



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, MAY 14, 2020 MEETING MINUTES
21865 Copley Drive, Diamond Bar, CA 91765 – Remote Meeting**

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Dan York, representing Cities of Riverside County
MSRC-TAC Vice-Chair Anthony (AJ) Marquez, representing Orange County
Board of Supervisors
Adriann Cardoso, representing Orange County Transportation Authority
Jenny Chan, representing Riverside County Transportation Commission
Jason Farin, representing Riverside County Board of Supervisors
Jenny Herrera (Alt.), representing San Bernardino County Transportation
Authority
Jaime Lai, representing Cities of Orange County
Minh Le, representing Los Angeles County Board of Supervisors
Steven Lee, representing Los Angeles County Metropolitan Transportation
Authority
David Lor (Alt.), representing Los Angeles County Metropolitan Transportation
Authority
Laura Iannaccone (Alt.), representing Los Angeles County Board of Supervisors
Rongsheng Luo, representing Southern California Association of Governments
Scott Strelecki (Alt.), representing Southern California Association
of Governments
Kelly Lynn, representing San Bernardino County Transportation Authority
Sean O’Connor, representing Cities of San Bernardino County
Tim Olson, Air Pollution Control Expert
Vicki White, representing South Coast Air Quality Management District

OTHERS PRESENT:

Mark Abramowitz
Michael Bolin
Laurence Brown, South Coast AQMD
Al Cioffi
Lauren Dunlap
George Malouf
Elliott Popel

Rick Sikes
Andy Silva
Rick Teebay
Alek Van Houghton

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Maria Allen, Secretary
Penny Shaw Cedillo, MSRC Administrative Liaison
Ray Gorski, Technical Advisor
John Kampa, Financial Analyst
Daphne Hsu, Senior Deputy District Counsel
Matt MacKenzie, Contracts Assistant
Cynthia Ravenstein, MSRC Contracts Administrator
Paul Wright, Information Technology Specialist

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Dan York called the meeting to order at 1:34 p.m.

ELECTION OF MSRC-TAC CHAIR AND VICE CHAIR

MSRC-TAC Chair Dan York conducted the annual election of MSRC-TAC Chair and Vice Chair.

Nominations for Chair were opened.

A MOTION WAS INTRODUCED BY MSRC-TAC CHAIR DAN YORK, AND SECONDED BY MSRC-TAC MEMBER SEAN O'CONNOR, TO NOMINATE ANTHONY (AJ) MARQUEZ AS CHAIR.

No further nominations were offered, so nominations were closed.

THE ABOVE MOTION WAS UNANIMOUSLY APPROVED.

Nominations for Vice Chair were opened.

A MOTION WAS INTRODUCED BY MSRC-TAC CHAIR DAN YORK, AND SECONDED BY MSRC-TAC MEMBER ADRIANN CARDOSO, TO NOMINATE JENNY CHAN AS VICE CHAIR.

No further nominations were offered, so nominations were closed.

THE ABOVE MOTION WAS UNANIMOUSLY APPROVED.

MSRC-TAC Chair Dan York turned the meeting over to the newly elected MSRC-TAC Chair Anthony (AJ) Marquez.

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 Report by MSRC Contractors

Seven final reports were submitted for MSRC-TAC review and approval during November:

- Omnitrans, Contract# MS16117 (\$175,000 – Expansion of Existing CNG Infrastructure)
- Omnitrans, Contract# MS16118 (\$175,000 – Expansion of Existing CNG Infrastructure)
- Anaheim Transportation Network, Contract# MS18006 (\$219,564 – Implement Anaheim Circulator Service)
- Orange County Transportation Authority, Contract# MS18102 (\$1,146,000 – OC Flex Micro-Transit Pilot Project)
- Orange County Transportation Authority, Contract# MS18103 (\$642,000 – Install Hydrogen Detection System)
- Regents of the University of California, Contract# MS18014 (\$254,795 – Planning for EV Charging Infrastructure Investments)
- Los Angeles County MTA, Contract# MS21001 (\$1,148,742 – Implement Special Transit Service to Dodger Stadium)

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE 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 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 #2 – MSRC Contracts Administrator’s Report

The Contracts Administrator’s Report for February 27, 2020 through April 29, 2020 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE 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 FILE THE

CONTRACTS ADMINISTRATOR'S REPORT FOR FEBRUARY 27,
2020 THROUGH APRIL 29, 2020.

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 April 2020 was distributed at the meeting.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE 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 FILE THE
FINANCIAL REPORT FOR THE MONTH OF APRIL 2020.

ACTION: No further action is required.

ACTION CALENDAR (Items 4 through 14)

MSRC-TAC Chair AJ Marquez stated items #4, #5, #6, and #8 are contract extension requests due to COVID-19 delays, which do not have statement of work changes or budgetary changes and he would like to take them as a group.

Agenda Item #4 – Consider Seven-Month Term Extension for the County of Los Angeles, Contract #ML14030 (\$425,000 – Bicycle Racks, Outreach and Education)

The County requests a seven-month contract term extension because the COVID-19 situation has resulted in a freeze on non-essential services, supplies and equipment, which will cause a delay in the final procurement and installation of supplemental lighting at bicycle racks.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND
SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR
THE COUNTY OF LOS ANGELES, CONTRACT #ML14030, A
SEVEN-MONTH EXTENSION. MSRC-TAC MEMBER MINH LE
ABSTAINED.

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

Agenda Item #5 – Consider Four-Month Term Extension for the City of Claremont, Contract #ML16053 (\$498,750 – Implement “Complete Streets” Pedestrian Access Project)

The City requests a four-month term extension because the COVID-19 situation prevents them from conducting meaningful post-construction bicycle and pedestrian counts as required by the contract.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND
SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR
THE FOR THE CITY OF CLAREMONT, CONTRACT #ML16053, A
FOUR-MONTH EXTENSION.

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

Agenda Item #6 – Consider One-Year Term Extension for the San Bernardino County Transportation Authority (SBCTA), Contract #MS16096 (\$450,000 – EV Charging Infrastructure)

SBCTA requests a one-year term extension due to delays in equipment delivery associated with the COVID-19 situation.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND
SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE SAN
BERNARDINO COUNTY TRANSPORTATION AUTHORITY,
CONTRACT #MS16096, A ONE-YEAR EXTENSION. MSRC-TAC
MEMBER KELLY LYNN ABSTAINED.

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

Agenda Item #8 – Consider Sixteen-Month Term Extension for the City of Calimesa, Contract #ML18139 (\$50,000 - Install Bicycle Lane)

The City requests a sixteen-month term extension due to earlier delays associated with a wildfire, and, more recently, delays in right-of-way acquisitions due to the COVID-19 situation.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND
SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR
THE CITY OF CALIMESA, CONTRACT #ML18139, A SIXTEEN-
MONTH EXTENSION.

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

Agenda Item #7 – Consider Increasing Stations from Thirteen to Twenty-four for the City of Brea, Contract #ML18100 (proposed) (\$56,500 – Install EV Charging Infrastructure).

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Brea. The City is requesting to increase the number of stations to be installed from 13 to 24 level II chargers. These would be installed by Tesla in concert with Tesla installing some of their level III Tesla Superchargers. These level II chargers meet the J1772 standards. They are going to be available for basically anybody to use. There are no concerns about MSRC funding going towards proprietary equipment. This is part of a negotiation that the City of Brea has worked out with Tesla to put these in its parking structure.

ON MOTION BY MSRC-TAC MEMBER MINH LE AND SECONDED
BY MSRC-TAC MEMBER TIM OLSON, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE
CITY OF BREA, CONTRACT #ML18100, STATION INCREASE FROM
THIRTEEN TO TWENTY-FOUR.

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

Agenda Item #9 – Consider Modified Statement of Work for the City of Fontana, Contract #ML18144 (\$269,090 – Install EV Charging Infrastructure)

[MSRC-TAC Vice Chair Jenny Chan arrived during the discussion of this item.]

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Fontana. The contract language states that the City is going to install 12 EV charging stations but the City interpreted that as 12 charging positions. Some of those they are accomplishing by dual-port stations, so the number of stations is actually eight. There are still going to be positions for 12 vehicles to charge, but the City is requesting approval to have that be accomplished by four single port stations and four dual-port stations.

MSRC-TAC Member Minh Le asked, do the dual port stations allow for simultaneous charging? If so, do they allow for simultaneous charging at effectively full power or is it a power-sharing arrangement? Ms. Ravenstein replied, they allow for simultaneous charging. I do not know whether there is any diminishment in the power when that is occurring.

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
THE CITY OF FONTANA, CONTRACT #ML18144, MODIFIED
STATEMENT OF WORK.

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

Agenda Item #10 – Consider Modified Statement of Work for the City of Alhambra, Contract #ML18169 (\$111,980 – Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Alhambra. They were to install 12 Level II charging stations but are requesting to substitute having two single port stations and eight dual port stations, which is increasing to a total of 18 charging ports.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND
SECONDED BY MSRC-TAC MEMBER MINH LE, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE
CITY OF ALHAMBRA, CONTRACT #ML18169, MODIFIED
STATEMENT OF WORK.

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

Agenda Item #11 – Consider Re-Opening Contract for Los Angeles Metropolitan Transportation Authority (Metro), Contract #MS18025 (\$1,324,560 – Special Bus and Train Service to Dodger Stadium)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from Metro to authorize reopening the contract. The MSRC had awarded Metro \$1.3 million to provide special bus and train service to Dodger Stadium in 2018. The contract was closed in error prior to payment of the final invoice. In order to be able to pay an invoice for \$255,011, authorization is needed to reopen the contract.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND
SECONDED BY MSRC-TAC MEMBER JAMIE LAI, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR LOS
ANGELES METROPOLITAN TRANSPORTATION AUTHORITY,
CONTRACT #MS18025, RE-OPENING CONTRACT.

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

**Agenda Item #12 – Consider Request to Release Retention for the R.F. Dickson Co.,
Contract #MS18106 (\$265,000 – Expand CNG Station and Train Mechanics)**

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from R.F. Dickson Co. As part of the MSRC's FYs 2016-18 Natural Gas Infrastructure Program, there is a retention on invoices for private companies. The retention is 10% and that is pending submittal and MSRC approval of a final report. Funding was awarded to expand R.F. Dickson's CNG station and train mechanics. The CNG station was expanded and some training was completed, but due to COVID-19, they have been unable to complete training. They have been reimbursed for 90% of the cost on their station expansion, but we withheld that 10%. They are unable to submit a final report because the project is not completed. A report was submitted but it is not the final due to incompleteness of the product. They are requesting for the MSRC to decouple the retention for the station from the mechanic training, and then be reimbursed \$25,000. The retention on the mechanic training would be held until a final report is submitted.

MSRC-TAC Member Vicki White asked, is it possible to do the mechanic training via a remote process?

PUBLIC COMMENT: Lauren Dunlap, R.F. Dickson Co. commented, Steve Dickson has been exploring remote training although station mechanical training and repair of stations is a very hands-on task. We could take that back to NGV Institute and some of the other entities that he does training with and ask them if they would provide it. We are certainly willing to do that.

Ms. White replied, if it can be done that way the contract requirements can still be met. We are conducting a lot of our trainings via the internet.

MSRC-TAC Member Minh Le commented, we all recognize that these are very unusual times and the magnitude of the economic stress they are causing our community, both private sector as well as government, is quite severe. What assurances do we have that the final report will ultimately be provided? How much will be retained? Ms. Ravenstein replied, \$15,000 was set aside for the training. If training were completed and we have reimbursed for the training, there would be \$1,500 left towards the final report. The

report previously submitted covered the station, and that is 90% of the final report. We feel fairly confident that we would get the final report.

MSRC-TAC Chair AJ Marquez commented, as someone who has operated and owns a CNG station--Clean Energy operates it now--it is very hands-on to keep that station maintained and it would behoove them to complete that training to make sure that that station is operational 99% of the time. It is for their benefit that they complete that training.

ON MOTION BY MSRC-TAC MEMBER SEAN O'CONNOR AND
SECONDED BY MSRC-TAC MEMBER MINH LE, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE
R.F. DICKSON CO., CONTRACT #MS18106, REQUEST TO RELEASE
RETENTION OF \$25,000.

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

2018-21 WORK PROGRAM

Agenda Item #13 – Update on MSRC’s Regional Goods Movement Program

Ray Gorski, MSRC Technical Advisor, commented that the MSRC-TAC previously learned about the South Coast AQMD’s Voucher Incentive Program (VIP) and made a recommendation to the MSRC to partner with the South Coast AQMD on a Plus Up Program; that was approved by the MSRC at their April 16 meeting. Under the MSRC Goods Movement Work Program, there are now two programs which are targeting incentives for near-zero heavy-duty trucks: (1) the Market Acceleration Program (MAP), which is a partnership between the MSRC, South Coast AQMD and Clean Energy, and (2) the VIP Plus Up Program. It is recognized that money is flowing from the state in the form of Carl Moyer funds, in addition to the MSRC contribution. The MAP and the VIP Plus Up Program are both focused on smaller, less advantaged fleets--small operators of heavy-duty trucks--and leverage not only South Coast AQMD investments, but also money from the federal government as well as state money.

There is a lot of activity by multiple agencies that is surrounding the Maritime Ports, as well as the transfer of goods from the Maritime Ports out to the Inland Empire along corridors including the I-710. Many of these agencies are working on concepts to have large-scale deployments of zero emission and near-zero emission Class 8 tractor trailers. Many of these agencies are putting together road maps or detailed concept papers on how they want to achieve their results. The goal of the MSRC is to be able to work with a regional program to bring about these zero emissions and near zero emission trucks. There is another pot of money coming from CARB and the California Energy

Commission (CEC) which will be made available most likely in the fall. The amount will be between \$20 and \$40 million.

Towards the end of February, the MSRC closed their Program Opportunity Notice (PON) for the Inland Ports which targeted goods movement, which surrounds the warehouse distribution centers within San Bernardino and Riverside counties. The MSRC specifically wanted to ensure that the Inland Empire had a role in the Goods Movement program considering that the Inland Empire is the host to the majority of the warehouse distribution centers. The PON value was \$20 million. It opened on December 6 and closed on February 21. Staff expressed some concern that stakeholders might not come to the table for a lot of reasons, one being that the South Coast AQMD is promulgating an indirect source rule, which potentially could regulate the warehouse distribution center industry in the Inland Empire. However, we had an overwhelming response to the PON. The amount of funding requested in these proposals exceeds \$80 million. Some of the proposers are well-known companies, including Burlington Northern Santa Fe Railroad (BNSF), JB Hunt, Penske, Volvo in partnership with the South Coast AQMD, and Clean Energy. We received some really good pre-proposals from established companies which are bringing to the table the opportunity to have large deployments of zero emission and near-zero emission on-road vehicles, as well as off-road distribution equipment. Also, they're offering substantial co-funding, matching the MSRC approximately \$3 to \$1. What we found very interesting in several of the pre-proposals was that while their destinations are Inland Ports, many of them originate at the Maritime ports and travel along the I-710 Corridor to get to the warehouse distribution centers within the Inland Empire. We are attempting to determine if opportunities are available working with additional stakeholders that could further leverage the MSRC investment. If possible, we want to see if we can increase the funding pot for that Work Program category by leveraging other money in addition to that which has been offered as co-funding within each individual pre-proposal. The Inland Port Subcommittee has charged staff to contact other stakeholders and enter into discussions as to whether or not there are opportunities to partner. The Subcommittee will go through a process of reviewing the results from the identification of potential partnerships to come up with a short list and bring that back for additional deliberation at both the MSRC-TAC and MSRC meetings.

We have been working with SCAG on the Last Mile component and based upon that work they have made a proposal to the MSRC to take over the implementation of the Last Mile component of the MSRC Goods Movement Program. At the April 16 MSRC meeting, the MSRC did not take a specific action to award funding to SCAG because it was not requested. SCAG requested for this to work through the regular MSRC process. The Subcommittee's recommendation is to have SCAG implement the Last Mile Goods Movement component of the MSRC Work Program in two phases. Phase 1 would focus on those programs which can be implemented in a very timely manner, which focus on the direct and tangible emission reductions that can be achieved by zero and near-zero emission technologies and trucks. The MSRC-TAC Last Mile Subcommittee recommends that Phase 1 have a targeted value of \$10 million. The Subcommittee also

entertained a proposal from SCAG to do a Phase 2, that would look at more innovative concepts for Last Mile goods delivery. These are things which incorporate advanced technologies, advanced efficiency improvements, and some not so advanced technology, such as using smaller mechanisms to deliver the goods, bicycles, and other forms of mobility, etc. The recommendation from the Subcommittee is to move forward with Phase 1 and Phase 2. However, the Subcommittee is also aware of some of the uncertainties which the MSRC, like every other entity and agency, is going to face as pertains to revenue projections. The request by SCAG for Phase 2 was \$5 million. The recommendation from the Subcommittee is to hold off on having the MSRC appropriate that \$5 million until SCAG would be closer to actually launching Phase 2. The idea is to the extent possible reserve funding because there is an uncertainty as to how much revenue will come in for the MSRC given the COVID-19 crisis.

MSRC-TAC Member Steven Lee asked, Phase 1 will be \$5 million and then Phase 2 \$5 million or depending on funding availability? Mr. Gorski replied, Phase 1 will be \$10 million, and Phase 2 would be \$5 million. But Phase 2 will not be appropriated until SCAG is ready to implement Phase 2 and after the MSRC has the opportunity to coordinate with the South Coast AQMD to determine if the money is available to fund Phase 2 at that time. Mr. Lee asked, how much was allocated for the Truck Program? Mr. Gorski replied, the MSRC has taken actions on two Truck Programs, the Market Acceleration Program (MAP) for \$4 million and the VIP Plus Up Program for \$5 million. No other specific funding allocations have yet been made by the MSRC with the exception of the Inland Port component, which does have a targeted value of \$20 million.

ACTION: No further action required.

Agenda Item #14 – Consider Sole-Source Proposal from Southern California Associated Governments (SCAG) to Implement Last Mile Component of MSRC Goods Movement Program

MSRC-TAC Alternate Scott Strelecki presented that SCAG provides local jurisdictions and transportation planning agencies with funding to implement the Regional Transportation Plan and sustainable community strategies through a sustainable planning grant program. We are overseeing a six-county area, that encompasses the South Coast Air Basin and South Coast AQMD four county area, and we are working with a lot of member agencies through that process. During 2016, SCAG expanded resources and local assistance through a partnership with MSRC to implement the Go Human events and demonstration projects. Similarly, the most recent partnership has included an effort with the MSRC to focus on implementing the Future Communities Pilot Program. SCAG is proposing to serve as the lead for the Last Mile component of the MSRC Goods Movement Program. We are noting obviously the important goal of achieving cost-effective emissions reductions of criteria air pollutants, specifically by focusing on Last Mile Freight operations. We are looking at a two-phased approach, Phase 1 is looking at

specifically focusing on the purchase and commercial deployment of zero and near-zero emission heavy-duty and/or medium-duty on-road trucks and/or potential equipment or supporting infrastructure. Phase 2 is looking to further expand upon Phase 1 by working with some of those same entities or like companies and taking it a step further in looking at the opportunities of more innovative operational-based examples where we can partner with both public and private sector stakeholders to deploy broader technologies.

For Phase 1, we took concepts from the MSRC's warehouse results, and the tremendous interest in that opportunity. We couched it in a way where we do not want to immediately assume that we are just going to focus on a van that will be an electric van instead of a combustion engine. We want to open it up to off-road equipment that is potentially being operated at the facilities that are directly for the delivery vehicles, as well as any of the potential infrastructure that could be used. Phase 2 is looking at broader applications of how we could integrate multiple aspects and specifically this targets a lot of operational components that are going to be going on in local jurisdiction areas. We would imagine using a potential zero-emission van that would potentially be operating at a consolidation location and at that location you have a lot of unique opportunities. It could be in a certain area where bike delivery is conducive and will work based on the facilities and partnering with the potential public agency. Multiple modes of zero emission technology could be combined. There are similar opportunities for other technologies, whether drone delivery or robot deliveries. Some of the other examples focus on off-peak delivery or common carrier lockers. Those are getting a lot more at the operational strategies where they will still be integrating zero emission technology, but at the same time operating at different times of the day. This would open up the roadway to have better mobility during those times and the examples of such consolidation and common carrier lockers getting more volume to a specific location, looking at more operational assets. For the funding strategy, SCAG is looking at having an opportunity to provide some in-kind match as part of the development, administration, and analytical support of the program.

For Phase 1, the first milestone would be developing program guidelines. This would be followed by screening and selection criteria development, the issuance of a call, and eventually selection of projects. That is a very important area, and we had a lot of discussion at the subcommittee level about where there are opportunities to consider geographic equity across the different locations, as well as the leveraging opportunities of other funding sources, and other specific criteria. We would move towards implementation of projects after the selection and at the end of the deployment process, we would have our evaluation and final report. For Phase 2, since we would already have had our Phase 1 results, we would continue building, looking at the more innovative technology solutions that we could expand upon by conducting more outreach, doing a request for information and going through a similar call for projects process and then eventually getting into a demonstration framework using what's already commercially available and expanding on that with newer technologies, implementing projects and then having the evaluation and final report. We have been working extensively on a Last Mile study that has focused specifically in the Los Angeles City area as a starting point.

Through that study we have collected a lot of data. We work directly with a lot of major delivery companies: UPS, FedEx, Cisco and US Foods and many others. We have really gotten a lot of insights. We have even incorporated them into our most recent Regional Transportation Plan. We are working with some of the leading research entities across the country as well and sharing information.

MSRC-TAC Member Minh Le asked, what is the urgency to make this sole-source award at this time? Would it put other entities that potentially are applying to those other funding sources at a disadvantage? Ray Gorski, MSRC Technical Advisor replied, the actions that the MSRC-TAC is being asked to take is coming as a direction from the MSRC. The SCAG representative on the MSRC made a statement at the last meeting on April 16 to recommend that SCAG take the lead on this Work Program category. There was discussion and deliberation at the MSRC level, and they unanimously approved that this proposal to award the sole source funding would be put together by SCAG and presented through the committee process. The MSRC and SCAG were clear that they wanted this to go through a vetting process and deliberative process. And that is why we convened the Subcommittee to review the initial project concept that SCAG had put together and there were substantive modifications through the deliberative process to bring forward for your consideration today.

MSRC-TAC Member Tim Olson commented, the Energy Commission is a potential co-funder of some of these projects. We are going to release solicitations in six different areas. This is one area that could be potential co-funding from our standpoint. We are allocating close to \$47.5 million in this medium-duty/heavy-duty area, but we are mainly funding ZEV infrastructure, not near-zero. ZEV could be hydrogen and electric, but pretty much anything in the Class 3 through 8 vehicles, and it also includes transit. CARB's HVIP program is mainly for vehicles and that covers both zero and near-zero. There is also a collaboration between the Energy Commission and CARB on some vehicle demonstration areas. Our solicitations require match funding. In our review and solicitation process, we are always looking who is putting skin in the game as a potential match. This program would be very well received just based on any kind of commitment. One of the things we are exploring is whether or not we can use a solicitation process--in this case conducted by SCAG--in lieu of a solicitation that we would conduct, knowing that we can get probably the same kind of proposals. Also remember both CARB and Energy Commission are looking statewide, not just in the South Coast area. The subcommittee recommended a geographic diversity minimum of \$1.25 million per county for each of the four counties. The CEC would look at it the same way throughout California. We would want to have geographic distribution in how we deploy our money too.

Minh Le asked, of the \$10 million, where do you believe the monies will go? How was that breakdown arrived at and what were the criteria? How do you actually get that impact that you are trying to achieve? Mr. Gorski replied, as this was presented to the MSRC, Phase 1 is focused primarily on achieving cost-effective air quality benefits and

the rationale behind that is simply that the reason the MSRC pursued the Goods Movement Program to begin with, was to support the South Coast AQMD's efforts as articulated in the Air Quality Management Plan to achieve near-term reductions of oxides of nitrogen and particulate matter pollution. The MSRC is charged to have programs developed which can maximize those air quality benefits for the dollars that are invested. SCAG has the potential obligation to bring forth an acceptable program for the MSRC-TAC and MSRC to implement Phase 1. But in conversations at the subcommittee level, it was clearly understood by all the participants that the real focus of Phase 1 is to achieve the most cost-effective, most near-term goods movement, last mile-related air quality benefits and to further the demonstration that the region is moving towards their obligations for attainment. There are a lot more details that need to be fleshed out by SCAG over the next few weeks to put together the basis of a contract. As was discussed thoroughly during the subcommittee process, SCAG is going to include the MSRC and its committees within this process. Mr. Strelecki commented, once we have a scope, we would be coming back, bringing another document that would be highlighting the specifics. We would be open to confirmation, other suggestions, or things like that before we would be moving forward. We have heard that geographic diversity is very important, and we have an actual number minimum that is already set for each of the four counties. We recognize the comments regarding the big companies just coming in and doing what they want. We have been building databases trying to be as extensive as we can within different industries. Package delivery is mostly dominated by Amazon, FedEx, UPS, and the US Postal Service. There are smaller delivery companies and localized food distribution/food service companies. We are trying to, as best as we can with our expertise, understand these industries very well. We are more than willing to go through the entire process, engage everyone and make sure we are all on the same page and really make this program successful. MSRC-TAC Chair AJ Marquez added, the level of detail that you are asking for at this point, we are not quite there with all the details yet. Mr. Strelecki commented, we are prepared to start updating our proposal, if need be, to integrate all that feedback. In our statement of work, actually getting into the guidelines and the criteria is the first task that we are going to start once we have the contract in place to move forward.

ON MOTION BY MSRC-TAC MEMBER TIM OLSON AND
SECONDED BY MSRC-TAC MEMBER DAN YORK, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND APPROVAL OF AN
AWARD OF \$10,000,000 TO SCAG. ALTERNATE MEMBER
STRELECKI ABSTAINED.

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

OTHER BUSINESS

Agenda Item #15 – Other Business

No comment.

PUBLIC COMMENTS:

No public comment.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC
MEETING ADJOURNED AT 2:53 P.M.

NEXT MEETING: Thursday, June 4, 2020, 1:30 p.m.

(Minutes prepared by Penny Shaw Cedillo)