



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, AUGUST 2, 2018 MEETING MINUTES
21865 Copley Drive, Diamond Bar, CA 91765 - Room CC8**

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Dan York, Cities of Riverside County
MSRC-TAC Vice-Chair Anthony (AJ) Marquez, Orange County Board of Supervisors
Martin Buford, Regional Rideshare Agency
Adriann Cardoso, Orange County Transportation Authority
Jason Farin, Riverside County Board of Supervisors
Gretchen Hardison (Alt.), City of Los Angeles
Steve Hillman, City of Los Angeles
Steven Lee, Los Angeles County Metropolitan Transportation Authority
Rongsheng Luo, Southern California Association of Governments
Lorelle Moe-Luna, Riverside County Transportation Commission
Sean O'Connor, Cities of San Bernardino
Andy Silva, San Bernardino County Board of Supervisors
Rick Teebay (Alt.), Los Angeles County Board of Supervisors
Eddie Washington, Los Angeles County Board of Supervisors

OTHERS PRESENT:

Lauren Dunlap, SoCalGas
Jason Lewis, SoCalGas
David Czamanske, Consultant to Board Member (Cacciotti)

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Penny Shaw Cedillo, MSRC Liaison
Fred Minassian, Asst. DEO/Science and Technology Advancement
Ray Gorski, MSRC Technical Advisor-Contractor
John Kampa, Financial Analyst
Megan Lorenz, Principal Deputy District Counsel

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Dan York called the meeting to order at 1:30 p.m.

OPENING COMMENTS

MSRC-TAC Chair Dan York introduced Steve Hillman representing City of Los Angeles, Adriann Cordoso representing Orange County Transportation Authority and Jason Farin representing Riverside County Board of Supervisors.

[MSRC-TAC Members Martin Buford and Lorelle Moe-Luna arrived at the meeting at approximately 1:34 p.m.]

STATUS REPORT

- Clean Transportation Policy Update –

The Clean Transportation Policy Update provides information on key legislative and regulatory initiatives of potential interest to the MSRC. The report can be viewed at www.cleantransportationfunding.org.

CONSENT CALENDAR (Items 1 through 3)

Receive and Approve

Agenda Item #1 – Summary of Final Reports by MSRC Contractors

Four final reports were submitted for MSRC-TAC review and approval during August:

- Fullerton Joint Union High School District MS14075 (\$300,000 - Expansion of Existing CNG Infrastructure/Maintenance Fac. Mods.)
- Los Angeles County Metropolitan Transportation Authority (LA Metro) MS16001 (\$1,350,000 – Implement 2015-‘16 Seasons of Dodgers Stadium Express Service)
- Los Angeles County Metropolitan Transportation Authority (LA Metro) MS18001 (\$807,945 – Implement 2017 Season of Dodgers Stadium Express Service)
- Southern California Regional Rail Authority (Metrolink) MS18011 (\$239,565 - Special Train Service to Festival of Lights)

ON MOTION BY MSRC-TAC VICE CHAIR AJ MARQUEZ AND
SECONDED BY MSRC-TAC MEMBER SEAN O’CONNOR, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECEIVE AND APPROVE THE FINAL
REPORTS LISTED ABOVE.

ACTION: The final report summary will be included on the MSRC's next agenda for final action.

Information Only – Receive and File
Agenda Item #2 – MSRC Contracts Administrator’s Report

The Contracts Administrator’s Report for May 31, 2018 through July 25, 2018 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR MAY 31, 2018 THROUGH JULY 25, 2018.

ACTION: The Contracts Administrator’s Report will be included on the MSRC's next agenda for final action.

Agenda Item #3 – Financial Report on AB 2766 Discretionary Fund

The Financial report on the AB 2766 Discretionary Fund for June 2018 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE MONTH OF JUNE 2018.

ACTION: No further action is required.

ACTION CALENDAR (Items 4 through 14)

Agenda Item #4 – Consider FY 2018-19 Administrative Budget

Fred Minassian, Asst. DEO/Science and Technology Advancement, reported the South Coast Air Quality Management District can be reimbursed for administration costs and in line with AB 2766 and the Moyer Program that is 6.25% of the entire fund. For FYs 2018-19, it's projected that the 6.25% is going to be \$1,012,500, but we are projecting the admin costs would be \$750,000. The remaining \$249,000 will remain unallocated as reserved. There's only about \$19,000 increasing costs due to the labor negotiation and adjustments.

ON MOTION BY MSRC-TAC MEMBER ANDY SILVA AND SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-TAC UNANIMOUSLY RECOMMENDED TO APPROVE THE FY 2018-19

ADMINISTRATIVE BUDGET.

ACTION: MSRC staff will include the FY 2018-19 Administrative Budget on the next MSRC agenda for approval.

Agenda Item #5 – Consider Potential Updates to MSRC Website and \$6,000 Contract Value Increase by Geographics, Contract #MS18003 (\$56,953 –Design, Host and Maintain MSRC Website)

Gretchen Hardison, MSRC-TAC Alternate, reported this item is to consider potential updates to the MSRC website and a \$6,000 contract value increase to the Geographics contract. The www.cleantransportationfunding.org website is implemented by Geographics and in the past the MSRC approved a contract for \$56,953 to them. Subsequent to the approval of the contract, we identified a number of issues, for example, cleaning up some various domains and email addresses, and removing the ability for applicants to edit or delete the proposals once they are submitted online, that require dipping into the contingency reserve on that contract. In addition, in April MSRC Member Martinez asked if Geographics could provide the Google translate service on the website. Staff and the Admin Subcommittee were concerned that we might be using up our contingency in that contract sooner than anticipated. As a result, we are requesting a \$6,000 contract value increase to take care of those identified issues, as well as any that may come up.

ON MOTION BY MSRC-TAC MEMBER MARTIN BUFORD, AND
SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE UPDATES TO
THE MSRC WEBSITE AND A \$6,000 VALUE INCREASE TO
GEOGRAPHICS' CONTRACT.

ACTION: MSRC staff will include this award modification on the next MSRC agenda for approval.

Agenda Item #6 – Consider Addition of Matching Projects and Six-Month Term Extension by Southern California Association of Governments (SCAG), Contract #MS18002 (\$2,500,000 – Regional Active Transportation Partnership Program)

Ray Gorski, MSRC Technical Advisor-Contractor, reported that the next item comes from the Southern California Association of Governments. This contract requires that co-funding be expended proportionally with MSRC funding. Delays in some of the previously approved matching projects have thus delayed SCAG's ability to seek reimbursement for some of the MSRC-funded projects. SCAG requests to add two matching projects to the approved list in order to expedite reimbursement. If approved, MSRC would not be reimbursing for these projects, but they would be counted towards match funding requirements. The first new project, the Los Angeles Department of Transportation's Vision Zero Program, aims to raise awareness of traffic safety and motivate behavior change to reduce fatalities. The second new project, SCAG's own Go Human Loaner Program, will develop a modularized kit of parts that can be leveraged by partners to deploy Go Human elements at local government-organized events. This

program is expected to allow at least six events to deploy demonstrations while minimizing the administrative and logistical work. Also, SCAG requests a six-month term extension to provide schedule flexibility for partner cities.

ON MOTION BY MSRC-TAC MEMBER EDDIE WASHINGTON, AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE A MODIFIED SCOPE AND A SIX-MONTH TERM EXTENSION FOR SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS.

ACTION: MSRC staff will include this contract modification on the next MSRC agenda for approval.

Agenda Item #7 – Consider Nine-Month Term Extension by City of Santa Monica, Contract #MS12060 (Implement Westside Bikeshare Program)

Ray Gorski, MSRC Technical Advisor, reported this request comes from the City of Santa Monica. The City requests a nine-month term extension as part of the FY 2011-12 Transit-Oriented Bicycle Sharing Program due to the update of their travel demand forecasting model taking longer than expected.

ON MOTION BY MSRC-TAC MEMBER ANDY SILVA, AND SECONDED BY MSRC-TAC MEMBER LORELLE MOE-LUNA, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE A NINE-MONTH TERM EXTENSION FOR THE CITY OF SANTA MONICA.

ACTION: MSRC staff will include this contract modification on the next MSRC agenda for approval.

Agenda Item #8 – Consider Two-Year Term Extension by City of Highland, Contract #ML16071 (Implement Boulder Avenue “Complete Streets” Project)

Ray Gorski, MSRC Technical Advisor, reported this request comes from the City of Highland. The City requests a two-year contract term extension as part of the FYs 14-16 Local Government Match Program due to the time-consuming requirements associated with the project’s federal Projects of National and Regional Significance program co-funding.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE, AND SECONDED BY MSRC-TAC VICE-CHAIR AJ MARQUEZ VICKI WHITE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE A TWO-YEAR TERM EXTENSION FOR THE CITY OF HIGHLAND.

ACTION: MSRC staff will include this contract award on the next MSRC agenda for approval.

Agenda Item #9 – Consider Eighteen-Month Extension of Negotiations with VNG Lakeview, Contract #MS16111 (proposed) (Construct Public Access CNG Station in Placentia)

Ray Gorski, MSRC Technical Advisor, reported this request comes from VNG Lakeview which is a natural gas infrastructure provider. This contract has not yet been executed. This was from the FYs 2014-16 Work Program and they were awarded \$150,000 to construct two CNG stations. For the Gage Avenue location, they've experienced delays in working with the site owner, the permitting, as well as agreements with Southern California Gas Company. They are requesting additional time to complete the negotiation process. Meaning, they are not currently in a position to execute the contract but still want to have the opportunity to do so, should they be able to get past these impediments. They're seeking that the negotiation period be extended to February 29, 2020.

MSRC-TAC Member Adriann Cardoso inquired has the Committee ever gone back to them and suggested that they apply under another round instead of holding onto these funds. Mr. Gorski replied yes, the only uncertainty is that there's no guarantee that the MSRC will have a natural gas infrastructure element to their upcoming 2018-20 Work Program.

MSRC Chair Dan York questioned were if we were undersubscribed on the program? Mr. Gorski replied no, historically we've been fully subscribed but then we started slowly. There were no projects which were not funded under that Work Program.

MSRC-TAC Member Vicki White questioned is there anything specific in our contract terms that is unacceptable to them and seems like a significant barrier. Mr. Gorski replied no. Ms. White continued are they willing to accept all the terms of our contract? Mr. Gorski replied yes. Ms. White questioned this really is an issue with some other contractors? Is there another backup project? Can we give this contractor up to six months to resolve those issues? Maybe a little longer and if not, move forward with another project? Mr. Gorski responded that's absolutely doable. The TAC can always make a recommendation to the MSRC, as to what the specific extension period should be. They're requesting to February 29, 2020; a new date which is more appropriate can certainly be proposed. The funding in the event that this contract never reached execution would simply be reverted back to the overall discretionary funding. It would be available to fund projects in the future. There is no backup list from the 2014-16 Work Program at this time.

Ms. Cardoso questioned did they provide any specific rationale as to why they needed the specific amount of time? Did they say we expect to have X completed and need nine months or 12 months? Mr. Gorski replied, we do not have an answer. We could always go back to the contractor--or want to be contractor in this case--and pose that question.

Mr. York suggested because there seems to be other projects that could use these funds, we could make a recommendation to table this item, have staff get some additional information or vote to approve it or amend the schedule.

Ms. Cardoso stated I recommend that we table it and try and get additional information next month. I'd like to know if there's a specific reason why they asked for this much time and that could influence the recommendation that we give them a shorter amount of time.

Ms. White added one example might be they cannot come to terms with the site owner or something like that. It would be helpful to know what their barriers are right now to moving forward with the contract.

PUBLIC COMMENT: Jason Lewis, Southern California Gas Company stated the compression services tariff, is a tariff that funds through SoCalGas. They pay for the price of the remaining balance of the station over time. So I just want to remind everybody that any money that they're getting impacts the financial consideration of how the CST would go moving forward. So I'm assuming that they've gone forward with our group regarding CST, but with that money in mind. And so, depending where they are with their funding, removal of funds could negatively impact the further progression of the project especially if they're depending on the CST, which is not the primary source of funding for building CNG stations. So if they're working with CST, they're probably already gone down a significant number of financial steps towards completing the station. So I agree with the point made about a month not being a make-or-break for this kind of a process. But any removal of funds would probably be a significant blow to this station, if they've taking this path.

ON MOTION BY MSRC-TAC MEMBER ADRIANN CARDOSO, AND
SECONDED BY MSRC-TAC MEMBER VICKI WHITE, THE MSRC-TAC
UNANIMOUSLY VOTED TO DEFER THIS ITEM UNTIL NEXT MONTH.

ACTION: No action required.

Agenda Item #10 – Consider Contract Replacement by City of South Pasadena, Contract #ML14066 (Bicycle Trail Improvements)

Ray Gorski, MSRC Technical Advisor, reported this request comes from the City of South Pasadena. The City was awarded funding to construct a Class 1 Bikeway. That project was implemented and successfully completed. However, prior to its opening, there was an issue identified which was viewed as a potential safety concern, so the Bikeway was never actually opened to the public during the contract term. The City inadvertently let the contract lapse, which precludes the MSRC from providing reimbursement. To allow the MSRC to reimburse the City of South Pasadena for the work that they've completed, staff would have to enter into a replacement contract which would be identical to the original contract.

ON MOTION BY MSRC-TAC MEMBER SEAN O'CONNOR, AND
SECONDED BY MSRC-TAC MEMBER RONGSHENG LUO, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE A
CONTRACT REPLACEMENT FOR THE CITY OF SOUTH PASADENA.

ACTION: MSRC staff will include this contract award on the next MSRC agenda for approval.

2016-18 WORK PROGRAM

Agenda Item #11 – Consider Funding for Applications Received under the Local Government Partnership Program

Ray Gorski, MSRC Technical Advisor, reported this is the next series of awards under the MSRC Local Government Partnership Program which closes today. There are 19 additional applications which have been submitted, requesting a total of \$1,476,700. The list of projects is on page 3 of item 11.

PUBLIC COMMENT: Jason Lewis, Southern California Gas Company, stated as a former representative for the Local Government Partnership Program as well as the current transportation staffer for SoCalGas, I'd like to say thank you for opening this program. Obviously, it is very successful. I encourage any future consideration to open the program again. One of the biggest problems of local government is addressing what they call the Tier 3 emissions or Tier 3 climate emissions, which are from transportation. A lot of the focus is all on Tier 1 and Tier 2 emissions which are local generation as well as on-site generation of climate emissions. Any further consideration of reopening the program is greatly supported and I'm sure I could find other folks to provide support.

MSRC-TAC Member Vicki White stated this is a great list of projects. With these projects would half of the total funds for this program be allocated? Mr. Gorski replied that as of yesterday, 109 cities have come forth now. He can't say that every one of those equals a discrete City because some cities have actually submitted multiple applications to fulfill their total funding allocation. We have experienced, as we anticipated, an increase in activity over the last couple weeks. By next month, we will have an exact answer as to what the participation rate has been. There has been other interest expressed in this program, including from the leadership of the MSRC. We've been instructed to put together a lessons learned presentation, to inform a potential future edition of a program of this type again.

Ms. White questioned are the MSRC funds going to be used along with the AB 2766 Subvention funds for the Local Match Program? Mr. Gorski replied to a large extent. The program did not require that only AB 2766 funds be applied as co-funding. It encouraged cities which had their AB 2766 subvention funds available, to use them as a match. Ms. White inquired how do we insure there's no double counting? Will that happen in the monitoring through the contract execution? Mr. Gorski replied that's a good point. We do allow other colors of money to be applied to the program as co-funding. The issue that we need to make sure we understand and have proper provisions in the contract is that someone does not over fund. Meaning that we did encourage participants to look at other funding sources such as the HVIP program offered by the state of California and any other funding that might be offered by the state or SCAQMD. If they're successful in securing that and the MSRC and/or Subvention funds, we just want to make sure that they're not becoming enriched financially and taking advantage of all those monies and ending up with a surplus. Our language in the solicitation did reflect that we will never pay above the actual cost of that vehicle. The good news is that we're dealing with cities and cities are always subject to audits, and cities have to uphold their obligations.

Ms. White added the SCAQMD has been in this situation too, now that the Moyer program, for example is opened to co-funding with no restrictions. We can't pay more than what the project

costs. Now that all these programs are more open to co-funding, we need to be better at tracking especially if there's funding being applied from multiple sources for one piece of equipment. The MSRC receives applications or invoices, that you see also have Moyer Program funding, let us know. We have a School Bus Program, where we're combining HVIP funds with electric school bus funds, we're coordinating very closely with CARB and Calstart. We're exchanging VIN numbers. That might be something we need to do moving forward with this program as well.

ON MOTION BY MSRC-TAC MEMBER VICKI WHITE, AND SECONDED BY MSRC-TAC MEMBER STEVE HILLMAN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND APPROVAL OF AWARDS TO THE CITIES OF SAN FERNANDO, SOUTH EL MONTE, ORANGE, LOS ANGELES, MURRIETA, BIG BEAR LAKE, GLENDORA, SANTA CLARITA, TEMECULA, SOUTH PASADENA, MONTEREY PARK, LAGUNA WOODS, GARDENA, HIGHLAND, TEMPLE CITY, REDONDO BEACH, LAGUNA HILLS, BREA AND BURBANK FOR A TOTAL OF \$1,476,700.

ACTION: MSRC staff will include these award recommendations on the next MSRC agenda for approval.

Agenda Item #12 – Consider Work Plan Received under the CTC Partnership Program

Ray Gorski, MSRC Technical Advisor-Contractor, reported this is the CTC Partnership Program. The MSRC set aside a funding allocation for each of the 4-county Transportation Commissions to implement projects that improve air quality as well as enhance mobility. We've received proposals from three of the CTCs, San Bernardino, Riverside and Los Angeles, and this is the final one. This is from the Orange County Transportation Authority. They are asking for permission to apply their \$2M allocation towards three specific projects; (1) micro transit project called OC Flex, which will be implemented in the Laguna Niguel area, as well as Mission Viejo and Aliso Viejo. This is trying to fill a niche for transit and specifically targeting entities which are not transit dependent. Transit ridership has historically been going down both locally as well as nationwide over the last several years and through their lessons learned process, they're trying to fill a niche in which they believe they can connect people to transit. This is the first program that they are requesting MSRC funding for and the specific amount of funding requested of the \$2M is \$1,146,000. They will be providing co-funding through their fair revenue in the amount \$135,000; (2) the installation of hydrogen detection system. CTA has been demonstrating hydrogen fuel cell buses. Should they choose to expand the number of buses within their fleet, they need to be able to have facilities which are capable of maintaining the vehicles. Gaseous fuel vehicles need special accommodations for indoor maintenance because of the volatile nature of the fuel. We've gone through quite a few programs in which the MSRC has supported the implementation of CNG detection systems to allow the indoor maintenance of natural gas buses. This would expand that to allow the indoor maintenance of hydrogen fuel buses. Hydrogen, has some really unique properties even compared to natural gas. There is a need to be cautious and have the correct detection system to prevent any potential fire. They are requesting the use of their funding in the amount of \$642,000 to install a hydrogen detection system; and (3) implementation of a college transit fare subsidy program. College past programs are implemented in many areas throughout the south coast region. There's been initiatives to have that program expanded. The idea is that there are emission and trip reductions that you can get

from not having students drive to school. They feel that providing an initial subsidy to the students will give you the value of transit for their commute and then they will adopt a fee increase which would provide transit passes for everyone at that college. This would fund the initial part of that program, to allow the students to try this, with the expectation that it will be successful and that a future program would be funded by the students themselves through a referendum that would be held at the college. The specific amount of funding that they're seeking to implement the College Transit Pass Program is \$212,000.

ON MOTION BY MSRC-TAC VICE-CHAIR AJ MARQUEZ, AND
SECONDED BY MSRC-TAC MEMBER LORELLE MOE-LUNA, THE
MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND APPROVAL AN
AWARD TO ORANGE COUNTY TRANSPORTATION AUTHORITY FOR \$2
MILLION. MSRC-TAC MEMBER ADRIANN CARDOSO ABSTAINED.

ACTION: These awards will be included on the next MSRC agenda for approval.

**Agenda Item #13 – Consider Applications Received under the Major Event Center
Transportation Program**

Ray Gorski, MSRC Technical Advisor, reported there are two elements to this item. Southern California Regional Rail Authority (SCRRA) is in partnership with both Riverside County Transportation Commission (RCTC), who has helped sponsor the program, as well as Riverside Transit Authority (RTA), who is the transportation provider in Riverside. This is to continue the special train service for the 2018 Festival of Lights Program, which will begin on November 23rd. Last year, the MSRC funded this program and it was determined to be successful, however in coordination with SCRRA, RCTC and RTA, we did come to a consensus as to some modifications to how the program would be implemented to maximize the air quality benefits associated with the program. There is special train service on three specific lines, LA to Riverside, Laguna Niguel to Riverside and Perris to Riverside. The whole idea is to allow people who want to participate in the Festival of Lights in downtown Riverside--in lieu of driving or trying to hunt for a parking spot because this is an extraordinarily popular event--to simply go to their Metrolink station by any means, either driving or taking other forms of public transportation, and ride the special train into the downtown Riverside area. The trains are available to take them back to their origin at the conclusion of the evening's events. The specific elements of the program which were changed from the initial proposal we received, were done through the subcommittee process, working closely with SCRRA and RCTC to determine which lines had the highest probability of having high ridership and allowing the MSRC to apply their funds towards those lines which have a substantial certainty of having a very good positive air quality benefit. There are some lines which are still in the development phase, meaning that there's the belief that once those lines become more established, they will also have high ridership. The Subcommittee recommends approval of the program for \$252,696.

MSRC-TAC Member Andy Silva inquired is there special fare? Mr. Gorski replied yes, there is a special fare of \$7 per adult, which is discounted from \$23.50, the normal fair for a longer distance ride. Persons under 18 ride for free.

MSRC-TAC Member Jason Farin questioned are the services extended during the duration of the Festival of Lights. Mr. Gorski replied yes, all regular Metrolink service will provide access to the Festival of Lights. The special trains will augment that regular service and make sure that trains are available to take folks back to their origin at the conclusion of the evening's event.

MSRC-TAC Chair Dan York added RCTC and RTA have been doing some remarkable things in Riverside County. If you've not been to the Festival of Lights, you need to jump on one of these trains. Hats off the staff for coming back and making the amendment to the agreement and having those funds go to the higher ridership and then having a match share on the lower ridership. MSRC-TAC Alternate Gretchen Hardison added the Tier 4 trains were a big improvement from previous Major Event Center projects.

ON MOTION BY MSRC-TAC MEMBER ANDY SILVA, AND SECONDED BY MSRC-TAC MEMBER JASON FARIN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND APPROVAL OF A \$252,696 AWARD TO SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK) FOR THE FESTIVAL OF LIGHTS SERVICE.

The Rose Bowl has a recommendation from your TAC Subcommittee to not fund this program. This project was submitted in a prior year's Work Program for MSRC funding consideration and at that time the TAC and its Subcommittee identified some issues which needed to be more fully addressed prior to making a recommendation for MSRC funding. At that time, the MSRC voted not to award funding to the Rose Bowl project. This is that project resubmitted under the current year work program. The issue that we've confronted for the past couple of years is the appearance that this is helping to relieve a significant parking problem when they have major events. We have made specific recommendations as to how this program could be modified to make it more beneficial from an air quality perspective. It's designed to alleviate parking concerns, parking congestion and provide very good accommodations to those individuals that choose to use the service, which are all good things. The problem is, in doing that they're not fully maximizing potential air quality improvement. Based upon our analyses of the data provided, it's not a certainty that this will in fact result in a net air quality benefit. Several months ago, this was brought forward, but at that time there was a recommendation to table the item because there could be additional negotiation between the MSRC and the Rose Bowl to find if there was a good project we could fund.

We had very good conversations with the Rose Bowl. In fact their general manager and their staff came to the SCAQMD and we had face-to-face discussions, the purpose of which was to identify specifically where we felt the shortcomings were and convey to them what the recommendations of the Subcommittee were to help mitigate some of those shortcomings. There was a very good dialogue for a couple months in written form as well as in verbal form. The issue that the Subcommittee was confronted with is that the Rose Bowl has agreements for transportation that cannot be modified. Therefore, they are not in a position contractually to make concessions or modifications based upon MSRC recommendations, even though we have had good conversations and they fully understand our position relative to modifying the service. This program is in fact fully funded, this service is operating and will continue to operate irrespective of the MSRC making the funding award. With that knowledge, it's difficult for the TCM Subcommittee to recommend that the MSRC make an investment when we know that the program does have shortcomings that could be mitigated. Our money would simply be replacing

money that they already have identified to implement the program and for that reason, the recommendation is to not enter into a contract.

MSRC-TAC Member Vicki White stated I do take advantage of this system often and I noticed that the buses are diesel-fueled, is there any way we can somehow work with them moving forward to try and encourage cleaner alternatives. Mr. Gorski replied that was one of our first issues that we identified in the staff report, that the buses are not what we would consider the cleanest vehicles available today. Having the vehicles replaced with vehicles with near-zero engines would be very beneficial. We had long discussions with them and they do anticipate that their transportation service provider Foothill Transit will be able to obtain 34 near-zero buses over the next year, but right now, they are not able to provide any of the near-zero. The result would be very different if they could apply near-zero vehicles or potentially zero-emission vehicles to the service.

ON MOTION BY MSRC-TAC CHAIR DAN YORK, AND SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND NOT TO AWARD FUNDING TO THE ROSE BOWL AND FOOTHILL TRANSIT FOR SPECIAL SHUTTLE SERVICE. MSRC-TAC ALTERNATE RICK TEBAY ABSTAINED.

ACTION: MSRC staff will include these award recommendations on the next MSRC agenda for approval.

Agenda Item #14 – Consider Applications Received under the Natural Gas Infrastructure Program

MSRC-TAC Vice-Chair, AJ Marquez, reported we're wrapping up the 2016-18 Natural Gas Infrastructure Program. In April, we had a very extensive discussion regarding terminating the program early. After listening to our partners in the community and representatives from Southern California Gas, we decided against terminating the program early. The program closed on June 29th; we received 20 additional projects and all but one of those arrived the last week. The green supplemental handout summarizes the additional projects. There's a break at project #24, the additional \$2.8 million that was requested will get us to the original \$4 million that was allocated towards this program. All these projects through project proposal number 30 are deemed compliant with the rules of the program and have met the mandatory requirements. What we haven't seen a lot of in this program is the RNG, or renewable natural gas, component. It's good that our partners are taking advantage of that additional funding. It's \$100,000 towards utilizing renewable natural gas. San Bernardino County fell about \$77,000 short, the only ones that didn't meet their geographic minimums. The Subcommittee recommends that we approve another \$2.8 million in projects, which would get us through project #24, and that would take us to the \$4 million approved funding level.

The City of Redondo Beach is listed twice because we would only be able to fund about half of their project, if we stuck to the original \$4 million. There are two additional recommendations to consider (1) allocate approximately \$138,000 additional funding to the City of Redondo Beach, to make their project whole. They have expressed concern that they may not be able to move forward with that project without these additional funds, and (2) allocate an additional \$1.1

million to fund the entire backup list, projects 24 through 30, and capture these additional shovel-ready projects. While we were undersubscribed in the two last Work Programs on infrastructure, it looks like some entities are playing catch-up now and all these projects are deemed worthy. We now have 9 that have the RNG component in their project.

PUBLIC COMMENT: Jason Lewis, Southern California Gas Company stated there, are 2 types of stations: (1) slow fill which is generally private, and (2) public access. Those public stations are between \$2 and \$4 million to build. The slow fill is about \$150,000 to \$200,000. Every little bit helps. While it may add only a small percentage of the total funding, these funds can be leveraged to pursue other types of financing and any sort of public support is seen as a huge positive for these types of projects. I can't emphasize enough that every little bit helps with these projects. The industry does appreciate your support and I would like to reiterate that there is obviously a much larger participation for the small amount from the public side as opposed to, as recognized, the business of selling natural gas as representatives of private companies.

ON MOTION BY MSRC-TAC MEMBER RONGSHENG LUO, AND
SECONDED BY MSRC-TAC MEMBER LORELLE MOE-LUNA, THE
MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL OF 15
AWARDS TOTALING \$2,843,500 AS DESCRIBED IN THE ATTACHED
STAFF REPORT. THE MSRC-TAC FURTHER RECOMMENDS \$1,083,180
BE ALLOCATED TO THE NATURAL GAS INFRASTRUCTURE PROGRAM
AND THAT THE SEVEN APPLICATIONS ON THE BACKUP LIST
APPROVED.

ACTION: MSRC staff will include these award recommendations on the next MSRC agenda for approval.

OTHER BUSINESS

Agenda Item #15 – Other Business

No other business was introduced.

PUBLIC COMMENTS:

No public comment.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 2:54 P.M.

NEXT MEETING: Next meeting: Thursday, September 6, 2018, 1:30 p.m., at the South Coast Air Quality Management District.