



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, MAY 6, 2021 MEETING MINUTES
21865 Copley Drive, Diamond Bar, CA 91765**

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

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Jenny Chan, representing Riverside County Transportation Commission
MSRC-TAC Vice-Chair Steven Lee, representing Los Angeles County Metropolitan Transportation Authority
Adriann Cardoso, representing Orange County Transportation Authority
Cliff Thorne (Alt), representing Orange County Transportation Authority
Jason Farin, representing Riverside County Board of Supervisors
Steve Hillman, representing City of Los Angeles
Minh Le, representing Los Angeles County Board of Supervisors
Laura Iannaccone (Alt), representing Los Angeles County Board of Supervisors
Kelly Lynn, representing San Bernardino County Transportation Authority
Anthony (AJ) Marquez, representing Orange County Board of Supervisors
Tim Olson, Air Pollution Control Expert
Nicole Soto, representing Regional Rideshare Agency
Vicki White, representing South Coast AQMD
Derek Winters, representing California Air Resources Board
Rick Yee, representing Cities of Orange County
Dan York, representing Cities of Riverside County

OTHERS PRESENT:

Ramine Cromartie
Jennifer Farinas
Louis Zhao
Ian Stewart

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Maria Allen, MSRC Administrative Liaison
Ray Gorski, Technical Advisor
John Kampa, Financial Services Manager
Aaron Katzenstein, Assistant Deputy Executive Officer
Daphne Hsu, Senior Deputy District Counsel
Matt MacKenzie, Contracts Assistant

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Cynthia Ravenstein, MSRC Contracts Administrator
Donna Vernon, Secretary
Nydia Ibarra, Public Affairs Specialist

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Anthony (AJ) Marquez called the meeting to order at 1:30 p.m.

MSRC-TAC ELECTIONS

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER ADRIANN CARDOSO, THE MSRC-TAC UNANIMOUSLY VOTED TO APPROVE JENNY CHAN AS MSRC-TAC CHAIR.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER AJ MARQUEZ, THE MSRC-TAC UNANIMOUSLY VOTED TO APPROVE STEVEN LEE AS MSRC-TAC VICE CHAIR.

MSRC-TAC Vice-Chair Steven Lee assumed control of the meeting.

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

Agenda Item #1 – Minutes of October 1, 2020 MSRC-TAC meeting

The minutes for the October 1, 2020 MSRC-TAC Meeting were included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER JASON FARIN AND SECONDED BY MSRC-TAC MEMBER MINH LE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND APPROVED THE MINUTES OF THE OCTOBER 1, 2020 MSRC-TAC MEETING.

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

Information Only – Receive and File

Agenda Item #2 – MSRC Contracts Administrator's Report

The Contracts Administrator's Report for March 25, 2021 through April 28, 2021 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER JASON FARIN AND SECONDED

BY MSRC-TAC MEMBER MINH LE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE MSRC CONTRACTS ADMINISTRATOR’S REPORT SPECIFIED ABOVE.

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 March 2021 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER JASON FARIN AND SECONDED BY MSRC-TAC MEMBER MINH LE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE MONTH OF MARCH 2021.

ACTION: No further action is required.

ACTION CALENDAR

Agenda Item #4 – Consider Location Change for One Charging Station and 6-Month No-Cost Term Extension by City of Bellflower, Contract #ML12091 (Install EV Charging Infrastructure)

No comments were made by any MSRC-TAC members or MSRC staff. No public comments were made.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, UNDER APPROVAL OF ITEMS #4 - #7, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF BELLFLOWER CONTRACT #ML12091, A LOCATION CHANGE AND A 6-MONTH NO-COST TERM EXTENSION.

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

Agenda Item #5 – Consider Increased Scope by City of Eastvale, Contract #ML16040 (Install EV Charging Infrastructure)

No comments were made by any MSRC-TAC members or MSRC staff. No public comments were made.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, UNDER APPROVAL OF ITEMS #4 - #7, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO

APPROVE FOR THE CITY OF EASTVALE CONTRACT #ML16040, A NO-COST INCREASE FROM 12 TO 16 LEVEL III EV CHARGING STATIONS.

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

Agenda Item #6 – Consider 27-Month No-Cost Term Extension by City of South Pasadena, Contract #ML18092 (Procure Two Light-Duty ZEVs and Install EV Charging Infrastructure)

No comments were made by any MSRC-TAC members or MSRC staff. No public comments were made.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, UNDER APPROVAL OF ITEMS #4 - #7, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF SOUTH PASADENA CONTRACT #ML18092, A 27-MONTH NO-COST TERM EXTENSION.

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

Agenda Item #7 – Consider Modified Scope by Omnitrans, Proposed Contract #MS18180 (Modify Vehicle Maintenance Facility and Train Technicians)

No comments were made by any MSRC-TAC members or MSRC staff. No public comments were made.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, UNDER APPROVAL OF ITEMS #4 - #7, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR OMNITRANS CONTRACT #MS18180, A CONTRACT MODIFICATION TO MODIFY THE SCOPE TO USE MORE CENTRALIZED SYSTEMS TO SUPPORT THE UPDATED METHANE DETECTION SYSTEM.

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

FYs 2016-18 WORK PROGRAM

Agenda Item #8 – Update on MSRC’s Hydrogen Infrastructure Partnership Program

Ray Gorski, MSRC Technical Advisor updated the board members on the Hydrogen Partnership Program. The Hydrogen Program is the last element of the 2016-18 Work Program. It is the first and only time the MSRC has implemented an infrastructure related program this way. The primary intent was for the MSRC to partner with other agencies including the South Coast Air Quality Management District, the California Air Resources Board and the California Energy Commission (CEC) to help improve the financial viability of candidate hydrogen fueling

stations. The MSRC would have a pot of money readily available. This money could be used when one of the partnering agencies went through their regular infrastructure procurement process, and they found a project that was meritorious but needed a little bit of extra funding to make it financially viable. This Program Opportunity Notice (PON) was released in April 2018 and was intended as a two-year program. It had a \$3 million targeted funding amount and a \$500,000 per county geographic funding minimum. Though this program would have closed last April, there were compelling reasons for the MSRC to extend it for one year. To date, we had only received one proposal, but we knew there were procurements underway by agencies such as the CEC. Given the intent of the program, there needed to be time to allow the CEC to complete its activities. The program closed April 9, 2021.

The University of California Irvine submitted the first proposal with a \$1 million funding request. They had co-funding in the amount of \$800,000, with the CEC and South Coast AQMD each providing \$400,000. This proposal was awarded MSRC funding. California State University, Los Angeles (CSULA) and the San Bernardino County Transportation Authority (SBCTA) have submitted proposals this year. The MSRC took action to request full proposals from both CSULA and SBCTA relative to their initial concept responses. The MSRC-TAC Subcommittee is in receipt of the full proposals from CSULA and SBCTA which are currently under review. The intention is to have both proposals back for the MSRC-TAC for review and possible approval in the June timeframe.

The MSRC has an original targeted funding amount of \$3 million for this program. When adding up the total request from the three proposals that have either been awarded funding or have submitted full proposals, it exceeds the current targeted funding amount by \$662,000. The MSRC will need to decide as to whether or not they want to cap the program at \$3 million total funding level or if they want to dip into their current unallocated balance and fund above and beyond the original targeted funding amount.

Toward the end of the procurement process, we received three additional PON responses. These have undergone an initial evaluation by the MSRC-TAC Subcommittee, but we have not yet requested full proposals because there currently is not enough money within the Program to request full proposals. That is going to require additional MSRC consideration. The Air Products, Nikola and Clean Energy requests exceed the total amount of funding that the MSRC currently has allocated to this program category by \$13.468 million. This is a very significantly oversubscribed Work Program category. These projects would offer approximately \$31 million in project co-funding, for a total category value approaching \$50 million. The MSRC does not have \$13.468 million at its disposal. It does have an unallocated balance of approximately \$4.136 million. There is also the \$2 million which remains allocated to the PON itself. Out of the FYs 2016-18 Work Program, there is the unused portion of the Event Center program that was originally targeted at \$6.5 million, approximately \$2.477 million of which will revert to the MSRC Discretionary Fund balance. When adding all that up, the total amount of money that the MSRC could choose to apply to the hydrogen refueling station projects is on the order of \$8.6 million, but it would still not fully fund the \$13.468 million causing an overage.

The MSRC-TAC Subcommittee will be reviewing these proposals and they may request the proposers to respond within a specific targeted funding range. The next steps are for the Subcommittee to complete review of the SBCTA and CSULA proposals which have been received. The intention is to have those recommendations available for the June MSRC-TAC

meeting. Secondly, the Subcommittee will continue their evaluation of the PON concept papers which were submitted. Those include the Air Products, Nikola and Clean Energy proposals. The initial review and the Subcommittee deliberations thus far suggest that those PON responses are meritorious. The recommendations that will be brought forth regarding this backup list will not be such that would exceed the total amount of funding that the MSRC has available. Therefore, the MSRC will not be asked to dip into their next year's Work Program. The MSRC will receive a similar update, but we think it's a good idea that we ask the board members directly what their desires are as to their unallocated funds, whether or not they would want the MSRC-TAC and its Subcommittee to continue the process of evaluating hydrogen projects which are over and above the targeted funding level, or if the MSRC would direct the MSRC-TAC not to utilize that additional funding and keep it available for the next year's Work Program. Most likely two proposals will be brought for final consideration in the June MSRC-TAC meeting, and then in August potentially September, we will bring forth recommendations to close out the balance of the hydrogen infrastructure program.

MSRC-TAC Member Dan York suggested we ask if the MSRC could consider at least allocating \$3 million, and then provide all the projects on the list \$1 million each. This would give good seed money to get those projects going. That would be six new or expanded stations with the balance to move into next year's program. SBCTA is short \$662,000, but maybe they are able to find that funding another way. Mr. York offered this as a suggestion to make this program grow, he stated that we need more hydrogen projects than what's being proposed and if we award six proposals as opposed to just three, then maybe that's incentive in next year's program to get more applicants knowing that some money is available.

MSRC-TAC Member Derek Winters stated that this program was oversubscribed and the MSRC has approved several non-zero projects. He would suggest moving forward to fund more zero emission projects as well.

MSRC-TAC Member Tim Olson stated that some of the individual stations are high-cost and it may come down to how many kilograms per day they are producing for each site, which is a factor in uptake and cost effectiveness. He also mentioned that the three projects below the current funding are all part of the supply chain. Mr. Olson asked who are the fleets which are going to benefit? Who are the actual site owners? Mr. Olson stated that based on the proposer's answers, that should factor in who gets funding, as opposed to Mr. York's proposal to award all proposals some funding. Mr. Olson asked if the proposers could document the fleets that they would be supporting with this project? Will they have the uptake, or will this be an asset that's not completely used? In some cases, these proposers may not have that information at this point, but Mr. Olson thinks it should be a factor in how we make that decision.

Ray Gorski, MSRC Technical Advisor, responded to Mr. Olson's comments by stating that these are project concept papers, though details vary between them. If the MSRC elects to request the full proposals, we would articulate to the project proponents that they provide the essential amount of detail and to make sure that they are able to stand by the original concept to a maximum. If there is some scaling involved, the number of vehicles would scale proportionately. Based upon the concepts provided, these projects were at least deemed to have merit and interest by the Subcommittee, which will be stated to the MSRC. It's the MSRC's determination as to whether they want to apply currently unallocated funding to this Work Program category.

Mr. Olson asked if there is a requirement to use renewable hydrogen under this program?

Mr. Gorski stated that there is not a requirement, however, it would be viewed as being a beneficial attribute of a project.

MSRC-TAC Member Minh Le stated that it may be difficult for the MSRC to make a recommendation based on Mr. Gorski's proposal to the MSRC-TAC to consider dipping into prior year balances or other unallocated funds without the full context of what else those funds could be applied towards. Mr. Le stated that though the MSRC-TAC is being presented an option right now as to how those funds could be used, it would be great to see the bigger picture for other projects. There may be more proposals for heavy duty freight electrification or something else. Mr. Le also stated that he liked Mr. York's recommendation but would suggest using the \$2 million from the FYs 2016-18 Hydrogen PON, which is kind of the same category and he would have no problem just using that prior balance.

Mr. Gorski answered Mr. Le by stating that the MSRC could apply their current unallocated funding to the Hydrogen Station PON or they could roll it forward to their next Work Program. Since we are the end of the FYs 2018-21 Work Program and because the MSRC only has the PON for hydrogen as the residual element of their 2016-18 Work Program, there is nothing else to apply that funding toward. The new Work Program will start July of this year. SCAG will be launching their Last Mile Goods Movement Program, probably within the next week or so. We will have to see what projects are received from that Work Program category. Given the timeline that's associated with that it would put us well into the next year's Work Program.

MSRC-TAC Member Steven Lee asked regarding the unused portion of the Major Event Center Transportation Program, \$2.5 million, if that does not get used up is there a possibility that we can open up a Major Event Center program again?

Mr. Gorski answered Mr. Lee by stating that that Work Program element has closed and those monies will revert to the unallocated balance. Because it is residual it is not earmarked at this time for anything. The MSRC at their discretion can utilize that funding for whatever Work Program type they choose to. It would be the decision of the MSRC as to whether or not they would want to continue with the Major Event Center category and apply funding to it. At this time, the process is that underutilized monies from a Work Program category revert to the overall Discretionary Fund and are available for use in any future program category that the MSRC chooses to initiate.

Mr. Lee asked how they could get the ball rolling in regards to reviving that program again?

Mr. Gorski stated that the MSRC will provide direction to the MSRC-TAC to initiate a process of developing the next Work Program. Typically, during non-COVID years, that is initiated with a type of workshop meeting, which is convened with members of the MSRC as well as the MSRC-TAC. Normally, these types of retreats or workshops would occur around the start of the new fiscal year for the MSRC, which starts on July 1st. It would be more difficult to do it via Zoom, but if members are unable to meet in a group in person due to restrictions, it may be our best option. At that point, the MSRC-TAC will get together and the MSRC will provide specific direction as to how to move forward with the development of the new Work Program.

NO MOTION BY THE MSRC-TAC, ITEM PROVIDED AS INFORMATION ONLY

ACTION: MSRC staff will include this update on the next MSRC agenda for information only.

FYs 2018-21 WORK PROGRAM

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

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

MSRC-TAC Vice Chair Steven Lee explained this item is consideration of an application under the Major Event Center Transportation Program as an element of the FYs 2018-21 Work Program. The MSRC originally allocated \$6.5 million to the Major Event Center Transportation Program, with the goal of reducing a significant number of automobile trips and their associated air pollutant emissions by shifting attendees of major events out of their personal automobiles. It offers zero and near-zero emission transportation alternatives. The Program Announcement was released on April 5, 2019 with a closing date of March 30, 2021. To date the MSRC has awarded a total amount of \$3.8 million. One additional application which met the criteria for evaluation was received prior to the deadline and is being brought forward for consideration. Orange County Transportation Authority (OCTA) is requesting \$289,054 in MSRC funding assistance to implement special transit service to the 2022 OC Fair. The Major Events Subcommittee has reviewed OCTA's application and recommends approval of the \$289,054 award amount.

MSRC-TAC Member Derek Winters stated that though this item sounds great reducing the number of personal vehicles in and around the Fair area and he does support that, he is a little concerned about the high number of non-zero emission buses. He wonders if we could aim for 100% zero emission buses. At a minimum he'd like to see the current number flipped from eight zero and 27 near-zero emission buses.

Public Comment:

Louis Zhao from OCTA stated that in terms of buses in their fleet, they only have about eight zero emission buses that are functioning; they have a total of 10. There were some fueling issues that they had in providing service for the previous Fair. They only had one bus that was operating then, but they now have their fueling station up. In this case, they don't have the means to reverse the ratio to have more zero emission vehicles than CNG vehicles. Their core fleet right now is their CNG, so that's why they are presenting eight hydrogen vehicles. They want to make sure they do reserve some just in case something happens to one of those eight.

Mr. Winters asked if the hydrogen buses could be the ones getting used primarily in this situation?

Mr. Zhao answered Mr. Winters by stating that he will have to follow up with their operations fleet. Right now, the purpose is just using all of their vehicles at any given time. The big issue they have is to make sure that they balance the distances that their hydrogen vehicles can obtain

versus what their CNG can obtain. Their CNG vehicles cover the distances that the hydrogen vehicles cannot.

Mr. Le stated that the MSRC may always be providing subsidies or incentives for bus transportation to major events, but he would like to see a project for the transportation authorities to acquire zero emission buses. It may cost more upfront, but it may not cost as much in the long run.

ON MOTION BY MSRC-TAC MEMBER AJ MARQUEZ AND SECONDED BY MSRC-TAC MEMBER KELLY LYNN, THE MSRC-TAC VOTED TO RECOMMEND TO APPROVE THE \$289,054 AWARD TO OCTA.

Ayes: Chang, Farin, Hillman, Yee, Le, Lee, Lynn, Olson, Soto, White, York, Marquez

Noes: Winters

Abstain: Cardoso

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

OTHER BUSINESS

No other business was introduced.

PUBLIC COMMENTS:

Ian Stewart, President of Rail Propulsion Systems, stated that his company submitted a proposal to the Technology Group under Matt Miyasato, to do a technology demonstration. Mr. Stewart informed the MSRC-TAC that his company is offering a market ready product. They have developed the first battery electric locomotive to go into service in the US. It is currently in operation in Anaheim, California. It went into service June of last year. Mr. Stewart stated his company is proposing a three-hour megawatt version of their battery locomotive going into service in Southern California. They can have this ready for service this calendar year. They are a Southern California Company and have recently partnered with BYD to use their batteries on their locomotives, which means two California companies that have partnered to deliver zero emissions locomotives. Mr. Stewart also stated that he would like to address the gap between the demonstration funding and the market ready funding that the technology sector always deals with, and to address Carl Moyer funding in the past for rail applications, which it is not really set up to do right now.

MSRC-TAC Member Derek Winters stated that the zero-emission locomotive sounds great and asked if Mr. Stewart spoke with his CARB colleagues about his frustrations. If not, he would like to get Mr. Stewart's information, so his colleagues are aware of something potentially coming down the pipeline. Mr. Stewart said has been in discussions with Mike Jaczola from CARB.

MSRC-TAC Member Dan York thanked former chair AJ Marquez for his leadership in running the MSRC-TAC meetings this year. Mr. York stated that he is really excited about Jenny Chan and Steven Lee's commitment of service of leadership that they will be bringing to this board in the upcoming year.

MSRC-TAC Vice-Chair Steven Lee thanked former AJ Marquez for his leadership and congratulated him on his retirement.

MSRC-TAC Member AJ Marquez thanked the board for their well wishes and wished them good luck with their future Work Programs.

Ray Gorski, MSRC Technical Advisor stated that the MSRC has a strong working relationship with the South Coast Air Quality Management District and its Technology Advancement Office. Dr. Aaron Katzenstein has replaced Mr. Naveen Berry, who recently retired from the South Coast AQMD. Dr. Katzenstein will be participating most likely in these meetings on behalf of the South Coast AQMD, because of the relationship the MSRC has with the District.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 2:33 P.M.

NEXT MEETING: Next meeting: Thursday, June 3, 2021, 1:30 p.m.

(Minutes prepared by Maria M. Allen)