



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, AUGUST 1, 2019 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
Jenny Chan (Alt.), Riverside County Transportation Commission
Jason Farin, Riverside County Board of Supervisors
Steven Hillman, City of Los Angeles
Linda Johnson (Alt.), Cities of Orange County
Steven Lee, Los Angeles County Metropolitan Transportation Authority
Rongsheng Luo, Southern California Association of Governments
Kelly Lynn, San Bernardino County Transportation Authority
Nicholas Nairn-Birch, California Air Resources Board
Sean O'Connor, Cities of San Bernardino
Tim Olson, California Energy Commission
Andy Silva, San Bernardino County Board of Supervisors
Rick Teebay (Alt.), Los Angeles County Board of Supervisors
Cliff Thorne (Alt.), Orange County Transportation Authority
Vicki White, South Coast Air Quality Management District

OTHERS PRESENT:

Manny Alarcón, SoCalGas
Rubin Aronin, Better World Group
Sam Emmerson, Better World Group
Dahi Kim, City of Eastvale
Tyler Masters, WRCOG
Kyle Rodriguez, WRCOG
Louis Zhao, OCTA

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Penny Shaw Cedillo, MSRC Liaison
Ray Gorski, Technical Advisor
John Kampa, Financial Analyst
Daphne Hsu, Senior Deputy District Counsel
Matt MacKenzie, Contracts Assistant
Cynthia Ravenstein, MSRC Contracts Administrator

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Dan York called the meeting to order at 1:35 p.m.

CONSENT CALENDAR (Items 1 through 4)
Receive and Approve

Agenda Item #1 – Minutes for the January 10, 2019 MSRC-TAC Meeting

The Minutes for the January 10, 2019 MSRC-TAC meeting were included in the package.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC MSRC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY RECEIVED AND APPROVED THE MINUTES OF THE JANUARY 10, 2019 MSRC-TAC MEETING.

ACTION: MSRC staff will place the approved meeting minutes on the MSRC's website.

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

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

- Orange County Transportation Authority, MS16112 (\$1,470,000 – Repower Up to 98 Transit Buses)
- Southern California Regional Rail Authority (Metrolink), MS18010 (\$351,186 – Implement Special Metrolink Service to Union Station)
- Los Angeles County MTA, MS18025 (\$1,324,560 – Special Bus and Train Service to Dodger Stadium)
- Southern California Regional Rail Authority (Metrolink), MS18105 (\$252,696 – Special Train Service to the Festival of Lights)

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC MSRC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND APPROVE THE FINAL REPORT SUMMARIES LISTED ABOVE.

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

Information Only – Receive and File

Agenda Item #3 – MSRC Contracts Administrator’s Report

The Contracts Administrator’s Report for May 30, 2019 through July 24, 2019 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC MSRC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR MAY 30, 2019 THROUGH JULY 24, 2019.

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

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

The Financial Report on the AB 2766 Discretionary Fund for June 2019 was distributed at the meeting.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC MSRC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE MONTH OF JUNE 2019.

ACTION: No further action is required.

ACTION CALENDAR (Items 5 through 9)

Agenda Item #5 – Consider Reduced Scope and Value and 26-Month Term Extension for the City of Hemet, Contract #ML12043 (\$60,000 – Purchase Two Heavy-Duty CNG Vehicles)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Hemet. The City requests to reduce the number of vehicles to be purchased from two to one, with a corresponding reduction in value. The City also requests a 26-month term extension, due to delays associated with new Finance Department procedures. The purchase of the second vehicle which the City had planned under this contract, a Vactor truck, has been delayed while the City is evaluating their current services being provided. The City is requesting that the tasks and funding associated with this vehicle be removed from the contract. This would result in a reduction in the number of vehicles from two to one, and a reduced contract value of \$30,000. The other \$30,000 would revert to the AB 2766 Discretionary Fund.

ON MOTION BY MSRC-TAC ALTERNATE LINDA JOHNSON AND SECONDED BY MSRC-TAC MEMBER JASON FARIN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF HEMET, CONTRACT #ML12043, A REDUCED SCOPE AND VALUE AND A 26-MONTH TERM EXTENSION.

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

Agenda Item #6 – Consider Revised Locations, Increasing Stations from Six to Twenty, and Two-Year Contract Term Extension by City of Eastvale, Contract #ML16040 (Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Eastvale. The City was awarded \$110,000 towards the installation of 2 Level II limited access charging stations at its planned fire station, and four Level II public access charging stations at its planned City Hall. As a result of lower than anticipated costs and changes in the proposed locations, the City requests to increase the number of stations to be installed from six (two limited access and four public access) to twenty public access. The City also requests a two-year term extension due to the location changes. Rather than install the charging stations at the fire station and City Hall, the City now proposes to install exclusively public access stations at commercial properties. Lastly, in order to allow for fulfillment of the three-year operational requirement, the City requests a two-year contract term extension.

MSRC Member Jason Farin asked how are they able to achieve that cost savings? Ms. Ravenstein replied that they may have identified some additional funding source.

PUBLIC COMMENT: Dahi Kim, City of Eastvale, added we were able to find a couple of developers that are willing to help with the funding. Also, we're looking into Southern California Edison's (SCE's) rebate system that will also help with the finding.

ON MOTION BY MSRC-TAC MEMBER SEAN O'CONNOR, AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR CITY OF EASTVALE, CONTRACT #ML16040, REVISED LOCATIONS, INCREASED NUMBER OF STATIONS, AND TWO-YEAR CONTRACT TERM EXTENSION.

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

Agenda Item #7 – Consider Exercising Option with Geographics for Hosting and Maintenance of the MSRC Website

Cynthia Ravenstein, MSRC Contracts Administrator, reported a couple of years back the MSRC went through an RFP process and selected Geographics to design, host, and maintain the MSRC's website. Geographics started the process with a contract in February 2017. The contract allowed for a two-year extension contingent upon allocation of funds by MSRC. Due to an error, the contract doesn't expire until February 2021, so there is no need for an extension, but there's no funding to keep paying them. MSRC staff has reviewed Geographics' performance over the term of the contract with an eye towards considering that option. They worked well with MSRC staff and the key stakeholders in assessing the needs for the site. When they were developing the new site, they developed a flowchart, creative design and beta version. Subsequently they have worked to identify and resolve functionality issues. They've also been quick to respond to any problems that we've identified. They have fulfilled three task orders and they're currently working on a fourth. Our consensus is that they're performing well hosting and maintaining the site and we find that they've met the responsibilities identified in the contract. The contract has a remaining balance of approximately \$8,700, but almost all of this is allocated for miscellaneous costs and website revisions, not for the monthly maintenance and hosting. Staff is recommending that the option be exercised and to increase the contract amount by \$7,500, to cover to the end of the current contract term. That would be basically all for the monthly maintenance and just a tiny bit extra for other little website revisions. Major website revisions would still be brought to the Committee for consideration.

ON MOTION BY MSRC-TAC MEMBER RONGSHENG LUO, AND
SECONDED BY MSRC-TAC ALTERNATE JENNY CHAN, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR
GEOGRAPHICS, CONTRACT #MS18003, TO EXERCISE THE OPTION AND
INCREASE THE CONTRACT VALUE BY \$7,500.

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

FY 2018-21 WORK PROGRAM

Agenda Item #8 – Consider Application Received under the Major Event Center Transportation Program

Ray Gorski, MSRC Technical Advisor, reported the Orange County Fair Express is operating and we've had good reports from OCTA that the ridership is doing extremely well this year and up from the prior years. Today we're looking to get your review and approval of actually putting them under contract. The service is currently operating but as of this time, the MSRC has not actually allocated funding from the Major Event Center Program for the OCTA Fair Express for this season. There's no nothing to preclude the TAC or the MSRC from taking an action on this. We do allow entities to proceed under risk and that is what OCTA is doing. If you approve the item today that's presented, this would be for the current season as well as for the 2020 Fair season. This service provides convenient transfer from transit centers and park and ride locations throughout greater Orange County to the fairgrounds. OCTA has identified the pickup locations

and over the years they've changed a little bit. They've looked at ridership and refined their service pickup locations to capture what they believe is the audience that is most likely to utilize the service to go to the fairgrounds. The locations are established transit centers, so there's a high degree of connectivity to other public transit. The amount they're requesting for the two years is \$468,298. This has actually gone down over the last couple of years. So again, they're refining their service; they're becoming more efficient and cost-effective; those are all favorable elements. Listed on page two and three of the staff reports is all the outreach that they're doing for the Orange County Express. They're doing quite a bit of work to make sure that everyone is aware the service that is available and if you ride it, you can get a discount on attending the Orange County Fair this year. This was vetted through the Major Event Center Subcommittee. It's a two-part scoring process. The first criterion was to establish that in fact, this project does result in a net air pollution reduction, which we believe it does. And secondly, there are criteria looking at: the overall cost-effectiveness of the program, its connectivity to other transit services which are existing and offered in the area, as well as the continuation plan for having this service become more sustainable in the future. It scored such that it is recommended for funding. There will be co-funding from the other project partners in the amount of \$517,813.

MSRC-TAC Member Vicki White commented that the description in the write up says that these are all near zero CNG buses. Mr. Gorski replied that they are, with the exception that there's also one hydrogen bus which is going to be demonstrated. Ms. White asked, is there any labeling on the buses to let the riders know that this is a very clean bus? Mr. Gorski replied, to the best of my knowledge there may be, but I'm not sure. I'm sure that the hydrogen bus does. MSRC-TAC Alternate Cliff Thorne added all the buses that are being used have the MSRC logo on them. Not sure about the hydrogen bus because it was a newer debut. That bus may be in and out of service because we don't have our field station operating yet.

PUBLIC COMMENT: Louis Zhao, OCTA commented that on the hydrogen buses we do have special branding on them. All our zero emission buses have the California poppies on them to recognize that these are different fuel types compared to the normal fleet. Our project manager that's working on the OC Fair Express says they are operating at least one hydrogen bus per day. They switch between the buses depending on the fuel capacity that's available.

MSRC-TAC Member Tim Olson asked, what are you using for fuel for the hydrogen at this point, is it a tube-trailer type of operation?

PUBLIC COMMENT: Louis Zhao, OCTA replied that we are using a light-duty retail station. It's where all the cars go. We're only allowed to fuel one bus per day because the bus takes the capacity of the station. We were originally fueling at UCI, they said please don't come here anymore because the popularity of the hydrogen cars went up and so they wanted to make sure that they service the vehicles first.

**ON MOTION BY MSRC-TAC ALTERNATE LINDA JOHNSON, AND
SECONDED BY MSRC-TAC MEMBER VICKI WHITE, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND APPROVAL OF AN AWARD
TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY IN AN
AMOUNT NOT TO EXCEED \$468,298 FOR EXPRESS BUS SERVICE TO
THE ORANGE COUNTY FAIR FOR THE 2019 AND 2020 FAIR SEASONS.
ALTERNATE CLIFF THORNE ABSTAINED.**

ACTION: This award will be included on the next MSRC agenda for final action.

Agenda Item #9 – Consider Recommendation for Programmatic Outreach Services for the MSRC

MSRC-TAC Chair Dan York reported there was an evaluation panel and we considered the Programmatic Outreach Services for the MSRC. We receive two proposals: Better World Group Advisors and Method Campaign Services. Over three to four weeks, we had time to review and to meet as an evaluation panel to have some discussions to put in our independent scores. The evaluation panel's recommendation to the MSRC-TAC, which we would then make as a recommendation to the MSRC, is to award the Programmatic Outreach Services to Better World Group Advisors.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE, AND SECONDED BY MSRC-TAC MEMBER MARTIN BUFORD, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND APPROVAL OF A CONTRACT AWARD TO THE BETTER WORLD GROUP ADVISORS, IN AN AMOUNT NOT TO EXCEED \$250,000.

ACTION: This award will be included on the next MSRC agenda for final action.

[MSRC-TAC Member Andy Silva arrived during the discussion of item #10]

Agenda Item 10 – Update on Timelines for MSRC's Regional Goods Movement Program

Ray Gorski, MSRC Technical Advisor, presented progress on the Regional Goods Movement Program since the last MSRC-TAC meeting. The MSRC concurred with the MSRC-TAC's recommendations for four goods movement focus areas and working groups: Zero/Near Zero Truck Cooperative, Inland Ports, "Last Mile" Delivery, and the Maritime Ports. There has been a lot of activity at the staff/Outreach Coordinator level. This included meetings with potential stakeholders like Los Angeles Metropolitan Transportation Authority (Metro), SCAG, San Bernardino County Transportation Authority (SBCTA), South Coast AQMD, California Air Resources Board (CARB), the Ports, SCE, technology providers, infrastructure providers and an upcoming meeting with Los Angeles Cleantech Incubator. There is a recommendation to convene working groups. For the Near-Zero Truck Cooperative (Phase 1), which is the most developed work program category, it is suggested this be a "Brown Act" working group with the following stakeholders: MSRC-TAC/MSRC, South Coast AQMD, CARB, Metro, Clean Energy and other interested parties. Phase 2 – Zero Emission Truck Cooperation is under development and overlaps the Maritime Ports Category. The Inland Ports working group is suggested to be a "TAC Member Only" group, which can be via teleconference for convenience. The Last Mile Working Group will discuss potential partnership with SCAG to implement a comprehensive last mile goods movement project occurring in fall of 2019. The timeline overview to develop goods movement clean corridor program categories will extend from Summer 2019 to Spring 2020.

MSRC-TAC Member Steven Lee asked, how soon should we meet regarding the Cooperative and could we meet via video conferencing as well? Mr. Gorski replied video conferencing can be

done if it's noticed. It must be noticed because we're asking other people to participate who are not members of the MSRC-TAC.

MSRC-TAC Chair Dan York asked, would the MSRC-TAC be members too? Mr. Gorski replied we have a list of those who have already indicated their desire to participate. Mr. York asked, was there any discussion of including the Port district, if this is Phase 1 that would lead into the other. Mr. Gorski replied, we've been having conversations with the Ports. The Ports are extremely interested in the MSRC's program. The Ports have adopted the Clean Air Action Plan, which by 2030 and then 2035 pretty much mandates that their drayage and their on-terminal container movement, respectively, be 100% zero emission. They've set these broad goals to move towards zero emission ports and they've been adopted by the boards of Harbor Commissioners. There's recently been a report that was commissioned by the Mayors of Long Beach and Los Angeles and they are strongly advocating to have the drayage trucks, to the extent feasible and within a time that's realistic, transition to zero emission operation. Mr. York asked, could they be a financial partner? Mr. Gorski replied, absolutely. Maybe not so much for Phase 1 because their mandate really is zero emission, but for Phase 2 there's no question to include not only the ports, but also to include the regulatory agencies and the South Coast AQMD.

Mr. Lee asked, do we ever set any boundaries as to how much funding? Mr. Gorski replied, that's really going to fall out as a function of right-sizing the program and how much other co-funding we're going to identify. The MSRC is going to have that discussion. During the working groups, it's appropriate to set targets or minimums saying, this program is ambitious, it won't work unless there's "X" number of dollars available for it. That's totally appropriate. No one with the exception of the MSRC can say yes, the value is this much. Some of these things are going to start to fall out, once we have a good understanding of what monies are available, who's giving them and what we think the demand is going to be. We will try to right-size the funding allocations for each of the four areas.

Mr. Olson asked, is it just one meeting? Mr. Gorski replied, it could be as many as deemed appropriate. There's a staff report that the Better World Group has prepared relative to timing. They've been out doing a lot of work on behalf of the Committee and will continue to do so under this program. Mr. Olson commented, my agency is deploying a lot of money to the Ports on near zero trucks. Their Clean Air Plans are in the future all electric, but they're buying also natural gas and hydrogen and we're also a supplier of infrastructure funding. If you're going to invite the Ports in, maybe let them decide whether they want to be in both phases. Mr. Gorski replied, we're going to present a very specific program to you. You may look at it and say, that's not what we want to do and then we'll go back to the drawing board. But occasionally, an opportunity presents itself, which checks off all the boxes. It has stakeholders who are bringing money to the table, it's been vetted through agencies like the South Coast AQMD, it has low administrative requirements on behalf of the MSRC, and it's one of those things where we can leverage our money and make a big impact. This is really something that by virtue of the MSRC joining as a participant, we can expand the program and bring in a new demographic--the disadvantaged independent truckers--and leverage our dollars to achieve real emission reductions through near zero vehicle deployment.

MSRC-TAC Member Martin Buford commented, what would be the icing on the cake for me would be to have an element of congestion management in this as well. I believe that reducing congestion contributes to better air quality. For example, if you were to get somebody who has

20 fleet vehicles that are offensively emitting, but he said well I can redo this, but I will need 20, for dramatic effect, horses and buggies. Other than the emissions from the horses that we have to worry about, we have to worry about the congestion that is caused because those surrounding vehicles will continue to emit pollutants in the air. Mr. Gorski replied this one is more focused on vehicles. These are going to be the drayage trucks. However, that comment that you have just made is applicable to one of the four categories.

Mr. Gorski continued, the next one is Inland Ports. We've been out to SBCTA, we still want to engage with Riverside. This is really looking at the warehouse distribution centers, the logistics centers out in the Inland Empire where all the goods end up, once they've come through the San Pedro Bay Ports. We have an approach that we'd like to put on the table. Given the nature of the approach, we don't believe this needs to be a full-blown Brown Act working group. That's not to suggest that others aren't going to be brought in, but for this one we're going to recommend a phased approach which is going to have outreach components. So, for this one, we'd like to get moving on it soon because there's work to be done by staff.

Mr. Olson asked, is this focused on on-road vehicles or does it also include forklift technology? Mr. Gorski replied some of the near zero drayage trucks are going to be going out to these warehouse distribution centers. This one is also going to focus on off-road equipment. It's going to be looking at zero emission forklifts within the facilities, low emission or zero emission cargo handling equipment within the yards, and really any mobile source associated with operations at a warehouse distribution center, but drayage trucks, cargo handling equipment, and forklifts are probably the big three.

MSRC-TAC Alternate Jenny Chan asked, it sounds like for this program, there's going to be a lot of interaction with the warehousing facilities and the distribution centers. So, would we be bringing in these folks to our subcommittees to kind of educate us as to like what they're going for or what are their challenges? What is the plan to incorporate their perspective? Mr. Gorski replied the plan is that we're initially going to issue a Program Opportunity Notice (PON) and have it distributed using some of the partners which we're currently working with, to make sure it's distributed and everyone's aware that this is an opportunity. In parallel to that, we will be vetting technology providers. Those are the companies that offer some of the equipment which will potentially be utilized at these facilities. Then we will put out an RFP to get some projects. We're going to align technology providers with the people who through the PON process have expressed interest. Because it's a PON it gives you a complete flexibility. If someone comes in with a brilliant idea under a PON response, you can enter into a sole source contract with them. So, we're trying to take this big problem and narrow it down as quickly as we can. So, having two parallel paths for information gathering, and having another program to put them together, as well as having the Outreach Coordinator, MSRC-TAC, and staff working through your organizations, that's how the Inland Ports can be solved within the timeframe of this program.

Mr. Lee asked, will we be deploying a scoring criterion for each of the four categories? Mr. Gorski replied, probably not. Everything is going to be unique.

MSRC-TAC Member Vicki White commented, I manage our incentive funding programs and a lot of the programs that I work with involve funding for near zero and zero emission trucks. One of the biggest challenges is packaging all of the funding for both vehicles and infrastructure together in a way that makes sense to that facility or warehouse distribution center you're

targeting, because a lot of what happens is timing-based. You might be planning to issue a PON at a time when some of these other funding programs are not available, just because of the cycles that they're on. A lot of funding programs I work with require that you scrap an older vehicle. Now, there's other programs that don't require that, so trying to package this all to the distribution centers so that it makes sense, so they can make their decisions on when to apply, what they should be applying for, and what the timing restrictions are for each funding program is important. I wasn't sure if that's going to be part of your efforts for developing this PON because that would be very meaningful to a facility that wants to seek funding for clean vehicles and infrastructure.

MSRC-TAC Alternate Rick Teebay asked, are you thinking that this is just vehicles, or will it cover infrastructure? Mr. Gorski replied vehicles and infrastructure, on-road and off-road. Mr. Teebay commented, I like the way that the Port of Long Beach designed their multi-year program. We were co-funder of their blueprint which was a plan identifying different stages of development. That idea might be considered.

Ms. Chan commented, typically with SCAG, I associated with them writing documents and reports. So, with this working group would SCAG be implementing a project? Mr. Gorski replied probably not. SCAG brings an understanding of what's going on. They bring some relationships that they're establishing, and they've also expressed a high level of interest in wanting to partner with the MSRC.

Mr. Olson asked, where does the money flow? Mr. Gorski replied for the truck cooperative, the money is going to flow through the South Coast AQMD. Realistically we won't see a dollar hit the street until mid-2020 only because programs take a little time to get together contracts.

ACTION: No further action required.

OTHER BUSINESS

Agenda Item #11

Cynthia Ravenstein commented that Alternate Linda Johnson, representing Cities of Orange County, will be retiring in December. MSRC-TAC Dan York congratulated Linda on her 34 years of service and presented her with a retirement certificate on behalf the MSRC-TAC.

Cynthia Ravenstein also commented that an email was sent out to give the TAC members an opportunity to purchase tickets for the Metro/MSRC Day at the Dodgers game on August 11th. There's a variety of different sections in which you can get the tickets.

Rubin Aronin, Better World Group, commented we're excited to continue working with the MSRC and this new Work Program has been a great outreach opportunity for folks to get know the MSRC. There's a network of public and private sector stakeholders that are excited to be connected to the MSRC. The organization of the TAC and staff have created a roadmap to tackle this big program which is super helpful, as we're doing outreach on your behalf about this. Having a very methodical thoughtful process is

useful. If you have resources that we should be considering let us know. We're trying to make sure you don't leave anything on the table.

MSRC-TAC Member Tim Olson commented that the California Energy Commission is releasing a solicitation, probably in September or October, offering \$17.5 million for ZEV infrastructure for medium-duty and heavy-duty vehicles. And we've allocated another \$30 million to be approved on August 14th. On-road and off-road, probably transit and of course, all the Class 3-8 trucks will be eligible. That's in addition to the \$90 million we've allocated for light-duty.

PUBLIC COMMENTS:

Tyler Masters, Western Riverside Council of Governments (WRCOG) and the Western Riverside County Clean Cities Coalition, announced the 14th Annual Southern California Alternative Fuel Car Expo Conference and Ride and Drive on October 16, 2019, at the Riverside Convention Center. Our key theme this year is air quality. This allows us to increase the opportunity to share and talk about the alternative fuel cars and plug-in vehicles available here in California, as well as to learn about the different vehicles and how their energy affects transportation. Altcar formed a Planning Advisory Group, which consists of the City of Riverside, City of San Jacinto, Riverside Public Utilities, Southern California Edison, and South Coast Air Quality Management District. It also includes local governments and SCAG, SBCTA and WRCOG as well as our Clean Cities Coalition including the Coachella Valley Region. I'm here today to leave these flyers with you to encourage you to save the day and to register. It's going to be a good day full of exhibit halls, vehicles, and ride and drives.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 2:43 P.M.

NEXT MEETING: Next meeting: Thursday, September 5, 2019, 1:30 p.m., at the South Coast Air Quality Management District.

(Minutes prepared by Penny Shaw Cedillo)