



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE  
THURSDAY, OCTOBER 15, 2020 MEETING MINUTES**  
21865 Copley Drive, Diamond, Bar, CA 91765 – Remote Meeting

**All participants attended the meeting remotely pursuant to  
Executive Orders N-25-20 and N-29-20**

**MEMBERS PRESENT:**

(Chair) Larry McCallon, representing San Bernardino County Transportation Authority (SBCTA)  
(Vice-Chair) Brian Berkson, representing Riverside County Transportation Commission (RCTC)  
Ben Benoit, representing South Coast AQMD  
Michael Carter (Alt.), representing California Air Resources Board (CARB)  
John Dutrey, representing Regional Rideshare Agency  
Jed Leano (Alt.), representing Southern California Association of Governments (SCAG)  
Ray Marquez (Alt.), representing Regional Rideshare Agency  
Meghan Sahli-Wells, representing Southern California Association of Governments (SCAG)  
Mark Yamarone (Alt.), representing Los Angeles County Metropolitan Transportation Authority (Metro)

**MEMBERS ABSENT:**

Tim Shaw, representing Orange County Transportation Authority (OCTA)  
Steve Veres, representing Los Angeles County Metropolitan Transportation Authority (Metro)

**MSRC-TAC MEMBERS PRESENT:**

MSRC-TAC Chair AJ Marquez, representing Orange County Board of Supervisors  
MSRC-TAC Vice Chair Jenny Chan, representing RCTC  
Rongsheng Luo, representing SCAG  
Steven Lee, representing Metro  
David Lor, representing Metro  
Kelly Lynn, representing SBCTA  
Nicole Soto, representing Regional Rideshare Agency  
Derek Winters, representing CARB

**OTHERS PRESENT:**

Mark Abramowitz

Manny Alacron

Tricia Almiron

Ruben Aronin, Better World Group

Lauren Dunlap

Sam Emmerson, Better World Group

Lex Frazier

Rick Sikes

Charlies Williams

Alex Van Houghton

**SOUTH COAST AQMD STAFF & CONTRACTORS**

Leah Alfaro, MSRC Contracts Assistant

Naveen Berry, Asst. Deputy Executive Officer

Penny Shaw Cedillo, MSRC Administrative Liaison

Ray Gorski, MSRC Technical Advisor-Contractor

Joseph Impullitti, Technology Demonstration Manager

Daphne Hsu, Senior Deputy District Counsel

John Kampa, Financial Analyst

Josephine Lee, Senior Deputy District Counsel

Matt MacKenzie, MSRC Contracts Assistant

Cynthia Ravenstein, MSRC Contracts Administrator

Paul Wright, Information Technology Specialist

## **CALL TO ORDER**

- Call to Order

MSRC Chair Larry McCallon called the meeting to order at 2:01 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: DUTREY, CARTER, MCCALLON, SAHLI-WELLS, YAMARONE.

- Opening Comments

Naveen Berry, Asst. Deputy Executive Officer, commented that Joseph Impullitti from our Technology Demonstration staff will be giving a brief overview of a potential project that we are thinking about submitting in response to an anticipated CARB and California Energy Commission (CEC) solicitation.

- STATUS REPORT

Cynthia Ravenstein, MSRC Contracts Administrator, reported this edition focused strictly on legislative developments, which covered bills that were signed by the Governor that are related to MSRC interests. Due to events that have been going on this year, the activity has not been that great.

[MSRC Members Ben Benoit and Brian Berkson arrived during the discussion of this item]

Member Meghan Sahli-Wells stated for the record that for Agenda Item #7, she does not have any financial interest, but is required to identify that she is a Regional Council Member for Southern California Association of Governments, which is involved in this item.

MSRC Alternate Mark Yamarone stated for the record that for Agenda Items #5 and #7, he does not have any financial interest, but is required to identify that he is an employee of the Los Angeles County Metropolitan Transportation Authority, which is involved in these items.

MSRC Chair Larry McCallon stated for the record that for Agenda Item #7, he does not have any financial interest, but is required to identify that he is a Governing Board Member for the South Coast AQMD and a Regional Council Member for Southern California Association of Governments, which is involved in these items.

MSRC Member Ben Benoit stated for the record that for Agenda Items #7, he does not have any financial interest, but is required to identify that he is Vice Chair on the South Coast AQMD Governing Board and a Regional Council Member for Southern California Association of Governments, which is involved in these items.

MSRC Alternate Michael Carter stated for the record that for Agenda Item #6, he does not have any financial interest, but is required to identify that he is an employee of the California Air Resources Board, which is involved in this item.

### **CONSENT CALENDAR (Items 1 through 3)**

#### **Informational Only – Receive and Approve Items**

##### **Agenda Item #1 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s Report for August 27 through September 23, 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #3, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR AUGUST 27 THROUGH SEPTEMBER 23, 2020.

AYES: BENOIT, BERKSON, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, YAMARONE.

NOES: NONE.

**ACTION:** Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the November 6, 2020 South Coast AQMD Board meeting.

##### **Agenda Item #2 – Financial Report on AB 2766 Discretionary Fund**

A financial report on the AB 2766 Discretionary Fund for September 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #3, THE MSRC

UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING SEPTEMBER 2020.

AYES: BENOIT, BERKSON, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, YAMARONE.

NOES: NONE.

**ACTION:** No further action is required.

**For Approval – As Recommended**

**Agenda Item #3 – Consider Substitution of 40 Public Access Charging Ports for 32 Public Access Charging Stations, Substitution of 10 Limited Access Charging Ports for 7 Limited Access Stations, Location Changes, Reallocation of Funds Between Tasks, and 19-Month Term Extension by City of Santa Monica, Contract #ML18080 (\$121,500 – Install EV Charging Stations)**

In order to better serve the needs of their residents, the City requests to change some locations and use multi-port charging stations in some cases, substituting the installation of 40 total public access Level II charging ports for the installation of 32 Level II charging stations and substituting the installation of 10 limited access charging ports for 7 limited access stations. The City further requests to reallocate \$944 which was originally budgeted for limited access stations to the public access charging ports. Lastly, due to unforeseen project delays associated with budget and staff cuts and shifted City priorities due to COVID-19, the City requests a 19-month term extension.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #3, MSRC UNANIMOUSLY VOTED TO APPROVE THE SUBSTITUTION OF 40 PUBLIC ACCESS CHARGING PORTS FOR 32 PUBLIC ACCESS CHARGING STATIONS, SUBSTITUTION OF 10 LIMITED ACCESS CHARGING PORTS FOR 7 LIMITED ACCESS STATIONS, LOCATION CHANGES, REALLOCATION OF FUNDS BETWEEN TASKS, AND 19-MONTH TERM EXTENSION BY CITY OF SANTA MONICA, CONTRACT #ML18080.

AYES: BENOIT, BERKSON, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, YAMARONE.

NOES: NONE.

**ACTION:** This item will be considered by the South Coast AQMD Board at its meeting on November 6, 2020.

**ACTION CALENDAR (Item 4 through 7)****Agenda Item #4 – Consider Four-Month Term Extension for Los Angeles County Metropolitan Transportation Commission (Metro), Contract #MS16090 (\$2,500,000 – Expansion of the Willowbrook/Rosa Parks Transit Station)**

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from Metro. They were awarded \$2.5 million under the MSRC FYs 2014-16 Transportation Control Measure Partnership Program to do some expansion of the Willowbrook/Rosa Parks Transit Station. There were greater than anticipated coordination and design requirements with Union Pacific Railroad and the County of Los Angeles. While dealing with that, they had to open a temporary entry area to allow the station to open, now that is going to have to be shut down. They requested four months to enable them to wrap up the construction. When the MSRC-TAC considered the request, there was some uncertainty as to whether Metro had allowed enough time for completing all of the reporting requirements as well as the construction. The MSRC-TAC recommended to extend the contract term for 12 months to allow for sufficient time. This recommendation is to extend for longer than what the contractor had requested.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A ONE-YEAR TERM EXTENSION FOR LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION COMMISSION (METRO), CONTRACT #MS16090.

AYES: BENOIT, BERKSON, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, YAMARONE.

NOES: NONE.

**ACTION:** MSRC Staff will amend the above contract accordingly.

**FYs 2018-21 WORK PROGRAM****Agenda Item #5 – Consider RFP for Zero and Near-Zero Trucking to the Warehouse, Distribution, and Intermodal Facilities in Riverside & San Bernardino Counties and RFP for Zero and Near-Zero Cargo Handling Equipment at Warehouse, Distribution and Intermodal Facilities in Riverside & San Bernardino Counties**

MSRC-TAC Member Tim Olson reported, we have gone through extensive discussions amongst the subcommittee and the MSRC-TAC. Funds were divided for two RFPs: \$14 million for on-road distribution, either vehicles or infrastructure for zero, near zero, hydrogen, all electric and renewable natural gas low NOx engines and \$6 million for the off-road segments of the same areas. Both RFPs are being proposed for public release in

early November, with proposals due in mid-January. The MSRC conducted a Program Opportunity Notice (PON) back in the late winter and solicited concept papers, we received 11 proposals from several different trucking fleets and OEMs. Several of them proposed fleets in the range of 50 to 100 vehicles. There were a couple of detailed proposals, but most of them were one and two pages. There were proposals for \$60 million in MSRC money, matched with \$89 million from various sources. We felt we did not have sufficient information on all proposals to make decisions. Almost all of the matching funds were heavily dependent on CARB programs for vehicle buy down incentives. During the spring, the State budget process started identifying shortfalls in those funds. It is related to Cap and Trade, and Greenhouse Gas Reduction Funds and there was at that point in time a waitlist that went back to November 2019 with lots of vehicle applications. That system has not changed, and that shortfall of money still exists today.

One of the ideas was to select a couple of projects out of the PON and fund them, but when we saw this cratering of some of the matching money from the State, we felt it was worth exploring in a different manner. The other factor is that CEC and CARB has formed a joint alliance on the remaining money and is about to put out an RFP. There is going to be some overlap in common areas with these proposed RFPs. Potentially that State money could be part of the match of what is being proposed. The idea now is to go forward with these RFPs. The RFPs have a number of flexibility factors in them. There is geographic coverage for all four counties with a reserve of \$1.25 million for each county area. There is a cap on the size of the project. Also built in is the flexibility to add money into this if the demand is similar to what was seen with the PON. A Truck Cooperative workgroup was conducted and a proposal from LACI was presented to basically deploy some of the same money through them. Looking at this deployment, this will put the MSRC on the map as one of the key freight movement co-funding entities in the state of California. This total will equal what the state is doing in drayage trucks.

MSRC Chair Larry McCallon asked, on the RFP for the cargo handling equipment, is there geographic equity between Riverside and San Bernardino County? Mr. Olson replied, in those PON proposals, the cargo handling equipment requests came primarily from San Bernardino. I am aware of other material handling distribution centers in Moreno Valley and other parts of Riverside. Some of this is getting the word out and letting them know that we have this kind of solicitation. I also think that there are other projects in San Bernardino County that are not aware of MSRC funding.

MSRC Member Meghan Sahli-Wells asked, in Culver City, we are at renewable natural gas (RNG) and moving toward electrification. If we are investing money, why not go for the zero emission as opposed to the near-zero? Mr. McCallon replied, we are trying to get reductions in criteria pollutants as soon as possible. The Cummins .02-gram engine exists. If we can get that deployed in the near term until the zero emission vehicles become more ubiquitous, those will be introduced in the fleet also. I would still want us to be looking at near-zero emission engines, since we have invested so much money at

South Coast AQMD in developing them. MSRC Member Ben Benoit commented, reports seen through South Coast AQMD show that if we spend every dollar, we had on electrification it would only take a small chunk of the pie out. If the money is split, we get a much bigger piece of the overall NO<sub>x</sub> and SO<sub>x</sub> reductions that we really need to meet federal attainment that is right around the corner. Lean in both directions but lean into the wind as much as we can to get what we can that actually takes the NO<sub>x</sub> and SO<sub>x</sub> out of the air right now. Naveen Berry, Asst. Deputy Executive Officer commented, depending on the feedstock, RNG probably has the greatest impact in terms of a negative carbon intensity relative to even solar electricity.

Mr. Olson commented, I work in all of these areas. From a greenhouse gas standpoint, we are going to need contributions from everything, near-term and long-term just to reach these goals. From a State standpoint, there is a big reliance on the zero emission vehicle technologies but there is a maturity factor. For example, in the Volvo Lights project, that new truck is in the first stages of what Volvo described as a 10-stage effort to get a production line vehicle mass-manufactured. The typical time frame can be eight to ten years for that to happen. There was \$50 million dedicated for Volvo Lights. They are going to need a similar investment in almost every one of those stages. We are happy to be a contributor and support, but the reality is, especially for tailpipe emissions you need some near-term things. We need to get methane out of the environment. There is a huge effort in the State of California to capture methane, mainly from dairies, landfills, and wastewater treatment. The truck industry could be the first market, it could go into other sectors at some future point.

Ray Gorski commented that there is no geographic minimum between San Bernardino and Riverside counties in the cargo handling equipment RFP, but it certainly could be added. It does focus on the Inland Empire, but there is no set aside for one county in the Inland Empire as opposed to the other. Mr. McCallon commented, we will see what comes forward. We will see if there are others that are not aware of what is going on and we may get some more proposals, but if we get sufficient proposals out of both counties, it would be good to have geographic equity. Mr. Gorski commented that the RFPs are flexible enough to accommodate that.

Mr. McCallon asked, is there going to be a skin in the game requirement for the guys that propose? Mr. Gorski replied, yes, the primary evaluation criterion is going to be cost-effectiveness. To achieve cost-effective projects the expectation is that the majority of the funding will in fact be put in by sources other than the MSRC.

ON MOTION BY MSRC MEMBER JOHN DUTREY, AND SECONDED BY MSRC MEMBER BEN BENOIT, MSRC UNANIMOUSLY VOTED TO APPROVE THE RFP FOR ZERO AND NEAR-ZERO TRUCKING TO THE WAREHOUSE, DISTRIBUTION, AND INTERMODAL FACILITIES IN RIVERSIDE & SAN BERNARDINO COUNTIES AND THE RFP FOR ZERO AND NEAR-ZERO CARGO HANDLING

EQUIPMENT AT WAREHOUSE, DISTRIBUTION AND INTERMODAL FACILITIES IN RIVERSIDE & SAN BERNARDINO COUNTIES.

AYES: BENOIT, MCCALLON, SAHLI-WELLS, BERKSON, CARTER, DUTREY, YAMARONE.

NOES: NONE.

**ACTION:** This item will be considered by the South Coast AQMD Board at its meeting on November 6, 2020.

**Agenda Item #6 – Receive Update on Proposed Partnership with South Coast AQMD and Regional Partners on Large-Scale Zero Emission Demonstration**

Naveen Berry, Asst. Deputy Executive Officer, reported this is an information item only which will display what efforts we are making towards a true zero emission pathway. We are planning on proposing in response to a yet to be released solicitation by CARB and the CEC certainly lays that groundwork. Our Technology Demonstration Manager, Joseph Impullitti, will be giving a brief presentation on the concept that the South Coast AQMD is currently evaluating for this solicitation.

Joseph Impullitti, Technology Demonstration Manager reported that once a solicitation comes out and our proposal is fully developed, we will return to the committee with a more detailed and accurate presentation of what the project's going to be. NFI Industries and Schneider National are leaders in clean transportation and positioned to pilot the deployment of zero emission trucks at scale. Collectively, the fleets in partnership with the South Coast AQMD, will deploy 100 Class 8 commercially available electric tractors from both Daimler and Volvo. NFI's main campus is in Chino, which is located within San Bernardino County, and currently has a fleet of 65 vehicles, the majority of which are diesel. NFI hauls freight straight from both the Ports of Los Angeles and Long Beach to its Chino campus and then hauls an empty cargo container back to the Ports. Most NFI's customers are high-profile brand names. Schneider has made a sustainability a core focus of their business since 1978 with an emphasis on fuel efficiency, freight consolidation and energy conservation. They are in partnership with Daimler Trucks, North America, and their Electric Mobility Group. Along with them, Schneider's beginning the process of electrifying its fleet to become an early adopter of zero emission technology. Schneider is ranked as the fifth largest for-hire fleet nationwide and runs a fleet of 9,000 company-owned tractors. Most of the interstate travel for these 100 battery-electric trucks will occur on interstate I-710, which aligns this project with several other transportation electrification initiatives in the region. Nearly 100 percent of NFI's trips will involve the I-710 at some point along the route, for approximately 10 to 30 miles per route, and there are approximately two to three routes per day per truck. Schneider's trucks routes will include the I-710 at least 45 percent of the time and log between 787 and 2,300 zero emission miles per day, according to some early estimates. Combing these two fleet projects will significantly reduce emissions along the I-710. An accurate budget

will not be available until the solicitation is released. The solicitation will have CARB and CEC each putting up \$20 million. CARB's funding will go towards vehicles and CEC's funding towards infrastructure. Fleets have committed to cash and in-kind funding, as well as South Coast AQMD pending Governing Board approval. South Coast AQMD will be the lead agency in this project.

Mr. Berry commented these two fleets have some experience with some of the early stage demonstration trucks already. To grow from those few, like 5 or 10 or even 15, into 50 and a goal of transitioning their full fleet to zero emission is very exciting. It will be a great template that could be followed in terms of infrastructure, trucks and the issues when transitioning diesel or even natural gas fleets over to fully electric.

MSRC Member Meghan Sahli-Wells asked, what is the timeline for deployment? Mr. Impullitti responded we have been waiting for several months for the solicitation. Now the latest expectation is by the end of this month or early November. It is going to take several months to develop that application. We are not expecting the results of the solicitation to come out until first quarter of next year. And if we receive an award, it is going to take at least six months for contracting with our partners, getting Governing Board approval, and executing the contracts with CEC and CARB. The beginning of the third quarter of next year, these projects should be launched, if awarded. Mr. Berry commented, the trucks will more than likely roll out in the 2022 to 2023 timeframe, before that infrastructure planning will be part of the process.

MSRC Member Brian Berkson asked, what happens with the old trucks that they get rid of? Will they be not allowed to be registered in the state or dismantled? We want to replace the old ones with new ones that have less emissions and we do not want the old ones back on the road somewhere else in the state. Would there be a time limit on how long these fleets must take possession of all the vehicles because we would not want it to drag on. Mr. Berry replied, we are waiting for the solicitation, but generally under CARB's incentive programs, those old trucks need to be scrapped. They would no longer be emitting in the South Coast Air Basin. South Coast AQMD has also been working on some alternative strategies, where depending on the age of the trucks those replaced trucks could go into the hands of smaller independent owner operators, then the oldest truck may be destroyed. CARB has funds that expire at a certain time frame. These trucks will have to be deployed by the 2023 timeframe to have the adequate amount of demonstration period and data that CARB will be looking for. Depending on the commercial readiness by then, and the production capabilities, that may be extended.

MSRC Member John Dutrey asked, if MSRC engages in this partnership are we looking at future FY revenues to do this? How much funding are we discussing? Mr. Berry replied, the budget for the project is \$80-some-odd million. \$40 million will be available from CEC and CARB combined. Without having the solicitation requirements, it is difficult to answer the question as to what the South Coast AQMD may ask the MSRC to contribute. For example, we do not know whether aspects such as solar and energy

storage will be eligible or not. As we get a better understanding of the requirements for the solicitation, we can refine our budget and we will be able to answer that specific request in subsequent meetings. Mr. Dutrey commented, it is a worthwhile demonstration to move forward with, at least the study portion of it. And then allow staff to do an analysis and eventually have it go through the TAC and come back this committee for further discussion.

**ACTION:** No further action is required.

**Agenda Item #7 – Consider Options to Support Making the Current Suspension of Certain Requirements of the Brown Act Permanent**

Ruben Aronin, Better Work Group reported that comments made at the end of the last MSRC meeting noted some of the benefits that the reaction to COVID-19 crisis has created for the MSRC, and possibly for other public agencies, because the Governor's Executive Order created the opportunity for digital meetings. The MSRC is having less challenge getting a quorum and robust participatory engagement by not having all of the members need to be in Diamond Bar. Additionally, the electronic meetings are allowing some members of the public to participate in meetings that otherwise would not be able to, either because of accessibility or the need to drive long distances. As noted, there is also an ancillary air quality benefit. Productivity gains have been seen from people being able to participate in virtual meetings and from saving a significant amount of time from not having to commute. There are some drawbacks to electronic meetings. They can restrict the public's ability to have direct in-person access in their interactions with board members, and meeting documents are not always available online in advance of meetings. Not all members of the public have access to computers or reliable internet access and remote participation can create a further hardship in some cases. Considering any further direction, there could be and most likely be push back from community-based organizations in under-resourced communities where the MSRC's Goods Movement investments may hopefully have significant impacts. There could be hybrid solutions to potentially retain some of the benefits of the electronic public meetings without restricting other forms of participation. The MSRC is unlikely to influence an outcome on its own. It may be worthwhile looking at whether other public agencies are looking at some of the opportunities and challenges of this new way of doing things and whether there could be an opportunity to support or participate in another public agency's efforts that leads to some recommendations. If the MSRC would like for the Better World Group to substantively explore this further on behalf of the MSRC, we suggest having us conduct outreach to local community organizations to really understand the concerns that they have about making modifications, and offer an in-person meeting location for members of the public that cannot participate remotely. We may want to engage with South Coast AQMD's legislative branch to explore if they are looking at or considering anything in this space as well. And for that matter, we may want to look at other agencies to see if there is some groundswell interest or momentum around efforts to make

modifications that could create or continue the benefits beyond the COVID crisis and to see where the MSRC may want to add support to any of these efforts.

MSRC Chair Larry McCallon commented, there are lots of benefits of having these kinds of meetings. I also agree that the public has probably better interaction with us in a public meeting. I would like not to have roll call requirements for these kinds of video meetings.

MSRC Member Meghan Sahli-Wells commented, I have also come upon the hybrid model as the ultimate solution because the goals are to maximize transparency, to provide maximum accessibility and maximum participation and the more options there are for people who want to serve on boards, for staff members and for members of the public. I have never seen more public participation in our City Council meetings than during the pandemic. I would love to see the MSRC pursue the recommendations from the Better World Group, understanding that on our own we are not going to make this change, but we could join with other organizations and write a letter to the Governor asking the Governor and the Legislature to consider these changes.

MSRC Member Ben Benoit commented, that is a great ambition, this is not the right body to lead this effort. The League of Cities and other advocacy groups have a letter going to the Governor, the MSRC could sign on to that. The MSRC does not need to spend staff time and resources to come up with and frame those efforts. At South Coast AQMD there is some talk about this too. I am encouraged by it and want to see the MSRC sign on when there is some movement in that direction. Ms. Sahli-Wells asked, how much time and resources would it take? Mr. McCallon commented, there are more pressing matters for the Better Word Group to work on. Mr. Aronin commented, we could limit our time engagement and work with MSRC staff. Ms. Sahli-Wells commented, the reason why I brought it up on in this committee is for the air quality impacts. Our job is here is to reduce those impacts. Two or three hours to check in with folks and write a letter would not be unreasonable given our goals. Mr. McCallon commented, it would have more impact coming from the League of Cities or SCAG.

MSRC Member Dutrey commented, this is not the right body to do it and it should come from bodies that are much better known. A hybrid concept will come out of the Legislature eventually. Obviously, we have got another wave of coronavirus coming in and that will be the focus. These type of meetings will continue and it definitely has to have an air quality benefit but it also has a quality of life benefit and gives the flexibility as a board member or the public, whether you want to be at the actual site or you can be on a Zoom. The leadership to revise the Brown Act should come from other organizations.

MSRC Alternate Mark Yamarone commented, this group has been doing hybrid meetings for the five years I've been participating and we have been able to satisfy the existing Brown Act requirements with a little responsibility for our staff to post the meeting

agendas at Metro. We have been hosting the meetings which are public meetings and we often get public members participating. Perhaps the hybrid meetings will continue without the need to modify the Brown Act, if other agencies wanted to also host remote sites or folks can take transit to various municipal locations to participate without having to drive into Diamond Bar. Mr. McCallon commented, we have been doing the hybrid meetings and the only impediment really to our meetings has been the requirement for the roll call vote because we are doing video. If we could get rid of the roll call vote requirement, it would certainly help the hybrid meetings get along a lot better and faster. The consensus is to not proceed with this item and let the League of Cities, South Coast AQMD, SCAG and others take it on. Mr. Benoit commented, this item should be tabled until other groups move forward and sign on and support their efforts.

**ACTION:** No further action is required.

### **Agenda Item #8 – Other Business**

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 3:03 p.m.

### **NEXT MEETING**

Thursday, November 19, 2020, at 2:00 p.m.

[Prepared by Penny Shaw Cedillo]