



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, MAY 18, 2017 MEETING MINUTES**

21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8

MEMBERS PRESENT:

Ben Benoit, representing SCAQMD
Jack Kitowski, representing California Air Resources Board
Michele Martinez, representing SCAG
Adam Rush (Alt.), representing RCTC
Dolores Roybal Saltarelli, representing Regional Rideshare Agency (via v/c)
Mark Yamarone (Alt.), representing Los Angeles County MTA (via v/c)

MEMBERS ABSENT:

(Chair) Greg Pettis, representing RCTC
(Vice-Chair) Larry McCallon, representing SBCTA
Steve Veres, representing LA County MTA
Greg Winterbottom, representing OCTA

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Gretchen Hardison, City of Los Angeles (via v/c)
Rongsheng Luo, representing SCAG
John Kato, CEC

OTHERS PRESENT:

Ric Teano, OCTA
Lauren Dunlap, SoCalGas

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, MSRC Contracts Assistant
Barbara Baird, Chief Deputy Counsel
Penny Shaw Cedillo, MSRC Administrative Liaison
Ray Gorski, MSRC Technical Advisor-Contractor
John Kampa, Financial Analyst
Christina Kusnandar, Contracts Assistant
Megan Lorenz, Principal Deputy District Counsel
Matt MacKenzie, MSRC Contracts Assistant
Fred Minassian, Assistant Deputy Executive Officer
Ana Ponce, Senior Administrative Secretary
Cynthia Ravenstein, MSRC Contracts Administrator
Vicki White, Technology Implementation Manager
Paul Wright, Audio Visual Specialist

CALL TO ORDER

- Call to Order
- MSRC Member Michele Martinez chaired the meeting in the absence of MSRC Chair Greg Pettis and MSRC Vice-Chair Larry McCallon. Ms. Martinez called the meeting to order at 2:00 p.m. The following members and alternates were present: BENOIT, MARTINEZ, ROYBAL SALTARELLI, RUSH, YAMARONE.

- Opening Comments

There were no opening comments.

- Election of MSRC Chair and Vice Chair

MSRC Member Michele Martinez recognized the agenda stated the election of MSRC Chair and Vice-Chair. She questioned are you ready or do we continue to the next meeting? MSRC Contracts Administrator Cynthia Ravenstein responded that the MSRC policy does state the elections will be held in May. Chief Deputy Counsel Barbara Baird stated there's no statutory requirements. There is also no specific time limit for the term of Chair and Vice Chair on the MSRC. I think we could say the existing Chair and Vice Chair continue until the next meeting.

Nominations for the Chair and Vice Chair positions were opened.

MSRC MEMBER BEN BENOIT NOMINATED MSRC CHAIR GREG PETTIS AND MSRC VICE CHAIR LARRY MCCALLON TO SERVE AS CHAIR AND VICE CHAIR, RESPECTIVELY, FOR ANOTHER TERM.

No further nominations were offered, so nominations were closed.

THE MSRC UNANIMOUSLY VOTED TO APPROVE THE ABOVE NOMINATIONS.

AYES: BENOIT, MARTINEZ, ROYBAL SALTARELLI, RUSH, YAMARONE.

NOES: NONE.

- Ms. Ravenstein stated there have been some shifts at SCAQMD and, unfortunately, Ana Ponce is not going to be continuing as the administrative support staff for the Committee. She is here to help the new person, Penny Shaw Cedillo. We're glad to have Penny join us.
- Chief Deputy Counsel Barbara Baird stated that Veera Tyagi is presenting at a seminar today in San Francisco and is not able to be here. She's also going to be transitioning into handling the Board's Technology Committee. Due to her heavier workload, Ms. Tyagi will be helping Megan Lorenz transition into advising the MSRC over the next couple of months. You're seeing a lot of new faces so bear with us. We hope to continue to carry on with the good traditions of the MSRC.

Ms. Martinez added welcome to those new and to those leaving, we will miss you but we understand that you have to go and do other things.

STATUS REPORT

MSRC-TAC Chair Gretchen Hardison reported that Governor Brown has released the May revised budget and there are some interesting implications for transportation funding. In addition, the Governor's Office of Planning and Research has published some planning resources, also of interest. There are a number of workshops and regulatory items going on. She urged the Committee to take a quick look at the Clean Transportation Policy Update and pass along to your folks.

Copies of the Clean Transportation Policy Update were distributed at the meeting.

[MSRC Member Jack Kitowski arrived at 2:04 p.m.]

CONSENT CALENDAR (Items 1 through 7) **Receive and Approve Items**

MSRC Member Michele Martinez stated for the record that she has to recuse herself from the Ware Disposal portion of Agenda Item #2 because she received a campaign contribution from them; however, she is able to vote on the Orange County Transportation Authority portion of the same Agenda Item #2.

MSRC Member Ben Benoit and MSRC Alternate Adam Rush stated that they do not have any financial interest in Agenda Item #7, but disclosed for the record that they are members of Riverside County Transportation Commission, which is involved in this item.

Ms. Martinez turned the meeting over to MSRC Member Ben Benoit.

Agenda Item #1 – Minutes of the February 16, 2017 and March 16, 2017 MSRC Meetings

The minutes of the February 16 and March 16, 2017 were distributed at the meeting.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #7, THE MSRC UNANIMOUSLY APPROVED THE FEBRUARY 16 AND MARCH 16, 2017 MSRC MEETING MINUTES.

AYES: BENOIT, MARTINEZ, ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI
NOES: NONE.

ACTION: Staff will include the February 16 and March 16, 2017 MSRC meeting minutes in the MSRC Committee Report for the June 2, 2017 SCAQMD Board meeting and will place a copy on the MSRC's website.

Agenda Item #2 – Summary of Final Reports by MSRC Contractors

The MSRC received and approved two final report summaries this month as follows: 1) Ware Disposal, #MS12034, which provided \$133,070 for the Purchase of Eight Medium-Heavy Duty

Vehicles; and 2) Orange County Transportation Authority (OCTA), Contract #MS14058, which provided \$1,250,000 to implement various Traffic Signal Synchronization Projects.

ON MOTION BY MSRC ALTERNATE ADAM RUSH AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #7, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.

AYES: BENOIT, MARTINEZ (ON THE OCTA ITEM ONLY), ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI.

NOES: NONE.

RECUSE: MICHELE MARTINEZ ON THE WARE DISPOSAL ITEM ONLY.

ACTION: MSRC staff will file the final reports and release any retention on the contracts.

Receive and File Items

Agenda Item #3 – MSRC Contracts Administrator’s Report

The MSRC AB 2766 Contracts Administrator’s Report for February 23 through May 10, 2017 was included in the agenda package.

ON MOTION BY MSRC ALTERNATE ADAM RUSH AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR FEBRUARY 23 THROUGH MAY 10, 2017.

AYES: BENOIT, MARTINEZ, ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI.

NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the April 7, 2017 SCAQMD Board meeting.

Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for the period ending April 30, 2017 was included in the agenda package.

ON MOTION BY MSRC ALTERNATE ADAM RUSH AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING APRIL 30, 2017.

AYES: BENOIT, MARTINEZ (ON THE OCTA ITEM ONLY), ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI.

NOES: NONE.

ACTION: No further action is required.

Mr. Benoit returned the meeting to Ms. Martinez.

For Approval – As Recommended**Agenda Item #5 – Consider 18-Month Term Extension by City of Baldwin Park, Contract #ML12045 (\$400,000 - Install CNG Station)**

The City requests an 18-month extension due to delays associated with coordinating with a new partner, the County of Los Angeles. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC ALTERNATE ADAM RUSH AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO APPROVE 18-MONTH TERM EXTENSION TO THE CITY OF BALDWIN PARK, CONTRACT #ML12045.

AYES: BENOIT, MARTINEZ (ON THE OCTA ITEM ONLY), ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI.

NOES: NONE.

ACTION: Staff will amend the above contract accordingly.

Agenda Item #6 – Consider 2-Year Term Extension by City of Palm Desert, Contract #ML16072 (\$56,000 – Install EV Charging Station)

Contract #ML16072 was originally executed with a term sufficient to cover three years of operation, but the FYs 2014-16 Local Government Match Program requires five years of operation for Level III/Fast-Charge charging stations. The City requests an extension to December 31, 2021 in order to cover the required five years of operation. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC ALTERNATE ADAM RUSH AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO APPROVE A 2-YEAR TERM EXTENSION FOR CITY OF PALM DESERT, CONTRACT #ML16072.

AYES: BENOIT, MARTINEZ (ON THE OCTA ITEM ONLY), ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI.

NOES: NONE.

ACTION: Staff will amend the above contract accordingly.

Agenda Item #7 – Consider Modified Scope by Riverside County Transportation Commission (RCTC), Contract #MS14059 (\$1,250,000 – Implement Signal Synchronization Projects)

RCTC requests to expand the scope of one of the projects specified in the contract. The Highway 111 project in the Coachella Valley was originally limited to monitoring of signals along the Highway 111 corridor from Racquet Club Road in Palm Springs to Indio Boulevard in the City of Indio and along Harrison Street between Park Lane and Avenue 52 in the City of Coachella. RCTC proposes to expand the scope to cover nine cities, as well as unincorporated areas, with no increase in cost to the MSRC.

ON MOTION BY MSRC ALTERNATE ADAM RUSH AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE MODIFIED SCOPE BY RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC), CONTRACT #MS14059.

AYES: BENOIT, MARTINEZ (ON THE OCTA ITEM ONLY), ROYBAL SALTARELLI, YAMARONE, RUSH, KITOWSKI.

NOES: NONE.

ACTION: This contract modification will be considered by the SCAQMD Board at its meeting on June 2, 2017.

ACTION CALENDAR

FYs 2016-18 WORK PROGRAM

Agenda Item #8 – Consider Approval of RFP for MSRC Technical Advisor Services

MSRC-TAC Chair Gretchen Hardison reported it is time to solicit proposals for consultants to provide technical advice to the MSRC and the MSRC-TAC to help implement the MSRC Work Programs. The duties of the Technical Advisor include: preparing RFPs and contract preparation assistance; a great deal of Work Program support; meeting attendance; and special projects assigned by the MSRC. Our current Technical Advisor's contract goes through September. The TAC is recommending that this next contract have a base 27-month term plus a 24-month option period. The reason for the 27-month term is to adjust our schedule, so we don't hit the Governing Board's vacation time at the end of the summer. The budget for the Technical Advisor would be set upon award. We are hoping, if the MSRC approves this item today, the RFP can go to the Governing Board and be released on June 2, proposals will be due on July 13. The Evaluation Committee has reserved a day for interviews as needed on or about July 27. We would like to bring this item for MSRC consideration on August 17.

MSRC Member Jack Kitowski questioned if it was decided that a two-year term was a good moderate amount as opposed to three years or longer? People would think the assistance you have here is very solid and we've been able to utilize this effectively, even every two years is a lot of work to go through. MSRC Contracts Administrator Cynthia Ravenstein answered in the past this was actually one year, and then three one-year options. This represents a much streamlined process from the way it used to be. No one has ever suggested that it be done for a longer period of time. Mr. Kitowski stated that he would suggest it, but he is also fine with the way it is. MSRC Member Ben Benoit questioned whether Mr. Kitowski is suggesting that we allow a longer time before awarding the contract? Mr. Kitowski replied no, he was suggesting that the period of time for them to be under contract be longer, so we don't have to go through this process every two years. Deputy Chief Counsel Barbara Baird added there is 24-month option on this process as well. Ms. Ravenstein added that process is a lot simpler than going to bid and competing.

ON MOTION BY MSRC MEMBER BENOIT AND SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE RFP FOR MSRC TECHNICAL ADVISOR SERVICES.

AYES: BENOIT, KITOWSKI, MARTINEZ, ROYBAL SALTARELLI, RUSH, YAMARONE.

NOES: NONE.

ACTION: This RFP will be considered by the SCAQMD Board at its June 2, 2017 meeting.

Agenda Item #9 – Consider Application Received under the Major Event Center Transportation Program

Ray Gorski, MSRC Technical Advisor, reported the agenda package includes a proposal under the FYs 2016-18 Major Event Center Transportation Program, from the Orange County Transportation Authority (OCTA) to have the MSRC help sponsor two years of the OCTA's Orange County Fair Express. This has been implemented in past years. This proposal is seeking a total amount of \$834,222 in MSRC Clean Transportation funding to be matched by no less than \$1,061,598 from the Orange County Fair plus OCTA and their other project partners. The service has been growing in popularity over the last couple of years. It provides several pick up locations, listed on super page 82 of the staff report, where folks can access the express bus service to the OC Fair. Several of those are associated with major transit centers. The goal is to have multiple forms of public transit utilized to access the fair in lieu of a personal automobile. There is a discount on Fair admission which is offered if you use this service, as in past years. The buses that will be deployed are going to be a combination of both their current natural gas fueled buses as well as their near-zero natural gas buses. In the prior Work Program, the MSRC offered incentive monies to help buy down the cost of the new natural gas engines which are certified by the Air Resources Board to the optional NO_x standard of 0.2 g/bhp-hr. These will be the cleanest natural gas buses which are commercially available at this time. This service will utilize these buses, in part. We have included on super pages 83-85 the various forms of advertising outreach that the OCTA will be implementing to insure that people are aware of this opportunity. One thing that is very important to note, they have made a commitment to operate exclusively on renewable natural gas. The renewable natural gas will have an air quality benefit in greenhouse gas reductions in addition to criteria air pollutants such as the oxides of nitrogen and reactive organic compounds.

MSRC Member Ben Benoit asked if we know where they are getting their renewable natural gas from. Mr. Gorski replied they have a contract, but he could not say with certainty if it's with Clean Energy, Redeem or another fuel provider. We can certainly find that out, but they have made a commitment to use renewable natural gas. MSRC Member Jack Kitowski stated he was glad to see OCTA integrating in the low NO_x natural gas engines. He is very supportive of these types of programs. They have a lot of opportunity to showcase both the opportunity to go on public transit and the cleanest technologies. As part of the general rule, we should try to make sure we are highlighting the cleanest technology. Mr. Kitowski added that Orange County has one fuel cell bus and they are planning on getting more. The ones they are planning on getting are the better ones later on. The timing is not going to work for this but, as a general rule, it's good that the cleanest technology ends up being showcased. He is really interested in feedback from these riders after-the-fact and understanding best practices and the matrix people use to assess whether the money was well spent or the advertising was well spent. What are the ways to get this message across? Part of that is a little self-serving, he said, because he would like to learn what the best practices are and use them in other areas. He's hoping we can all get information we can learn from.

Mr. Gorski offered that the MSRC has been implementing the Events Program for several years now and we do have some thoughts relative to what does constitute best practices. We'd be more than happy to put together a presentation for this Committee, either at your next meeting or the following one, maybe coincidentally with the next proposals that are brought forth for your consideration. One thing I need to add because it was not in the staff report, is information that was conveyed to us yesterday by the OCTA. You will note that in this staff report it said that the

service will be implemented on Saturdays. There will be additional co-funding brought to the program and that is going to also implement services on Fridays. Even though the MSRC portion is just funding the weekend service, the overall service will include Friday.

MSRC Member Michele Martinez inquired how many people have been participating. Are we keeping track year after year? What is the trend? Mr. Gorski replied the trend for this specific project is a relatively steep increase. We have a final report summary. Mr. Ric Teano of OCTA added that last year 95,000 people used this service. Year after year, there is about a 20% increase. There was a year where there was a tough heatwave and no one wanted to be on a bus. That was a tough year, but ridership has been growing 20-30% per year since 2014.

Ms. Martinez said she asked that question because as we move forward with this event and as we look toward others, how do we get people out of their cars to do other forms of transportation? Whether it's biking or carpool share, what makes those folks use public transportation? Is it because they are getting the discount to go to the Fair? Or do they not want to pay for the parking? What's causing that change of behavior for those 95,000 people to be willing to use the bus? She thinks using data analytics information specifically on something like this can be very helpful to us. There could be a culture shift and a change of mind and if we could capture it here and use it, we can see how to use it in other things. So beyond the best practices of going cleaner and greener, how do we change people's behavior? Mr. Teano replied that after each event, they provide raw data to the MSRC staff in the form of a final report. It provides what they thought worked and also provides a little bit of discussion on lessons learned and what they would do if it is supported in the next year. OCTA would be more than happy to share that information.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC UNANIMOUSLY VOTED TO APPROVE AN AWARD TO ORANGE COUNTY TRANSPORTATION AUTHORITY FOR \$834,222 FOR SPECIAL BUS SERVICE TO THE 2017 AND 2018 ORANGE COUNTY FAIR.

AYES: BENOIT, KITOWSKI, MARTINEZ, ROYBAL SALTARELLI, RUSH, YARMONE.

NOES: NONE.

Agenda Item #10 – Receive Update on Concepts for MSRC Infrastructure Program

Ray Gorski, MSRC Technical Advisor, reported on this item. He reintroduced John Kato from the California Energy Commission. He serves on your MSRC-TAC. He is Chair for the Infrastructure Subcommittee. The Subcommittee has been active in coming up with new concepts. Item #11 will discuss the Program Announcement for which we'd like your review and approval today. But what I thought John and I would do is set the stage to give you more of an overview of what the overall of infrastructure Work Program is shaping up to be this year. We're not looking for a vote on any specific solicitation document on this item today, but we are looking for your feedback, your concurrence, and more importantly for a green light to continue our efforts. Today, we'd like to discuss the program concept for infrastructure. The goals are to just get your feedback and give you an introduction of what we're thinking and really give us further direction to continue the discussions of the partnerships. This is probably not the first, because the MSRC has been very proactive in seeking partnerships. We are currently in partnership with South Coast AQMD on programs including the Residential EV Infrastructure Programs; we've supported the SCAQMD with the EFMP/Replace Your Ride Program; and we're working with SCAG on the Go Human Campaign.

Infrastructure has been one area where the MSRC has pretty much been self-contained for the last several years. What we are trying to do now is branch out a bit because there are different colors of monies on the street. There are different project objectives being sought by other project partners. We thought we'd get together to the extent we can and make sure we're working on a method that is efficient, not stepping on each other's toes, but also trying to maximize the available monies that are out there. What we are proposing is an infrastructure partnership between three primary entities, but there are other stakeholders involved: the MSRC, South Coast AQMD, and the California Energy Commission. The other agencies we are in discussions with are the Air Resources Board and SCAG. We've also brought in UCLA's Luskin Institute. They are providing additional guidance information. We're trying to bring them in the partnership to address some key infrastructure problems. The proposed overall partnership funding level is \$25M. The actual MSRC contribution will be approximately \$8M. There are three infrastructure categories that have currently been identified: 1) hydrogen; 2) electric vehicle support equipment, which means electric vehicle charging stations; and 3) natural gas infrastructure. The natural gas is to help continue support, especially in light of the near-zero natural gas engines which are becoming commercially available. The natural gas refueling infrastructure will draw heavily on the past successful programs that the MSRC has implemented for many years. The lead agency will be the MSRC. The technology focus will be compressed and liquefied natural gas, specifically looking at how to get fleets to adopt the near-zero technology and that is directly supported by the South Coast AQMD's 2016 AQMP. There's definitely a tie-in with the goals that the SCAQMD has expressed in their Air Quality Management Plan. The funding matrix is what was in the prior solicitation, however there will be one potential addition and Cynthia Ravenstein, in her presentation that follows mine, is going to discuss that. We have had a request from a member of the MSRC to consider an additional funding category. We are really hopeful that the majority of the infrastructure dispenses renewable natural gas and that's why we are suggesting that a bonus be added for a renewable natural gas and that is reflected in Agenda Item #11.

With regards to hydrogen, the intent is to construct within each county of the South Coast AQMD, an additional hydrogen fueling station. This will support the advent of hydrogen vehicles which multiple original equipment manufacturers are starting to make commercially available. It's always difficult to introduce a new fuel, a new technology, if the supporting publicly accessible infrastructure is not available. This is going to address this. We are seeking to have full geographic participation and stations implemented within each county of the South Coast AQMD. The lead agency for the program is going to California Energy Commission, this is what they do. They are currently in a perfect position to implement these types of stations in a partnership program. They've been working on this for quite some time. The intent here is to have SCAQMD's and the MSRC's support, through funding, of the work that the California Energy Commission will be doing.

The third category is Electric Vehicle Charging Stations. The lead agency will be the MSRC and this is going to be done in close coordination with South Coast AQMD. The technology focus will have two areas: 1) work place charging; and 2) multi-unit housing. We selected those two target audiences because workplace charging is very popular and there are a lot of monies which are looking to do workplace charging. There's settlement money from NRG and there are other state-wide programs, but what we constantly hear within the South Coast region is that there is money but not enough to fill the need. The intent is to help augment by making additional monies available to ensure that people who want to use a zero-emission vehicle for their daily work commute have accessible charging to ensure their vehicle meets their daily needs. Multi-unit housing is the one that's difficult to do. The reason we are focusing on this is because not too many other entities are, and there are a lot of folks that are potential EV users that live in

condominiums or apartments and it is an area that has not been fully met. We are suggesting that the MSRC work to help to come up with the necessary plans and programs to get charging available to people that do not live in a single family house. We are going to work closely with our partners, the CEC and the South Coast AQMD, but we are also seeking guidance and input from other agencies such as SCAG and UCLA, which has been very forthcoming with information.

Now how the money is going to shape up: the plan involves the MSRC, the South Coast AQMD, the CEC and then the three fuel types hydrogen; electric and then natural gas. The MSRC will be asked to invest \$3M in hydrogen infrastructure; \$3M in electric vehicle charging infrastructure; and \$2M in natural gas. The South Coast AQMD will match that dollar- for-dollar but has asked that the money be allocated over two work program cycles because they want to make sure the pot that the money is coming from has sufficient amount of funds available. The California Energy Commission will be supporting hydrogen and EVSE. If you look at the total numbers, for hydrogen it's \$9M; total funding allocation for EVSE is \$11M; and natural gas is \$4M. There's always flexibility within the MSRC to move money around if needed. Because we know multi-family housing is not easy, the CEC has suggested that we put together a plan on how to attack that, and we are working with CEC to see if we can secure for the MSRC an additional funding allocation to help fund that effort. It would be planning and outreach to the communities and most likely we would need to bring on additional contractor resources and/or other stakeholders and the CEC would again help us to co-fund that effort.

At this point, if the MSRC is comfortable with the overall program approach, we will continue to work with the SCAQMD's finance and legal staff to develop the necessary agreements for the MSRC to partner with the California Energy Commission on implementing hydrogen refueling stations. We will work jointly with the District to fund natural gas infrastructure. We will utilize both the MSRC funds from Fund 23, and the Clean Fuels funds. With regards to the EVSE, we will work with the CEC, the SCAQMD and the MSRC staff to put together the necessary agreements to allow us to proceed on the electric vehicle charging element of the program. The next item on today's agenda is the actual RFP for the natural gas component. That one is ready to go. What we do need from the MSRC today is guidance and concurrence that this is a plan that you believe is in the best interest of the MSRC, that it serves the needs of our region, and it's a prudent use of the MSRC discretionary funds.

Barbara Baird, Chief Deputy Counsel, commented that this item is not actually being brought to the Committee in its full form for approval, although it is listed under the Action section on the agenda. There was no specific action described so we cannot take a vote on this today, but we can certainly get feedback. All the Committee members can give feedback. In terms of a green light, we can't really vote but I think what we can say unless Mr. Gorski and the other Subcommittee folks feel that the feedback is such that the Committee believes it's a bad idea to go forward, they will simply go forward and then bring back the further documents and final proposals for your later consideration.

MSRC Alternate Adam Rush stated that he thinks the hydrogen is a bold move but worth discussion. He would concur with putting together some type of work plan especially for the multi-family housing because you're going have local permit issues to deal with footprints, things of that nature. What is the thought process at this point of outreach, is it going to be through a specific stakeholder? I know there's the California Apartment Association. Is it going to be with individual apartment owners? How are you thinking about going through that process? Mr. Gorski replied we've had some teleconferences with university institutions which are looking at this problem. Specifically we are in discussion with the Luskin Center which is affiliated with UCLA. We were contacted by them because they heard through SCAG that this has been

presented at the TAC. They're doing a fair amount of research into this issue also. They are doing independent research looking at the barriers of having EVSE installed in multi-unit housing. What they are offering is to provide some of their completed research materials. We intend to continue the dialog with the educational and academic institutions because other people are out there doing research in this area. The California Energy Commission has also done research in the area, as has the Southern California Association of Governments, so we'd like to utilize, to the extent we can, the members of this Committee which through their own agencies are doing this type of research, put together that information, and then look outside to other academic institutions which are also looking at this. If necessary, the MSRC's Outreach Coordinator can provide some contractor services to do outreach, and through the process we'll be identifying additional stakeholders who have specific expertise and bring them in. This has been identified as an unmet need for EVSE and it's going to inhibit the increased proliferation of electric vehicles if we can never tap into people who happen to live in anything other than a single home.

MSRC Member Adam Rush questioned if we are looking into both hydrogen and electric for multi-family? Mr. Gorski replied we're looking for electric for multi-family, hydrogen will be a dedicated station. Mr. Rush asked what's the footprint of the hydrogen fueling station for commercial. Mr. Gorski answered it depends on how big you make it, in this case it probably will be the same footprint as a natural gas fueling station. Mr. Rush asked larger than what we have outside? Mr. Kato added that it could be smaller. As technology evolves, the footprint is actually smaller and smaller. Then, as it further evolves, you can actually create onsite hydrogen with solar, so there is an opportunity to have cutting edge stuff. Mr. Rush questioned the range of the commercially available unit? Mr. Gorski replied approximately 325 miles on a new Honda Clarity. Mr. Kato added that these additional stations will really solidify the Southern California network. MSRC Member Ben Benoit added, especially in Riverside. We have one station in Riverside that just came online after trying to come online for 16months. We have a couple in the desert operated by Sunline but they're booked and not publicly accessible. Riverside County is really behind, southwest Riverside needs more. Orange County has come a long way, they have a lot of good stations. Mr. Rush added that, for the multi-family component, he thinks it's a great idea, but the outreach will be key when you're dealing with private property. That environment has layers and layers, so proceed cautiously.

MSRC Member Jack Kitowski stated that he's strongly supportive. Each of these funding sources have their own funding cycles and reporting audit requirements. It is a challenge, and he commends the MSRC-TAC for taking that on and doing the heavy lifting to get it started. EVSE and multi-unit dwellings is something we have looked at in our agency. It is hard to tackle. From a state-wide policy, it needs boots on the ground. He thinks that's a good place to invest resources. Some of our work we've done, can help and contribute and we're happy to put some of that time and effort toward making that work. The place that is really key is, we're starting to see all of the first batch of EVs coming off their leases, a lot of these are going to the used market, people are looking, and there are good bargains. South Coast has scrap programs that are offering huge discounts if you're low income and from a disadvantaged community. All of these work, except if they're sitting in an apartment, they can't make it work. Mr. Kitowski sees this as a potential model that we could really build off of and work with not just new, but the scrap programs, the EFMP program.

Mr. Benoit disclosed that he works for the California Apartment Association. When there's talk about multi-family, I'm well versed in that, this is great. We do hear about it a lot in my industry, trying to break that barrier and seeing different ways to do that. Not only just getting the infrastructure but how do you charge forward, how do the customers use it. It's very difficult so I'm interested to see how we plan on working this. Mr. Kato added it's not just simply funds, the

\$25M is not the only set of funds, you're actually catalyzing other investments. These are really great project seeds to support other parallel programs.

Mr. Benoit asked if anyone is aware of a very good resource? If I'm a property owner and I want to register my address, I know Tesla does this really well. I can go on Tesla's website and register my address, if there's ever money available, I'm willing to give up 10 parking spots. For all the other EVs, hydrogen, everything that's out there, there's no single clearinghouse that I've found and I've thought about bringing this forward to SCAG. We need to create a database of every property owner that's even interested remotely in this, so when there are monies available we're not trying to chase those people down. We'll have a working list of people who are already interested. What I find in my industry, going back to being on City Council, I will occasionally run into an owner of an actual property who's interested, and by the time I find the money that's available, he's sold the place, it's hard to tie those two together. If we could have a database where that one business owner can go and register, or that land owner or maybe it's a management company, there are multiple layers to this. Advise that our owners are interested in this, here's a list of addresses we're interested in, so that when we're looking to site a hydrogen station, we already know here's 50 targets that have parking lots that are available to do that. Does anybody have that out there? Mr. Rush stated that's a great point because when you're dealing in the development world and you're trying to site something, the entitlement of the construction stage, there's a very small window where a decision has to be made. Unfortunately, government doesn't move at that speed sometimes. Mr. Benoit added if no one can find one, I'm thinking about taking that back to SCAG and saying to SCAG there's a reason we should be doing that. I'm trying to see which is the best layer of government to put that in but I think SCAG has the over arching coverage, where all of our companies come together come up with that list. So that when we have programs like this come forth we can say where all the places in Riverside are that would like EV charging in a parking complex. Mr. Rush commented that they tried to that in their City and by the time things got around to working out someone else came in and said I'll pay this much for the property and they buy it and it's gone.

Ms. Martinez commented that as we go into clean transportation and technologies but also smart infrastructure, as we've looked at cutting edge things and using sensors to track and monitor to get this data, so that we're all talking so that we can leverage our resources, we know where we're getting our best bang for our buck. Is that happening and is that going to happen with new investment in infrastructure? Making sure that we have smart technologies, smart infrastructure so that we can gather all that information? Everyone is saying yes and that's fantastic. Mr. Kato replied we're going to definitely provide the protocols and schematics so that you're getting the latest and greatest, that's really able to communicate, be able to relay data on the frequency of the use. There's more need for more use there, durability, reliability, accessibility so we will all have that as a constant data stream. Ms. Martinez asked have you been able to map? I think I was working with SCAG staff on GIS mapping and I think they located where all the CNG was located. In Orange County, the majority was in Santa Ana. It was just interesting to see that. If we were to be able to be engaged and use the community, so that they can actually identify that, using the mapping and telling those stories. How do we go out and get to folks? Whether it was folks that wanted to do the multi-unit, sometimes they don't know where to go or how to go but if you start connecting the story telling and the data that's accessible and they know where the locations are, the word starts to spread. I think story telling is extremely important as we move forward.

Ms. Martinez added that she recently went on a tour in her city of food trucks. We have over 300, and she realized that all of them were using generators for like 8 to 10 hours. We try to reduce greenhouse gases but they're emitting carbon dioxide for 8-10 hours. It was great for me to go out there because we have an ordinance that's coming before the City Council to monitor, with

regards to 500 feet from schools, and they're wanting to reduce the emissions. I asked the truck operators do you turn it off and they said no because we have cold food, we have milk. How many more of these trucks do we have across the region? I wanted us to take some time and look at that. Mr. Gorski added that's actually a really fascinating point, I don't even know if they're rated as a source category within the district because they are running on unpermitted generators under the portable equipment rule.

Mr. Rush stated, as part of the outreach, I would mention possibly getting Metrolink integrated as well, there's a lot of out parcels that might be available for a station. We need a contact. Mr. Kato added LADWP is always a great partner. They're the essential part of the equation. Mr. Gorski added what we need is to have an EVSE on the street parking location where food trucks are permitted. They could just plug into a Level 2 charger and it would meet their electric need. That could be something the MSRC could look at under a potential local match program in the near future. We're in the process of putting one together for the MSRC's consideration. It's an unmet need and I'm not aware of anyone doing that.

THIS WAS AN INFORMATIONAL ITEM AND NO ACTION WAS TAKEN.

Agenda Item #11 – Consider Approval of Program Announcement for New and Expanded Natural Gas Refueling Stations

Cynthia Ravenstein, MSRC Contracts Administrator, reported on this item. This is focusing on one element of the concept you were just presented, that is ready for consideration today, the Natural Gas Infrastructure Program Announcement. This is very similar to what the MSRC has offered the last couple of work programs. It's to offer funding opportunities to most, if not all, entities that are interested in pursuing natural gas infrastructure projects. This includes public and private companies, fleet owners, infrastructure providers, fuel providers and school districts. This would have a new twist in that it would provide additional funding incentives for fueling stations that utilize natural gas that is produced from renewable sources. It would also offer incentives to fleets to upgrade their existing vehicle maintenance facilities. There's still some need that goes on for people to have methane sensors, they could use some assistance. The key provisions would be if the MSRC approves this, this could go to the Governing Board for release on June 2, and applications are due June 29, 2018. Last time around there was a similar length of the solicitation and people didn't notice it was actually over a year, so they started to get panicky early; but this is a long period. The idea is to have people submit their proposal when they really get it fleshed out, rather than just trying to hurry and get something in before the deadline without having the details worked out. This would be \$4M dollars; the idea is to have ultimately the MSRC funding \$2M and the SCAQMD to fund an additional \$2M but the SCAQMD Board has not yet approved that, so if that does not happen, the MSRC would be funding the full \$4M. To allow this to proceed, the MSRC would be essentially allocating the full \$4M and if the SCAQMD does come in with the additional \$2M, then MSRC could take that money back. There's a \$500,000 per county geographic minimum and a maximum award of 50% of the project costs and not to exceed some set dollar amounts that are based on the type of application, whether public or private, the level of accessibility to the station, and the number of fuels. Essentially, if they are offering both compressed natural gas and liquefied natural gas, they could get more. This new provision that was not in there last year would be for people to be able to get an additional \$100,000 incentive if they're going to use natural gas from renewable sources, sometimes known as biogas. They would have to use greater than 50% renewable natural gas for five years following the commencement of their operations. A specific clarification that your MSRC-TAC made was that, if someone already has an existing station that already uses greater than 50% biogas, if they

expand that station, they wouldn't get the bonus. They would be required to provide some documentation of their commitment to purchase renewable natural gas.

Something that was not reviewed by the MSRC-TAC, we've had some comments that there's a shortage of technicians that are trained to service gaseous fueled vehicles, particularly in some subregions of the District. The MSRC Chair asked staff to bring forward the topic to see if the Committee wanted to consider making a small modification to the solicitation, if adding technician training as an eligible project type is an option. If the MSRC wished to consider it, staff would recommend a maximum \$15,000 be provided for the technician training but it would not necessarily have to be tied in with the installation of a station or the expansion of a station. Just as the solicitation provides the funding for the retrofit of maintenance facilities, that has not been tied in necessarily with the station.

MSRC Alternate Adam Rush asked if this could be separate vendors who can apply for that funding. Ms. Ravenstein replied yes, someone can apply for that funding to get the training. Mr. Rush asked do we know how much the training cost is in total? MSRC Technical Advisor Ray Gorski replied that it's usually really not that expensive but that would be for example, if there would be multiple fleet mechanics. It could be started lower, it is up to the pleasure of body of MSRC as to what the threshold is. This just recently came up and that's why it's not reflected in the material that has already been printed. MSRC Member Jack Kitowski asked if there are thresholds on what that training would be? Sunline has their Center of Excellence and that's an accredited training program that we could point to. You would want to make sure there is some sort of minimum threshold. Mr. Gorski replied that Sunline was looked at as a potential training source but because they're a transit property; they are not a commercial training facility. We have had working relationships in the past with entities such as Rio Hondo College and College of the Desert. I don't believe College of the Desert is still engaged in doing natural gas technician training but I do believe Rio Hondo College is. In the past the South Coast AQMD has also had programs that help offset the cost of doing some natural gas vehicle infrastructure technician training. We can stipulate that it is an accredited educational institution. At one time Riverside Community College and San Jacinto Community College did CNG technician training.

MSRC Member Ben Benoit questioned where the \$15,000 amount come from. Mr. Gorski replied that was a conversation an MSRC Member had with an individual who had contacted him, to the best of my knowledge, that was the dollar amount put on the table as the need but again, that is purely at the pleasure of this Committee. Mr. Benoit asked if that will be 100% of what they need to get through that program. Mr. Gorski replied I don't know, I was not privy to that specific conversation. This did come up very recently as something to put out for your consideration. Ms. Ravenstein asked what the amount was in the past, I know the MSRC used to offer that funding years ago, do you recall how much it was? Mr. Gorski replied I am unsure. MSRC Alternate Adam Rush added if it's an institution, I would think that's probably somewhere around appropriate. If it's a college they have to create the program, establish the curriculum, hire an instructor or bring the instructor in, your costs are going to start going up pretty quickly. Which maybe an incentive to reinvigorate a program or create a new program. Mr. Gorski replied it is of course based on actuals. Mr. Benoit asked if this is to create a course? Mr. Gorski replied this is to find existing training for people to go through. Mr. Rush commented if the institution wants to create the course, then they could apply for the funding for the students to come. Mr. Benoit asked how this item would be added. Is \$15,000 per applicant added to the whole \$4M or the first \$100,000? Mr. Gorski added that right now there's no specific limits that have been suggested yet. We can carve out a section of the total funding that's available. Out of the \$4M, there's a maximum \$15,000 per entity to fund technicians at a credited education institution and that this has an overall program cap not to exceed \$150,000. Mr. Benoit questioned if this is staff's recommendation? MSRC Member Kitowski stated that you tossed out something that sounded

good on the face of it, but I would guess what you heard around here is folks thinking this is a good idea and if it turns out that gets gobbled up quickly. I think we should consider it. Mr. Kitowski added I have heard the needs exist out there for getting the technicians trained. Mr. Kato added we will definitely explore that, separate from this. Mr. Ric Teano added that general qualified transit bus technicians are low too. There's a need all around.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC UNANIMOUSLY VOTED TO APPROVE THERELEASE OF A PROGRAM ANNOUNCEMENT UNDER THE FYS 2016-18 WORK PROGRAM FOR NEW AND EXPANDED NATURAL GAS REFUELING STATIONS WITH A TARGETED FUNDING LEVEL OF \$4.0 MILLION, AND TO ADD TO THE PROGRAM ANNOUNCEMENT FUNDING FOR TRAINING TECHNICIANS IN THE MAINTENANCE OF NATURAL GAS VEHICLES AND EQUIPMENT, AT ANACCREDITED EDUCATIONAL INSTITUTION, WITH A MAXIMUM PER-ENTITY AWARD OF \$15,000 AND AN OVERALL CAP OF \$150,000, FROM THE \$4.0 MILLION.

AYES: BENOIT, KITOWSKI, MARTINEZ, ROYBAL SALTARELLI, RUSH, YARMONE.

NOES: NONE.

OTHER BUSINESS

Agenda Item #12

No other business was introduced.

PUBLIC COMMENT PERIOD

- Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING ADJOURNED AT 3:06 P.M.

NEXT MEETING

Thursday, June 15, 2017, at 2 p.m., Room CC-8.

[Prepared by Penny Shaw Cedillo]