER 2026

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QUESTIONS?
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CITY OF [COMMUNITY NAME] | COMMUNITY MEETING

THE EV TRANSITION

What it means for our community

[DATE] | [LOCATION]



ECONOMIC GROWTH INSTITUTE
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TONIGHT'S AGENDA

1. Welcome and ground rules
2. EV basics
3. Why communities are paying attention
4. Common concerns
5. Moving forward together
6. Your questions and ideas

GROUND RULES

So everyone can take part

1

Learn, not debate

We are here to share information and hear from each other.

2

Everyone gets a turn

Keep comments brief so more people can speak.

3

Assume positive intent

People come with different experiences and concerns.

4

Issues, not people

Focus comments on ideas and questions, not individuals.

THREE KINDS OF ELECTRIC VEHICLES

They differ in how much they rely on the battery



Hybrid (HEV)

Gas engine plus an electric motor. The small battery recharges from the engine and from braking.

NEVER PLUGS IN



Plug-in hybrid (PHEV)

A larger battery you plug in for shorter all-electric trips, plus a gas engine for longer drives.

PLUGS IN + USES GAS



Battery electric (BEV)

Runs only on its battery and is charged by plugging in. No tailpipe emissions.

PLUGS IN ONLY

01

WHY COMMUNITIES ARE PAYING ATTENTION

CLEANER AIR AND LOWER EMISSIONS

LESS THAN

HALF

the lifetime CO_2 of a comparable gas car, even counting battery manufacturing and power plants

No tailpipe

Battery EVs produce no tailpipe emissions, which improves local air quality.

Cleaner grid, bigger benefit

The advantage grows as more electricity comes from clean sources such as wind and solar.

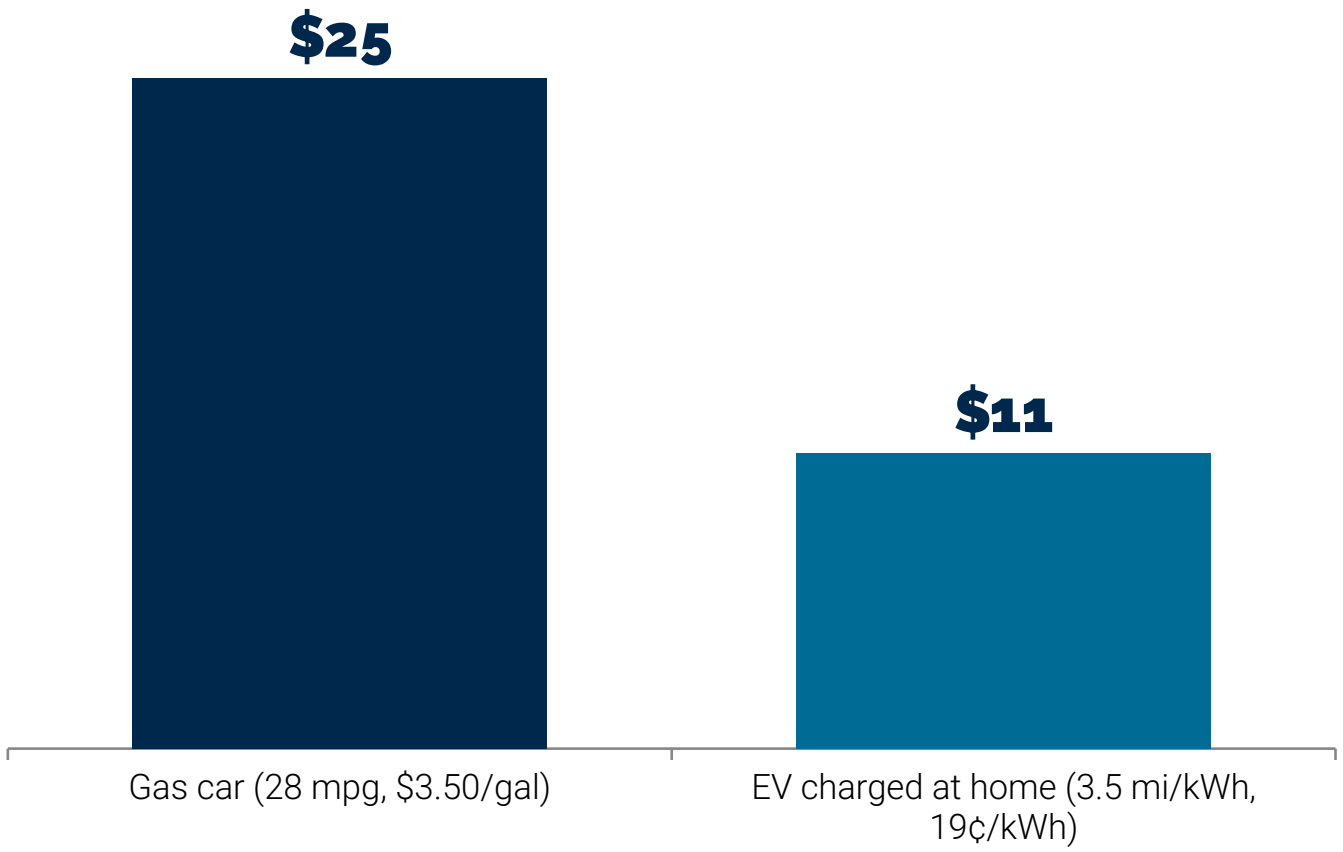
Quieter streets

EVs are quieter at low speeds. Federal rules require an alert sound so pedestrians can hear them.

Sources: MIT Climate Portal (2022); U.S. EPA; NHTSA (FMVSS 141).

WHAT IT COSTS TO DRIVE

Example: fuel cost to drive 200 miles



Fuel
Electricity usually costs less per mile, especially at home. Public fast charging costs more.

Maintenance
No oil changes and fewer moving parts.

Upfront price
Usually higher. We'll come back to this.

Example only. Replace with local prices: EV cost = miles ÷ 3.5 × electricity rate; gas cost = miles ÷ mpg × gas price. Rates: U.S. EIA.

ENERGY THAT'S MADE CLOSER TO HOME

Gasoline prices are set on a global oil market, so conflicts and supply disruptions overseas show up at the pump.

Electricity is generated mostly in the U.S. from a mix of sources, including natural gas, nuclear, wind, solar, and coal, and is sold by regulated local utilities.



Nuclear



Wind



Solar



Storage

Source: U.S. Energy Information Administration (EIA).

WHERE NEW JOBS ARE GROWING

A non-exhaustive list of occupations tied to EVs

RESEARCH

- Chemists
- Materials scientists
- Chemical engineers

MANUFACTURING

- Battery cell and pack assemblers
- Machinists
- Industrial machinery mechanics

TECHNOLOGY

- Electrical engineers
- Software developers
- Controls technicians

SERVICE & INFRASTRUCTURE

- EV service technicians
- Electricians (charger installation)
- Utility line workers

Pay, education, and skills for several of these jobs are on the “EV Jobs & Careers” fact sheet. Source: U.S. Bureau of Labor Statistics.

02

COMMON CONCERNS

WHERE WOULD I CHARGE?

2020

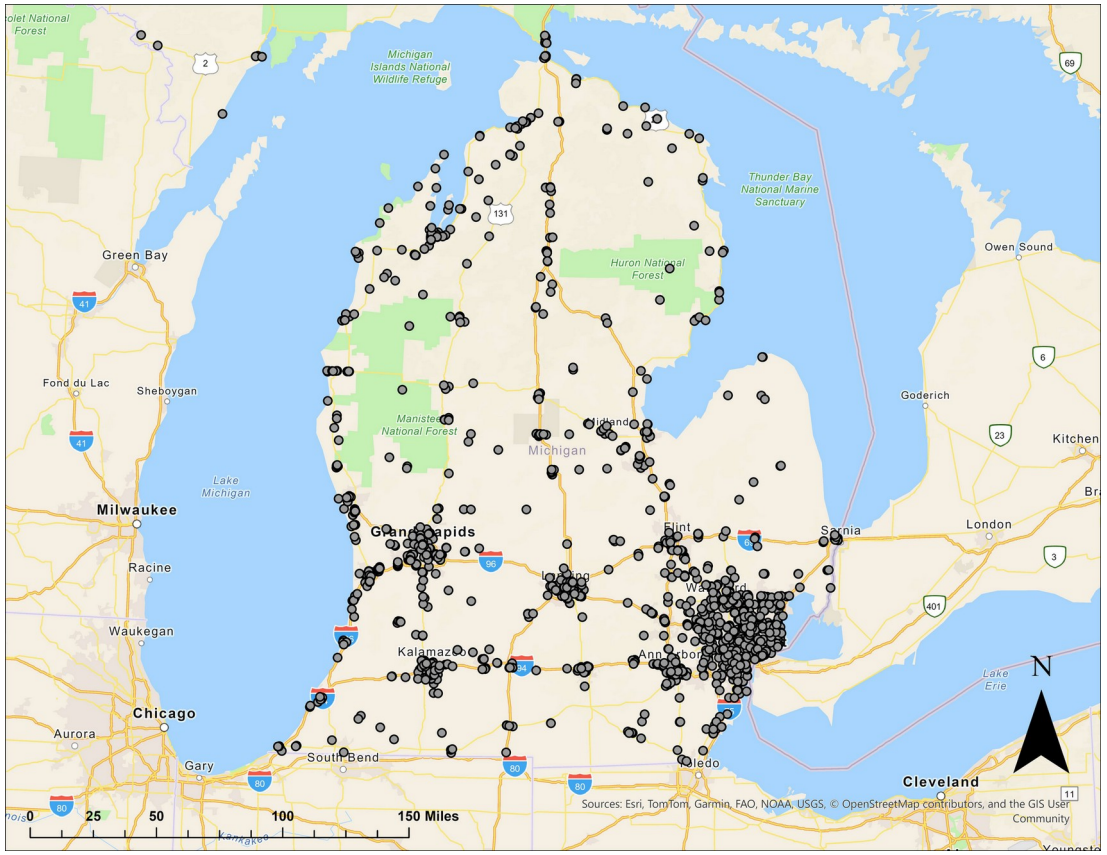
418

2026

~2,100

public charging stations in Michigan

- Most charging happens at home, overnight.
- Access is uneven: rural areas and apartment buildings have real gaps.
- [Add local chargers: number and locations in our community]



Public charging locations in Michigan. Source: AFDC; map by EGI.

Source: U.S. DOE Alternative Fuels Data Center (AFDC). Counts are stations (locations); each may have several ports.

THREE LEVELS OF CHARGING

LEVEL 1

120V household outlet

2–5

miles of range per hour

Overnight at home, short daily drives, plug-in hybrids

LEVEL 2

240V circuit (208V at businesses)

10–30

miles of range per hour

Home, work, and public parking. The everyday workhorse.

DC FAST

High-power commercial equipment

100–200+

miles in about 30 minutes

Highway trips and quick stops. Most plug-in hybrids can't use it.

Source: U.S. Department of Transportation Rural EV Toolkit; U.S. DOE Alternative Fuels Data Center.

DRIVING AN EV IN A MICHIGAN WINTER

20–30%

average range loss at freezing temperatures (32˚F) in real-world data. It varies by model, and the range comes back when it warms up.

Pre-warm while plugged in

Heating the cabin and battery from the charger saves range for the drive.

Heat pumps help

Models with a heat pump lose less range in the cold.

Plan for road trips

Allow extra charging time; batteries charge slower when cold.

Source: Recurrent real-world winter range data (reported by InsideEVs).

CAN FAMILIES AFFORD AN EV?

THE HONEST ANSWER

New EVs usually cost more upfront than similar gas vehicles, and the federal tax credit for new EVs ended September 30, 2025.

WHAT NARROWS THE GAP

Lower fuel and maintenance costs over time, a growing used-EV market, lease deals, and utility rebates for home chargers.

WHAT WE CAN DO LOCALLY

[Add local programs: utility rebates, group-buy programs, used-EV incentives, or charging at affordable housing]

Sources: IRS; Cox Automotive (2026). Example local program: Lansing Board of Water & Light home charger rebates.

WHAT HAPPENS TO AUTO JOBS?

[##,###]

people work in motor vehicle and parts manufacturing in [County]

Find this in BLS Quarterly Census of Employment and Wages (QCEW), NAICS 3361–3363.

Some work will shrink or change. EV powertrains need fewer parts, so engine and transmission jobs are most affected.

New work is growing. Battery cells and packs, electrical components, software, and charging infrastructure.

The losses may be smaller than feared. Recent research suggests smaller net losses than early estimates, and some Michigan plants grew their workforces after switching to EVs.

Training is the difference. Many skills carry over with added training.

Sources: Cotterman et al., Energy Policy (2024); University of Michigan News; U.S. BLS.

ARE EV BATTERIES SAFE?

THE CONCERN

EVs use high-voltage lithium-ion batteries, which can cause fires or electric shock if badly damaged.

WHAT WE KNOW

EVs meet the same federal crash-safety standards as gas vehicles. Battery packs are sealed and tested for crashes, overcharging, heat, and water. Battery fires are uncommon but burn differently, so firefighters train specifically for them.

At home: use certified charging equipment, avoid household extension cords, and have a licensed electrician install Level 2. After a crash or flood: don't drive or charge the EV until it is inspected, and keep it outside, away from buildings.

Sources: NHTSA; NFPA; U.S. DOE Alternative Fuels Data Center.

03

MOVING FORWARD TOGETHER

HOW OUR COMMUNITY CAN PREPARE

1 Workforce training

- Prepare local workers for changing job demands
- Career counseling and training pathways
- Partner with Michigan Works! and community colleges

2 EV infrastructure

- Update zoning and building codes (for example, EV-ready parking)
- Plan public chargers where gaps exist
- Include apartments and rural areas

3 Partnerships

- Work with utilities, employers, and schools
- Keep residents involved through regular updates
- [Add local partners or initiatives]

WE WANT TO HEAR FROM YOU

- What information do you need about EVs?
- What questions are you trying to answer for your family or business?
- Where would public charging help most in our community?
- Who else should be part of this conversation?

QUESTIONS?

What questions do you have for us?

STAY IN TOUCH

[Contact name] | [email] | [phone]
[Website or survey link]



RESOURCES

State of Michigan Community EV Toolkit
mievtoolkit.com

Find a charger (U.S. DOE)
afdc.energy.gov/stations

EV basics and benefits (U.S. DOE)
afdc.energy.gov/fuels/electricity-benefits

EV safety (NHTSA)
nhtsa.gov/vehicle-safety/electric-and-hybrid-vehicles

Careers in electric vehicles (BLS)
bls.gov/green/electric_vehicles

Michigan EV ecosystem (MEDC)
michiganbusiness.org/evecosystem

DTE plug-in EV resources
dteenergy.com — Electric Vehicle Resources

[Local utility or city EV page]
[link]



Slide 1

1. THE EV TRANSITION

Welcome everyone and thank them for coming. Introduce the facilitators and the organizations involved. Explain that tonight you will share an overview of what the electric vehicle (EV) transition could mean for the community, then spend most of the time hearing their questions and ideas. Mention that handouts and resources are available.

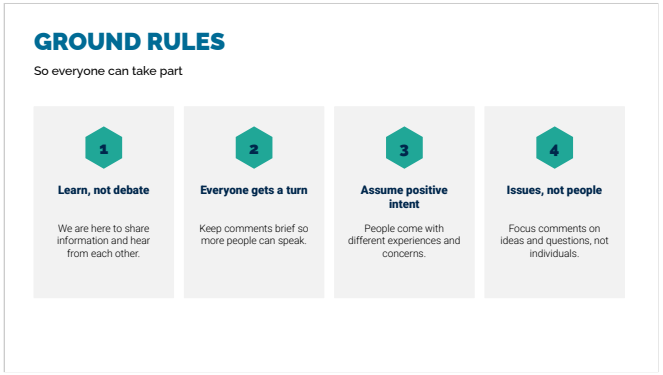
TO CUSTOMIZE: Replace every [bracketed] item with your community's details. Before the meeting, check the figures against Appendix B of the Facilitator Guide.



Slide 2

2. TONIGHT'S AGENDA

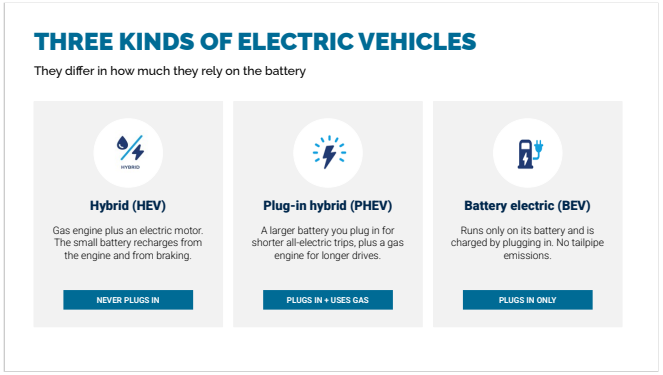
Walk through the agenda. Emphasize that the presentation portion is short and that the second half of the meeting is for their questions and input. Point out where comment cards and handouts are.



Slide 3

3. GROUND RULES

Set expectations: this is a space to learn, not to debate. Everyone gets a chance to speak. Assume positive intent. Address issues, not people. Mention the "parking lot" flip chart for important questions that are off-topic, and promise to follow up on them.



Slide 4

4. THREE KINDS OF ELECTRIC VEHICLES

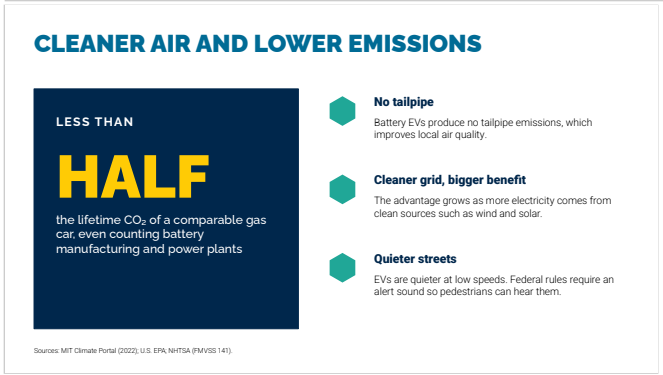
First, some basics. There are three kinds of electric vehicles. Hybrids, the most familiar, have both a gas engine and an electric motor; the battery recharges from the engine and from regenerative braking, so they never need to be plugged in. Plug-in hybrids have a larger battery you charge from an outlet for shorter all-electric trips, and a gas engine for longer drives. Battery electric vehicles run only on electricity and have no tailpipe emissions. In 2025, EVs were about 8% of new vehicles sold in the U.S. (Cox Automotive / Kelley Blue Book).



Slide 5

5. 01

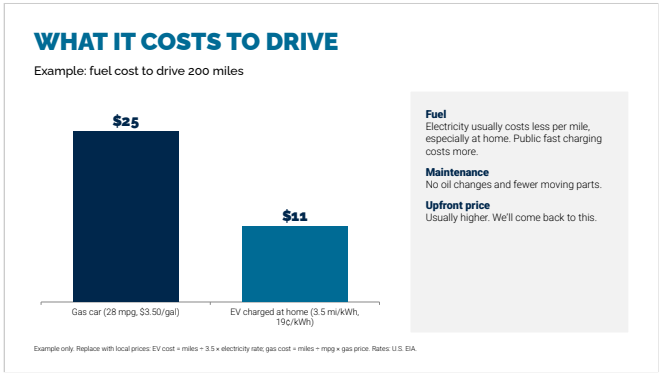
Why are people choosing EVs, and why are communities planning for them? We will look at the environment, costs, energy security, and jobs.



Slide 6

6. CLEANER AIR AND LOWER EMISSIONS

Over their lifetime, EVs produce significantly less carbon pollution. Even counting battery manufacturing and the power plants that make the electricity, a typical EV produces less than half the lifetime CO2 of a comparable gas car (MIT Climate Portal). Battery EVs have no tailpipe emissions, which matters for local air quality. The benefit grows as the grid gets cleaner. EVs are also quieter; federal rules require them to make an alert sound at low speeds.



Slide 7

7. WHAT IT COSTS TO DRIVE

Electricity is usually cheaper per mile than gasoline, especially when you charge at home. In this example, 200 miles costs about $11 in an EV charged at home versus about $25 in a 28-mpg gas car. Your numbers will depend on local electricity and gas prices; public fast charging costs more than home charging. EVs also need less routine maintenance: no oil changes and fewer moving parts.

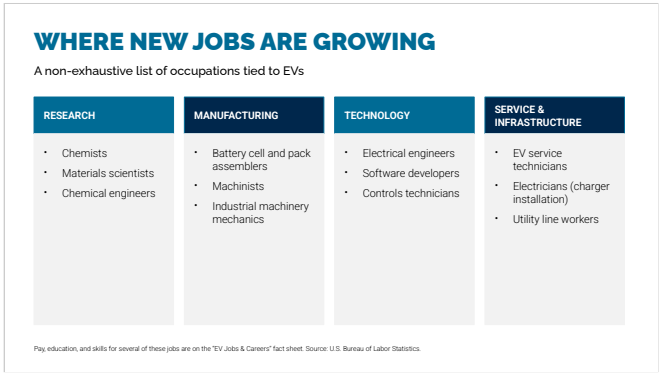
TO CUSTOMIZE: Recalculate the chart with local prices. EV cost = miles ÷ 3.5 × rate per kWh. Gas cost = miles ÷ mpg × price per gallon.



Slide 8

8. ENERGY THAT'S MADE CLOSER TO HOME

Global events, from conflicts to pandemics, affect gasoline prices because oil is traded on a world market. Electricity is mostly generated in the United States from many sources and sold by regulated local utilities, so a shift toward electricity can make household transportation costs less exposed to global oil shocks. Keep this general; avoid naming specific current events so the slide stays accurate over time.



Slide 9

9. WHERE NEW JOBS ARE GROWING

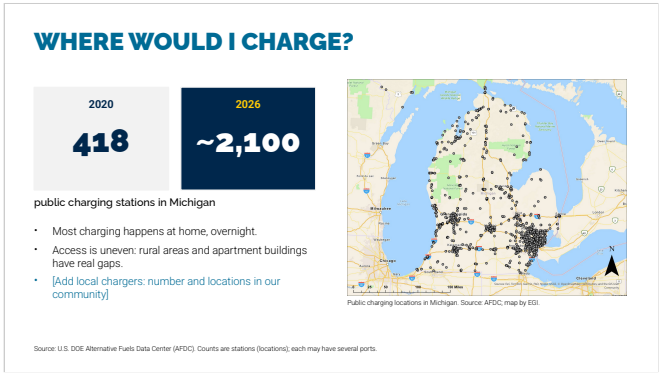
With batteries at the center of an EV, jobs are growing in research, manufacturing, technology, and service and infrastructure. Many existing skills carry over with added training. Point to the EV Jobs & Careers fact sheet for pay and education details, and mention local training providers such as Michigan Works! and community colleges.



Slide 10

10. 02

There are many benefits, and there are also real concerns for communities during this transition. Let’s go through the ones we hear most often, honestly.

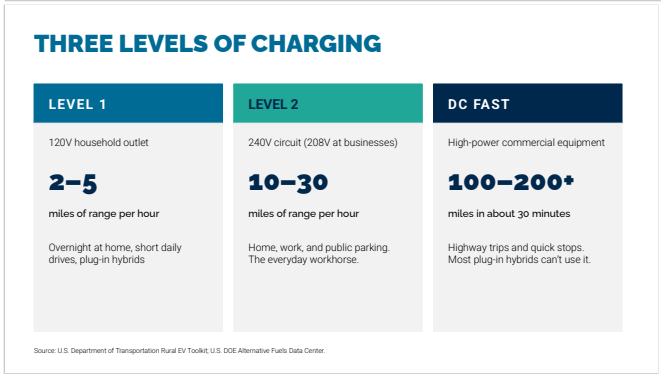


Slide 11

11. WHERE WOULD I CHARGE?

"Range anxiety" is the fear of running out of charge before reaching a charger. Michigan's public charging network has grown from 418 stations in 2020 to about 2,100 in 2026. Most charging happens at home, but access is still uneven, especially in rural areas and for people who live in apartments. This is one place where local planning can make a difference.

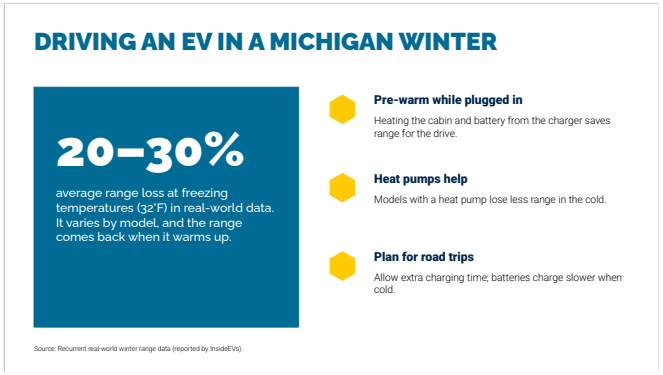
TO CUSTOMIZE: Add your community's current charger count from afdc.energy.gov/stations.



Slide 12

12. THREE LEVELS OF CHARGING

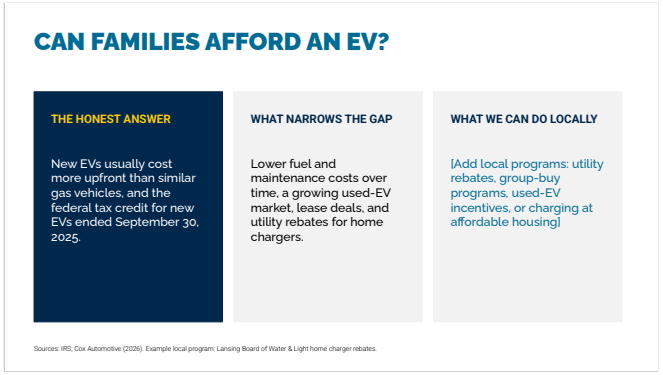
There are three levels of charging. Level 1 uses a regular household outlet and adds about 2 to 5 miles of range per hour, which is enough overnight for many short daily drives. Level 2 uses a 240-volt circuit, like an electric dryer, and adds about 10 to 30 miles per hour; it is the most common type at homes, workplaces, and public parking. DC fast charging can add roughly 100 to 200 or more miles in about 30 minutes and is used along highways; most plug-in hybrids can't use it.



Slide 13

13. DRIVING AN EV IN A MICHIGAN WINTER

This is a fair concern in Michigan. Cold weather reduces EV range, by roughly 20 to 30 percent on average at freezing temperatures in real-world data. The loss is temporary and varies by model. Drivers can reduce it by pre-warming the car while it is plugged in, and models with heat pumps do better. Plan extra charging time on cold road trips.



Slide 14

14. CAN FAMILIES AFFORD AN EV?

Be direct: new EVs usually cost more to buy, and the federal new-EV tax credit ended on September 30, 2025. Lower fuel and maintenance costs make up some or all of the difference over time, depending on local prices and how much someone drives. Used EVs, leases, and utility rebates can help. Ann Arbor's A2Zero plan, for example, proposes group-buy programs to help low-income residents buy used EVs.

TO CUSTOMIZE: Add any local incentives or programs.

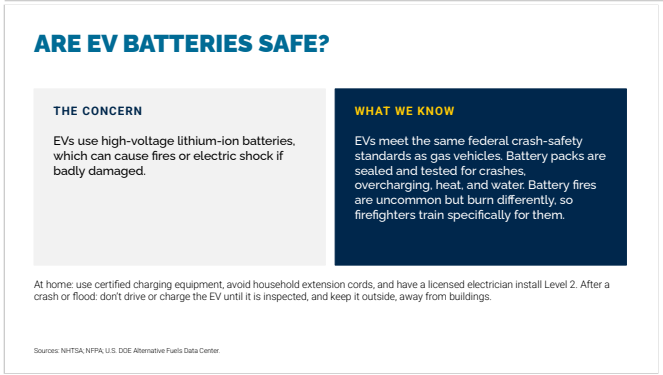


Slide 15

15. WHAT HAPPENS TO AUTO JOBS?

The mix of jobs in the auto industry will change during this transition, and that matters a great deal in Michigan. Some engine and transmission work will shrink or change because EV powertrains need fewer parts. At the same time, jobs are growing in battery and electrical component manufacturing. Recent research suggests net losses may be smaller than early estimates. What makes the difference for workers is training.

TO CUSTOMIZE: Replace the placeholder with your county's employment in motor vehicle and parts manufacturing (BLS QCEW, NAICS 3361-3363). Acknowledge any local plant closures; many residents have lived through them.



Slide 16

16. ARE EV BATTERIES SAFE?

Another common concern is battery safety. EVs must meet the same federal safety standards as other vehicles, and battery packs are tested for crashes, overcharging, extreme heat, and water. Battery fires are uncommon but behave differently, so first responders train for them. [If possible, invite your local fire department to speak to their training.] Point people to the Battery Safety FAQ handout.



Slide 17

17. 03

What steps can our community take to prepare? This is where we most want your input.



Slide 18

18. HOW OUR COMMUNITY CAN PREPARE

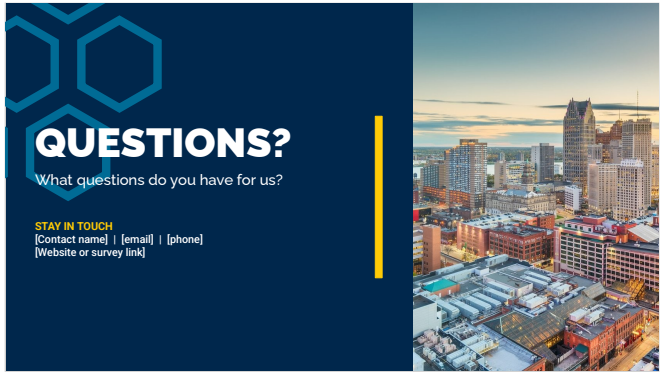
Workforce training: our workforce needs skills and knowledge to prepare for changing job demands. EV infrastructure: updating local ordinances and planning chargers prepares the community and can attract visitors traveling through. Partnerships: this only works if utilities, employers, schools, and residents stay involved. There is still a lot unknown about the EV transition. The most important thing is preparing our infrastructure and economy and making sure no one is left behind.



Slide 19

19. WE WANT TO HEAR FROM YOU

Open the floor for input. Use comment cards or small-group tables for people who prefer not to speak at the microphone. Have the note-taker record themes. Summarize what you hear before moving on.



Slide 20

20. QUESTIONS?

Take questions. If you don't know an answer, say so, write it down, and follow up. Explain next steps: when participants will hear back, and how to reach the single point of contact. Thank everyone for their time.



Slide 21

21. RESOURCES

Share these resources and point people to the printed fact sheets. Full sources for every figure in this presentation are in Appendix C of the Facilitator Guide.

CITY OF [COMMUNITY NAME] | COMMUNITY MEETING

THE EV TRANSITION

What it means for our community

[DATE] | [LOCATION]



ECONOMIC GROWTH INSTITUTE
UNIVERSITY OF MICHIGAN

TONIGHT'S AGENDA

1. Welcome and ground rules
2. EV basics
3. Why communities are paying attention
4. Common concerns
5. Moving forward together
6. Your questions and ideas

GROUND RULES

So everyone can take part

1

Learn, not debate

We are here to share information and hear from each other.

2

Everyone gets a turn

Keep comments brief so more people can speak.

3

Assume positive intent

People come with different experiences and concerns.

4

Issues, not people

Focus comments on ideas and questions, not individuals.

THREE KINDS OF ELECTRIC VEHICLES

They differ in how much they rely on the battery



Hybrid (HEV)

Gas engine plus an electric motor. The small battery recharges from the engine and from braking.

NEVER PLUGS IN



Plug-in hybrid (PHEV)

A larger battery you plug in for shorter all-electric trips, plus a gas engine for longer drives.

PLUGS IN + USES GAS



Battery electric (BEV)

Runs only on its battery and is charged by plugging in. No tailpipe emissions.

PLUGS IN ONLY

01

WHY COMMUNITIES ARE PAYING ATTENTION

CLEANER AIR AND LOWER EMISSIONS

LESS THAN

HALF

the lifetime CO_2 of a comparable gas car, even counting battery manufacturing and power plants

No tailpipe

Battery EVs produce no tailpipe emissions, which improves local air quality.

Cleaner grid, bigger benefit

The advantage grows as more electricity comes from clean sources such as wind and solar.

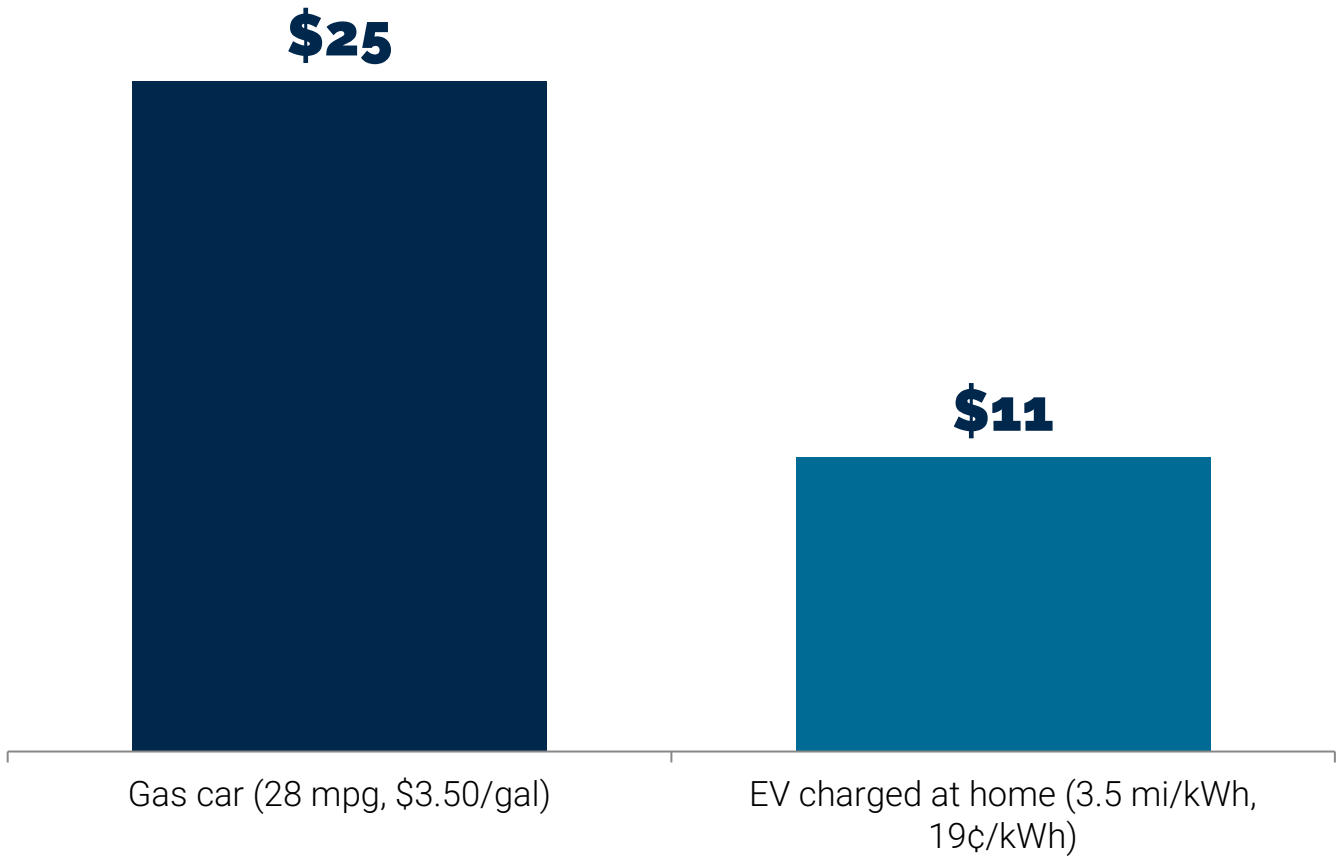
Quieter streets

EVs are quieter at low speeds. Federal rules require an alert sound so pedestrians can hear them.

Sources: MIT Climate Portal (2022); U.S. EPA; NHTSA (FMVSS 141).

WHAT IT COSTS TO DRIVE

Example: fuel cost to drive 200 miles



Fuel
Electricity usually costs less per mile, especially at home. Public fast charging costs more.

Maintenance
No oil changes and fewer moving parts.

Upfront price
Usually higher. We'll come back to this.

Example only. Replace with local prices: EV cost = miles ÷ 3.5 × electricity rate; gas cost = miles ÷ mpg × gas price. Rates: U.S. EIA.

ENERGY THAT'S MADE CLOSER TO HOME

Gasoline prices are set on a global oil market, so conflicts and supply disruptions overseas show up at the pump.

Electricity is generated mostly in the U.S. from a mix of sources, including natural gas, nuclear, wind, solar, and coal, and is sold by regulated local utilities.



Nuclear



Wind



Solar



Storage

Source: U.S. Energy Information Administration (EIA).

WHERE NEW JOBS ARE GROWING

A non-exhaustive list of occupations tied to EVs

RESEARCH

- Chemists
- Materials scientists
- Chemical engineers

MANUFACTURING

- Battery cell and pack assemblers
- Machinists
- Industrial machinery mechanics

TECHNOLOGY

- Electrical engineers
- Software developers
- Controls technicians

SERVICE & INFRASTRUCTURE

- EV service technicians
- Electricians (charger installation)
- Utility line workers

Pay, education, and skills for several of these jobs are on the “EV Jobs & Careers” fact sheet. Source: U.S. Bureau of Labor Statistics.

02

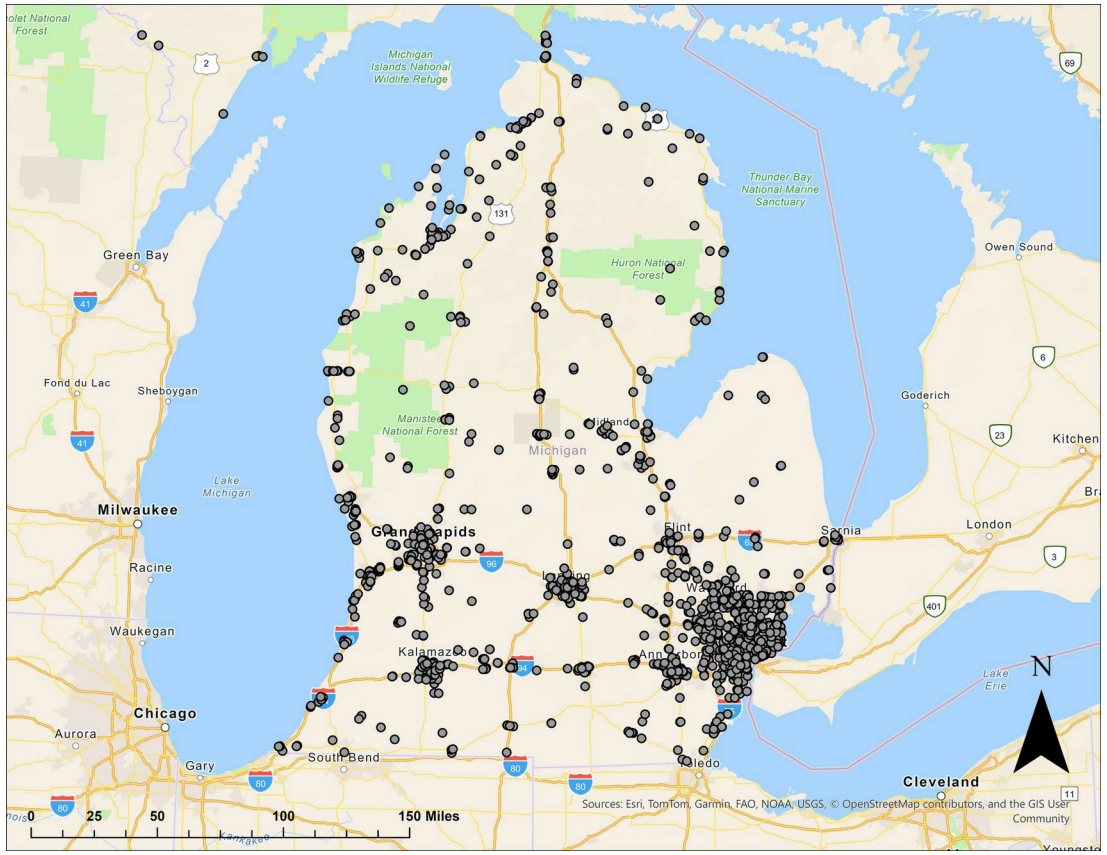
COMMON CONCERNS

WHERE WOULD I CHARGE?

2020	2026
418	~2,100

public charging stations in Michigan

- Most charging happens at home, overnight.
- Access is uneven: rural areas and apartment buildings have real gaps.
- [Add local chargers: number and locations in our community]



Public charging locations in Michigan. Source: AFDC; map by EGI.

Source: U.S. DOE Alternative Fuels Data Center (AFDC). Counts are stations (locations); each may have several ports.

THREE LEVELS OF CHARGING

LEVEL 1

120V household outlet

2–5

miles of range per hour

Overnight at home, short daily drives, plug-in hybrids

LEVEL 2

240V circuit (208V at businesses)

10–30

miles of range per hour

Home, work, and public parking. The everyday workhorse.

DC FAST

High-power commercial equipment

100–200+

miles in about 30 minutes

Highway trips and quick stops. Most plug-in hybrids can’t use it.

Source: U.S. Department of Transportation Rural EV Toolkit; U.S. DOE Alternative Fuels Data Center.

DRIVING AN EV IN A MICHIGAN WINTER

20–30%

average range loss at freezing temperatures (32˚F) in real-world data. It varies by model, and the range comes back when it warms up.

Pre-warm while plugged in

Heating the cabin and battery from the charger saves range for the drive.

Heat pumps help

Models with a heat pump lose less range in the cold.

Plan for road trips

Allow extra charging time; batteries charge slower when cold.

Source: Recurrent real-world winter range data (reported by InsideEVs).

CAN FAMILIES AFFORD AN EV?

THE HONEST ANSWER

New EVs usually cost more upfront than similar gas vehicles, and the federal tax credit for new EVs ended September 30, 2025.

WHAT NARROWS THE GAP

Lower fuel and maintenance costs over time, a growing used-EV market, lease deals, and utility rebates for home chargers.

WHAT WE CAN DO LOCALLY

[Add local programs: utility rebates, group-buy programs, used-EV incentives, or charging at affordable housing]

Sources: IRS; Cox Automotive (2026). Example local program: Lansing Board of Water & Light home charger rebates.

WHAT HAPPENS TO AUTO JOBS?

[##,###]

people work in motor vehicle and parts manufacturing in [County]

Find this in BLS Quarterly Census of Employment and Wages (QCEW), NAICS 3361–3363.

Some work will shrink or change. EV powertrains need fewer parts, so engine and transmission jobs are most affected.

New work is growing. Battery cells and packs, electrical components, software, and charging infrastructure.

The losses may be smaller than feared. Recent research suggests smaller net losses than early estimates, and some Michigan plants grew their workforces after switching to EVs.

Training is the difference. Many skills carry over with added training.

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Sources: NHTSA; NFPA; U.S. DOE Alternative Fuels Data Center.

03

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- Include apartments and rural areas

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- [Add local partners or initiatives]

WE WANT TO HEAR FROM YOU



What information do you need about EVs?



What questions are you trying to answer for your family or business?



Where would public charging help most in our community?



Who else should be part of this conversation?

QUESTIONS?

What questions do you have for us?

STAY IN TOUCH

[Contact name] | [email] | [phone]
[Website or survey link]



RESOURCES

State of Michigan Community EV Toolkit
mievtoolkit.com

Find a charger (U.S. DOE)
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EV basics and benefits (U.S. DOE)
afdc.energy.gov/fuels/electricity-benefits

EV safety (NHTSA)
nhtsa.gov/vehicle-safety/electric-and-hybrid-vehicles

Careers in electric vehicles (BLS)
bls.gov/green/electric_vehicles

Michigan EV ecosystem (MEDC)
michiganbusiness.org/evecosystem

DTE plug-in EV resources
dteenergy.com — Electric Vehicle Resources

[Local utility or city EV page]
[link]



EV COMMUNITY ENGAGEMENT TOOLKIT

EV FACT SHEETS

Michigan Vehicle Technology Transition Impact Project (MiVTTP)

SEPTEMBER 2026

PREPARED BY:

ECONOMIC GROWTH INSTITUTE
UNIVERSITY OF MICHIGAN

1 EV BASICS & COSTS

An electric vehicle (EV) uses an electric motor powered by a rechargeable battery. There are three main types, and they differ in how much they rely on the battery.



HYBRID (HEV)

A gas engine plus an electric motor. The small battery recharges from the engine and from braking. **Never needs to be plugged in.**



PLUG-IN HYBRID (PHEV)

A larger battery you plug in for shorter all-electric trips, plus a gas engine for longer drives.



BATTERY ELECTRIC (BEV)

Runs only on its battery and is charged by plugging in. **No tailpipe emissions.**

WHAT DOES AN EV COST?

Upfront

EVs usually cost more to buy than similar gas cars. The federal tax credit for new EVs ended September 30, 2025. Used EVs, utility rebates, and lease deals can narrow the gap.

Total Cost of Ownership (TCO)

Lower fuel and maintenance costs can offset a higher purchase price over time.

- **Fuel:** Electricity is usually cheaper per mile than gasoline, especially at home. Public fast charging costs more.
- **Maintenance:** EVs have no oil changes and fewer moving parts. Regenerative braking also reduces brake wear.

Savings depend on local energy prices, the vehicle, and how much you drive.

EXAMPLE: FUEL COST TO DRIVE 200 MILES

	ELECTRIC	GAS
Efficiency	3.5 miles/kWh	28 miles/gallon
Energy used	≈ 57 kWh	≈ 7.1 gallons
Example price	19¢ per kWh	$3.50 per gallon
Cost	**≈ $11**	**≈ $25**

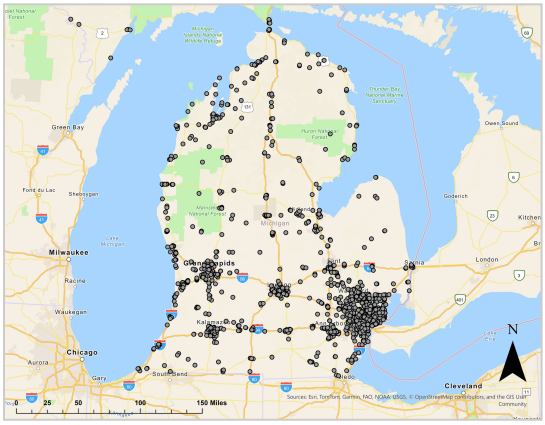
Your cost depends on local electricity and gas prices and on the vehicle. Check your utility's EV rate plans.

Sources: U.S. DOE Alternative Fuels Data Center (afdc.energy.gov); IRS; Cox Automotive/Kelley Blue Book (2026); MIT Climate Portal (2022); U.S. EIA. Cost example is illustrative; use local prices.

| 2 | CHARGING IN MICHIGAN

Most EV charging happens at home, overnight. Public chargers fill the gaps on longer trips and for people who can't charge where they live.

	LEVEL 1	LEVEL 2	DC FAST
Power source	Standard 120V household outlet	240V circuit at home (208V at businesses)	High-power commercial equipment
Range added	About 2–5 miles per hour	About 10–30 miles per hour	About 100–200+ miles in about 30 minutes
Best for	Overnight at home, short daily drives, plug-in hybrids	Home, workplace, and public parking; the everyday workhorse	Highway trips and quick stops. Most plug-in hybrids can't use it.



Public charging locations in Michigan. Source: AFDC; map by EGI.

~2,100

public charging stations in Michigan (2026), up from 418 in 2020

FIND A CHARGER

Use the DOE station locator at afdc.energy.gov/stations or the Michigan map at arcg.is/G1ySP0. Chargers cluster in southern Michigan and along highways; rural areas have fewer.

CHARGING IN WINTER

Range drops roughly 20–30% on average at freezing temperatures. The loss is temporary.

- Warm the car while it is still plugged in (preconditioning).
- Models with a heat pump lose less range.
- Plan extra charging time on cold road trips.

RENTERS AND APARTMENTS

Ask your landlord or building manager about Level 1 or Level 2 access, and check whether your workplace offers charging. Local ordinances can require new buildings to be "EV-ready," which is one topic to raise with your community.

Charge at Home: renter toolkit, surveys, and letter templates to request charging. chargeathome.org/residents

Sources: U.S. DOT Rural EV Toolkit, "Charger Types and Speeds"; U.S. DOE Alternative Fuels Data Center station counts (2020, 2026); Recurrent real-world winter range data (via InsideEVs). Map: EGI analysis of AFDC data.

3 EV MYTHS & FACTS

EVs have changed quickly, and a lot of information about them is out of date. Here is what the evidence shows, including the tradeoffs.

FACT

EVs meet the same safety standards as gas cars.

You may have heard: "EVs aren't safe."

EVs must pass the same federal crash standards as other vehicles. Battery packs are sealed and tested for crashes, overcharging, extreme heat, and water. Because EVs are quiet at low speeds, federal rules require new EVs and hybrids to make an alert sound so pedestrians can hear them.

FACT

An EV's range covers most daily driving.

You may have heard: "EVs can't go far enough."

Many new EVs are rated for 250 miles or more per charge, far more than a typical day of driving, and most drivers charge at home overnight. Plan for about 20–30% less range in freezing weather, and check chargers along the route for long trips.

FACT

Over their lifetime, EVs produce far less carbon pollution.

You may have heard: "EVs are just as bad for the environment."

Making the battery does create emissions. Even counting battery production and power plants, a typical EV produces less than half the lifetime CO_2 of a comparable gas car. The benefit grows as more electricity comes from clean sources, and battery recycling reduces it further.

FACT

EVs change auto jobs; they don't erase them.

You may have heard: "EVs will destroy the auto industry."

EV powertrains need fewer parts, so some engine and transmission work will shrink. But EVs also create jobs in battery and electrical component manufacturing. Recent research suggests job losses may be smaller than early estimates, and some Michigan plants grew their workforce after switching to EV production.

TRUE

EVs cost more upfront but less to run.

You may have heard: "EVs are only for wealthy people."

This one is partly true. New EVs usually cost more to buy, and the federal new-EV tax credit ended in 2025. Lower fuel and maintenance costs make up some or all of the difference over time, and the used EV market is growing.

Sources: NHTSA (FMVSS 141, EV safety); U.S. EPA, "Electric Vehicle Myths"; MIT Climate Portal (2022); Cotterman et al., Energy Policy (2024); University of Michigan News; U.S. DOE AFDC.

4 BATTERY SAFETY FAQ

EVs are widely considered as safe as gas vehicles, but their high-voltage lithium-ion batteries call for some specific precautions when charging and after a crash or flood.

WHAT IS A LITHIUM-ION BATTERY?

The same rechargeable technology used in phones, laptops, and power tools, built at a much larger scale. An EV battery is made of many cells grouped into modules inside a protective pack.

HOW ARE EV BATTERIES TESTED?

Before a vehicle goes on sale, its battery pack is sealed in a protective case and tested for overcharging, vibration, extreme temperatures, humidity, fire, collisions, and water immersion. EVs must also meet the same federal crash-safety standards as other vehicles.

DO EVS CATCH FIRE MORE OFTEN?

Battery fires are uncommon. When they happen, they burn hotter and longer and can reignite, so firefighters use specific training and tactics for them. Fire departments can find guidance through NFPA and the U.S. Department of Energy.

CHARGING SAFELY AT HOME

- Use charging equipment certified by a nationally recognized testing lab (such as UL).
- Don't use household extension cords or adapters unless the vehicle maker approves them.
- Have a licensed electrician install Level 2 equipment and any new circuit.
- Inspect cords and connectors, and stop using damaged equipment.

AFTER A CRASH OR FLOOD

- **Call 911** if you see smoke, fire, sparks, or hear hissing or popping. Move away from the vehicle.
- If an EV has been in a serious crash or sat in floodwater, **don't drive or charge it**. Have it inspected first.
- Keep a flood- or crash-damaged EV **outside and away from buildings**, and tell the tow operator it is an EV.
- In non-emergencies, contact your dealer or the manufacturer's roadside assistance.

Sources: NHTSA, "Electric and Hybrid Vehicles"; NFPA, "Electric Vehicle Safety" (nfpa.org/evsafetyinfo); U.S. DOE AFDC, emergency response and training; Plug In America, "EV Safety".

5 | EV JOBS & CAREERS

Building EVs takes different skills than building gas vehicles. EV powertrains have fewer parts, so some engine and transmission work will shrink, while jobs in batteries, electrical components, software, and charging infrastructure grow. Many existing skills carry over with added training.

OCCUPATION	U.S. MEDIAN PAY	TYPICAL ENTRY EDUCATION	SKILLS FOR EV WORK
Electrical and electronics engineers	$118,780	Bachelor's degree	Circuit and control systems design, CAD, debugging, automation
Automotive service technicians and mechanics	$49,670	Postsecondary certificate	Diagnostics, brakes and suspension, high-voltage safety training, EV-specific certifications
Industrial machinery mechanics	≈ $64,500	High school diploma + on-the-job training	Preventive maintenance, hydraulics, electrical troubleshooting, robotics
Electricians (charger installation)	See BLS for current pay	Apprenticeship	Circuit and panel work, EV charger (EVSE) installation and code requirements

Pay shown is the U.S. median for all industries. Michigan wages and EV-industry wages can differ; see **BLS state data** for local figures.

HOW TO GET STARTED

- **Michigan Works!** offices connect job seekers to training and employers. Find yours at michiganworks.org.
- **Community colleges** offer EV technician, electrical, and advanced manufacturing programs.
- **Registered apprenticeships** let you earn while you learn in the skilled trades.

LEARN MORE

BLS Careers in Electric Vehicles: bls.gov/green/electric_vehicles

EV career profiles, MAGMA / EV Jobs Academy: miautomobility.org

Lansing EV & Clean Energy Talent Pipeline (WIN, 2026): winintelligence.org

Sources: U.S. Bureau of Labor Statistics, **Occupational Outlook Handbook** and **OEWS** (2024 median pay; industrial machinery mechanics May 2025); **BLS, "Careers in Electric Vehicles"**; **Workforce Intelligence Network**.

EV COMMUNITY ENGAGEMENT TOOLKIT

EV FACT SHEETS

Michigan Vehicle Technology Transition Impact Project (MiVTTP)

SEPTEMBER 2026

ECONOMIC GROWTH INSTITUTE
UNIVERSITY OF MICHIGAN

economicgrowth@umich.edu | 734-998-6201 | economicgrowth.umich.edu

QUESTIONS?
Economic Growth Institute
economicgrowth@umich.edu



NEWS FROM [COMMUNITY NAME]

EV AWARENESS

What the electric vehicle transition means for our community

[MONTH YEAR]

WHAT YOU SHOULD KNOW



Community engagement builds trust, leads to better solutions, and helps everyone understand the issues that affect our community. Here are four things to know about EVs, and the questions we are working on together.

1 Charging is growing.

Michigan has about 2,100 public charging stations, up from 418 in 2020. Most drivers charge at home overnight.

2 Costs cut both ways.

EVs usually cost more upfront but less to fuel and maintain. The federal new-EV tax credit ended in 2025.

3 Winter matters.

Expect roughly 20–30% less range in freezing weather. Pre-warming while plugged in helps.

4 Jobs are changing.

Some engine work will shrink, while battery and electrical jobs grow. Training makes the difference.

RESOURCES

State of Michigan Community EV Toolkit
Information on EV types, charging maps, and funding opportunities for communities.
mievtoolkit.com

Find a charger
The U.S. Department of Energy's station locator shows public chargers across Michigan.
afdc.energy.gov/stations

EV safety
Guidance from NHTSA on EV and hybrid safety, including batteries and first responders.
nhtsa.gov/vehicle-safety/electric-and-hybrid-vehicles

EV careers
Career profiles showing EV jobs, wages, and training from MAGMA / EV Jobs Academy.
miautomobility.org

[Local resource]
[Utility rebate, city EV page, or local training program]
[link]

UPCOMING EVENT

COMMUNITY MEETING: THE EV TRANSITION

DATE
[Day, Month ##]

TIME
[#:## p.m.]

PLACE
[Location / address]

Join us to learn about electric vehicles, ask questions, and share your ideas for our community.

- Benefits of electric vehicles
- Common concerns: charging, cost, winter, jobs, safety
- What our community can do

[Accessibility, interpretation, childcare, or virtual option details]

QUESTIONS?

Reach out to [contact name]
[email] | [phone]



JOIN US

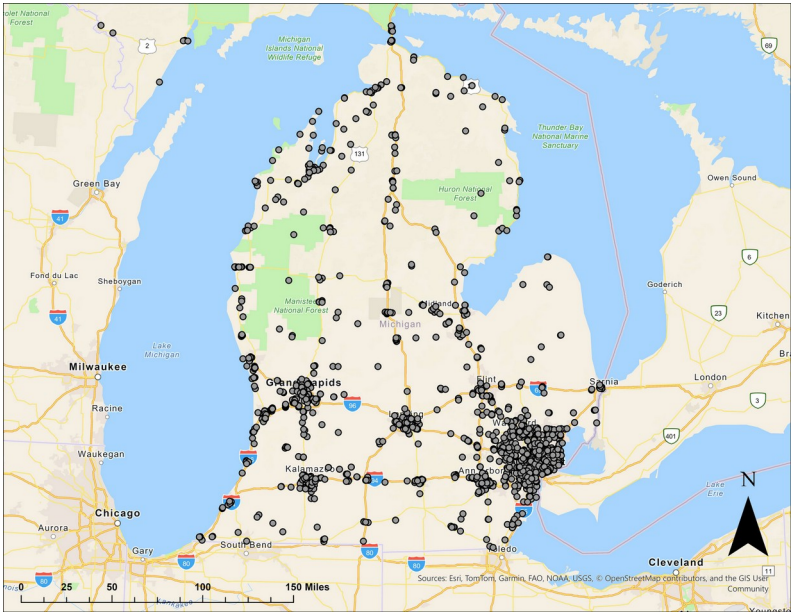
COMMUNITY MEETING

THE EV TRANSITION

[Day, Month ##] | [Time]
[Location / address]

[COMMUNITY NAME] | [WEBSITE]

WHERE CAN I CHARGE?



~2,100

public charging stations in Michigan in 2026, up from 418 in 2020

Find a charger near you: afdc.energy.gov/stations

Most EV charging happens at home, overnight. Public chargers help on longer trips and for people who can't charge at home.

Source: U.S. DOE Alternative Fuels Data Center. Map: EGI.

EV CHARGING, EXPLAINED

LEVEL 1	120V outlet 2–5 miles of range per hour
LEVEL 2	240V circuit 10–30 miles of range per hour
DC FAST	Commercial stations 100–200+ miles in about 30 minutes

Source: U.S. DOT Rural EV Toolkit; U.S. DOE AFDC.

EV FACT CHECK

FACT

EVs meet the same federal safety standards as gas cars.

Battery packs are sealed and tested for crashes, heat, and water.

FACT

Most new EVs go well beyond a typical day of driving.

Expect 20–30% less range in freezing weather.

FACT

EVs produce less than half the lifetime CO_2 of a comparable gas car.

That includes making the battery.

Sources: NHTSA; Recurrent; MIT Climate Portal.

WINTER EV TIPS

Cold weather can reduce EV range by roughly 20–30%. It comes back when it warms up.

1. Warm up the car while it's still plugged in.
2. Park in a garage when you can.
3. Allow extra time to charge on cold road trips.

Source: Recurrent real-world winter range data.