

# SCAG- Southern California Zero-Emissions Truck Charging Infrastructure (ZETI)

## 1 | TAC Charter

### MEMBERS

The SCAG ZE MD/HD truck charging infrastructure study (SCAG-ZETI) Technical Advisory Committee (TAC) is composed of representatives from industry, community groups, and government agencies.

### OVERVIEW AND PURPOSE

The TAC will provide guidance on the development of a regional roadmap for supporting infrastructure for battery electric and hydrogen fuel-celled zero-emission medium- and heavy-duty (ZE MD/HD) vehicles in the SCAG region. The TAC will supply SCAG with advice toward the implementation of infrastructure for ZE MD/HD vehicles reflecting perspectives of the private and public sectors.

### PRIMARY CHARGE FROM SCAG

Develop the Regional Roadmap for Supporting Infrastructure for ZE MD/HD vehicles, including vision, technical approach, and strategy development. Inform the implementation of the Regional Roadmap upon conclusion of the project and TAC.

### SCAG-ZETI AND CALSTART/EPRI eTRUC COORDINATION

The SCAG-ZETI Study is coordinated with a similar statewide effort, the CALSTART/Electric Power Research Institute (EPRI) Electric Truck Utilization Center (eTRUC) project. The CALSTART/EPRI eTRUC project is a statewide ZE MD/HD high-power charging infrastructure study launched in 2022 currently in process. The SCAG-ZETI project is distinct from the CALSTART/EPRI eTRUC project in that it is focused on the SCAG region and includes hydrogen fuel cells in its study. Relevant data generated in the SCAG-ZETI project will be shared with the CALSTART/EPRI eTRUC project. To facilitate ongoing coordination and interaction between the two projects, a member from the CALSTART/EPRI eTRUC project will serve on the SCAG-ZETI TAC; their responsibility will be to advise the TAC and to relay TAC project progress to CALSTART/EPRI eTRUC leadership and advisory committees. Additionally, SCAG-ZETI project staff will coordinate with CALSTART/EPRI eTRUC's TACs.

### SCAG-ZETI TAC OBJECTIVES/GOALS

A primary objective of the SCAG-ZETI TAC is to generate well-informed advice with respect to evaluation, recommendations, guidance on the project from those responsible for or impacted by the deployment of charging infrastructure for ZE MD/HD vehicles in the SCAG region.

In broad terms, the TAC will:

- Be driven by stakeholder guidance, feedback, experience, and insight.
- Be responsive to and guide the Project Team as the study unfolds.
- Deliberate on the implications (equity, social, health, geographic, economic, and technological) of ZE MD/HD vehicles and the development and deployment of a charging infrastructure.
- Bring forward resources and assets for the advancement of the study.

More specifically, the TAC will:

1. Address equity implications in the development and location of charging infrastructure for ZE MD/HD vehicles in Southern California, taking into consideration the variation in commercial truck users (from small/independent trucking companies to large company fleets) as well as the locations of commercial trucking activity (communities most impacted by fossil-fuel emissions).
2. Meet the challenge of developing a solution to the complicated problem of shifting the energy source powering commercial trucking traffic from fossil-based fuels to electric and/or hydrogen, for the purpose of reducing greenhouse gas emissions and improving environmental and public health.
3. Demonstrate an inclusive orientation toward the Study and all stakeholders, expressed in the form of open-door meetings with transparent processes and deliberations.
4. Demonstrate an understanding of the unique and sometimes divergent perspectives on matters and questions that come before the TAC by respecting differences.
5. Specify the economic, environmental, public health and other public benefits for residents of the SCAG region from installing and using charging infrastructure for ZE MD/HD vehicles.
6. Consider the wider state (California), regional (West and Southwest), and national (U.S.) impacts (economic, environmental, health) of the location of charging stations for ZE MD/HD vehicles in the SCAG region.
7. Develop comprehensive perspectives, mutual-learning, and new understanding among TAC members through frank and honest dialogue about the promises, opportunities, and challenges of developing charging infrastructure for ZE MD/HD vehicles in the SCAG region.
8. Discover new relevant assets – products, related projects, network connections, market opportunities – emerging from TAC member dialogue that can help advance the development of charging infrastructure for ZE MD/HD vehicles in the SCAG region, as well as point to future possibilities.
9. Leverage both the SCAG-ZETI study and CALSTART EPRI eTRUC study to advance learnings and stakeholder base.

## TAC MEMBER ROLES AND RESPONSIBILITIES

1. Each TAC member is expected to speak on behalf of their representing agency/company and/or of themselves as experienced professionals in their respective field(s). The information shared by the members should be factual and tied to the scope of this study.
2. TAC members are expected to participate in six meetings, all of them virtual and conducted using Zoom. Meetings will be scheduled for 2 hours and may include portions where TAC members are interacting in smaller groups. Delegates may be assigned if members are unable to attend.

To allow for emerging interest from new stakeholders, the final formation of the TAC will occur at the beginning of the 2<sup>nd</sup> TAC meeting. New TAC members will be asked to review videos and documents associated with previous meetings.

3. TAC members are expected to supply advice on the engagement of persons and organizations within their respective fields (for example, advising on how and with whom we should conduct interviews, helping to publicize or circulate the study, or how and with whom to hold focus groups).
4. TAC members are expected to respond to project team members as they engage the TAC. This may include discussions or emails.
5. TAC members are expected to review products (reports, analyses) that come before the group. TAC members are encouraged to provide suggestions, ask clarifying questions, and identify emerging trends or new areas of focus in a constructive manner. TAC members are asked not to circulate materials without the consent of the SCAG project manager.
6. Each member is expected to abide by the rules of communication/dialogue as established by the TAC at the Kickoff meeting. One constitutional principle guiding the group will be equity and inclusion, that all perspectives at the table are able to be articulated, and that no one perspective will overshadow others.
7. Documents, media, and other project-related documents are presumed to be in DRAFT form until finalized formally. TAC members may not share DRAFT documents. When a product reaches a final stage of development it will be shareable with the public.
8. TAC members are asked to notify the Project Manager if they will not be in attendance, or if they will assign an alternate prior to a TAC meeting.

### TAC Meeting Structure

1. Zoom registration will be circulated via email. Registration is required in order to get an individual zoom link.
2. TAC members will have the ability to unmute, respond via chat, and fully participate.
3. Observers and alternates from member organizations will be able to contribute via the chat and at the discretion of the project team.

## PROCESS TO IDENTIFY AND RECRUIT TAC MEMBERS

The TAC will be guided by leaders and participants representing nine broad interest areas and approximately thirty perspectives. The nine interest areas are:

- State Government / Regional Government
- County Transportation Commission
- Ports
- Shipping/Logistics/Parcel/Storage/Associations
- Trucking/Distribution/Services/Manufacturing/Associations
- Truck OEMs
- Energy Utilities/Fuel
- Private Developers/Real Estate
- Community/CBOs

The TAC membership will draw from representatives and experts in the fields of shipping (logistics, parcel, storage, associations); trucking (distribution, services, manufacturing, and associations); equipment

manufacturers (trucks and charging infrastructure); energy utilities; energy/fuel (production, distribution, research); and real-estate/site developers focused on charging infrastructure.

Additionally, the TAC will comprise of members from state and regional government agencies that are experts at the nexus of transportation, energy, and environment. Members from specialized agencies, such as the ports, will also be represented.

Also, the TAC will comprise of community groups and CBOs involved in equity, environmental justice, air quality, and safety.

The aim is for a total membership of approximately 35 organizations in the TAC. There are two reasons for this limit. First, 35 members is sufficient to achieve representation of the disparate and wide-ranging interests identified above to supply comprehensive guidance and advice regarding infrastructure for ZE MD/HD vehicles. Second, keeping the size under 35 members will allow for effective facilitation and participation of TAC members in TAC deliberations; beyond this number, facilitation of a coherent conversation becomes more challenging to achieve.

### Project Team/Facilitator Responsibilities

1. Track time. If discussion is lengthy, follow-up with stakeholders after the meeting.
2. Facilitate conflicts toward a mutual understanding and note unresolved points of disagreement.
3. Note attendance and participation.
4. Circulate materials at least 1 week in advance.
5. Record notes and chat comments and circulate to members for review/corrections (within 2 weeks following the meeting).
6. Follow-up on member suggestions and questions.
7. Member feedback during project meetings will not be anonymous for the sake of understanding the fuller context of member comments. Member opinions and other responses will be noted and incorporated into the fuller deliberation of the question at hand.
8. Periodically administer polls to assess positions of the group.
9. Presentation portions of the TAC meetings will be recorded with the acknowledgment of TAC members. Discussion and breakout groups will not be recorded.

## PROPOSED TAC SCHEDULE

Event	Date	Purpose/Goals
Kickoff Meeting	July 13, 2023 10AM - 12PM	Meeting #1 Establish the TAC and TAC Charter. Establish communication protocol to achieve constructive dialogue Present the scope of the project and the technical approach Clarify this project in relation to the CALSTART/EPRI eTRUC study Survey approach introduced and circulation assistance requested Describe the tasks underway and prime TAC participation for TAC 2
TAC 2	August/September 2023	Finalize TAC membership

		<p>Present initial truck market and existing conditions research and analysis</p> <p>Share ongoing results from outreach efforts</p> <p>Describe the tasks underway and prime TAC participation for TAC 3</p>
TAC 3	November/December 2023	<p>Present truck market and existing conditions research and analysis</p> <p>Present modeling result and assessment of technology options, costs and business models</p> <p>Share ongoing results from outreach efforts</p> <p>Describe the tasks underway and prime TAC participation for TAC 4</p>
TAC 4	January/February 2024	<p>Present determination of adoption scenarios and estimated energy demand</p> <p>Share ongoing results from outreach efforts</p> <p>Describe the tasks underway and prime TAC participation for TAC 5</p>
TAC 5	March/April 2024	<p>Identify and review of potential site locations and maps</p> <p>Share update on assessment of key sites including land supply assessment and station location prioritization.</p> <p>Share ongoing results from outreach efforts</p> <p>Describe the tasks underway and prime TAC participation for TAC 6</p>
TAC 6	May/June 2024	<p>Share final results of outreach efforts</p> <p>Present final assessment of key sites, including high level plan for station operations at 10-12 sites</p> <p>Present DRAFT final report with initial findings</p> <p>Present DRAFT regional action plan</p> <p>Wrap-up TAC</p>