



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, June 2, 2022 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 Steven Lee, representing Los Angeles County Metropolitan Transportation Authority
MSRC-TAC Vice-Chair Kelly Lynn, representing San Bernardino County Transportation Authority
Denis Bilodeau, representing Orange County Board of Supervisors
Adriann Cardoso, representing Orange County Transportation Authority
Jenny Chan, representing Riverside County Transportation Commission
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
Ron Lindsay (Alt), representing San Bernardino County Board of Supervisors
Rongsheng Luo, representing Southern California Association of Governments
Scott Strelecki (Alt), representing Southern California Association of Governments
Ash Nikravan, representing South Coast AQMD
Yuh Jiun Tan (Alt), representing South Coast AQMD
Sean O'Connor, representing Cities of San Bernardino County
Tim Olson, Air Pollution Control Expert
Yuritzzy Randle, representing Cities of Orange County
Joseph Alcock (Alt), representing Cities of Orange County
Derek Winters, representing California Air Resources Board
Dan York, representing Cities of Riverside County

OTHERS PRESENT:

Jack Symington – Los Angeles CleanTech Incubator
Mark Abramowitz
George del Valle – Los Angeles County Metropolitan Transportation Authority
Jessica Sutorus – City of Colton Electric Utility
Lauren Dunlap
Natalie Palacio – Irvine Ranch Water District
Patti Mobile - City of Long Beach
Rachael Burk
Robert Eisenbeisz – City of Fontana

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Maria Allen, MSRC Administrative Liaison
Ray Gorski, MSRC Technical Advisor - Contractor
Daphne Hsu, Principal Deputy District Counsel
Cristina Lopez, Sr. Public Affairs Specialist
Anish Pathak, Financial Analyst
Matt MacKenzie, Contracts Assistant
Cynthia Ravenstein, MSRC Contracts Administrator
Lane Garcia, Program Supervisor

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Jenny Chan called the meeting to order at 1:30 p.m.
Newly elected MSRC-TAC Chair Steven Lee took over Chair duties after elections.

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.

MSRC-TAC ELECTIONS

ON MOTION BY MSRC-TAC MEMBER MINH LE AND SECONDED BY MSRC-TAC MEMBER SEAN O'CONNOR, WITH THE EXCEPTION OF AN ABSTENTION BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-TAC UNANIMOUSLY VOTED FOR STEVEN LEE AS MSRC-TAC CHAIR

ON MOTION BY MSRC-TAC MEMBER JENNY CHAN AND SECONDED BY MSRC-TAC MEMBER DENIS BILODEAU, WITH THE EXCEPTION OF AN ABSTENTION BY MSRC-TAC MEMBER KELLY LYNN, THE MSRC-TAC UNANIMOUSLY VOTED FOR KELLY LYNN AS MSRC-TAC VICE-CHAIR

CONSENT CALENDAR

Receive and Approve

Comply with AB 361 Requirements to Allow MSRC-TAC to Continue to Meet Remotely

This action is to adopt the resolution finding that the MSRC-TAC has reconsidered the circumstances of the state of emergency and state or local officials continue to impose or recommend measures to promote social distancing. The resolution was included in agenda package.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC RECEIVED AND UNANIMOUSLY APPROVED THE AB361 RESOLUTION

ACTION: No further action is required

Agenda Item #2 – Minutes of January 13, 2022 MSRC-TAC meeting

The minutes for the January 13, 2022 MSRC-TAC Meeting were included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 - #4, THE MSRC-TAC RECEIVED AND UNANIMOUSLY APPROVED THE MINUTES OF THE JANUARY 13, 2022 MSRC-TAC MEETING.

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

Information Only – Receive and File

Agenda Item #3 – MSRC Contracts Administrator's Report

The Contracts Administrator's Report for March 31, 2022 through May 25, 2022 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 - #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE MSRC CONTRACTS ADMINISTRATOR'S REPORT LISTED ABOVE.

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 April 2022, including the results of the 14th Biennial AB 2766 Audit covering FYs 2017-18 and 2018-19, was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 - #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE MONTH OF APRIL 2022.

ACTION: No further action is required.

ACTION CALENDAR

Agenda Item #5 – Consider FY 2022-23 Administrative Budget

Financial Analyst Anish Pathak informed the MSRC-TAC that MSRC administrative budget costs are limited to not more than 6.25% of the annual MSRC portion of the AB 2766 fee

revenues that we receive for the fiscal year 2022-23. The projected administrative costs are \$832,103 against a cap of \$1,018,750. A breakdown of the proposed 2022-23 MSRC administrative budget was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER JENNY CHAN AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, WITH THE EXCEPTION OF AN ABSTENTION BY MSRC-TAC MEMBER ASH NIKRAVAN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE THE FY 2022-23 ADMINISTRATIVE BUDGET.

ACTION: No further action is required.

Agenda Item #6 – Consider 40-Month Term Extension by City of Long Beach, Contract #ML16017 (Purchase 50 Medium- and 17 Heavy-Duty Natural Gas Vehicles and Install CNG Station)

Cynthia Ravenstein, MSRC Contracts Administrator, explained that the City of Long Beach was awarded \$1.44 million to install a CNG station and purchase 48 medium-duty and 16 heavy-duty natural gas vehicles. Due to issues stemming from the early months of the pandemic, lack of response when the trucks were advertised for, and then bids exceeding the original estimated costs, the City ended up rewriting the bid specification to lower the cost and now they are prepared to proceed. To accommodate the five-year operational period required for this program, the City is requesting an additional 40 month-term extension.

MSRC-TAC Member Tim Olson asked if part of the problem was a supply chain delivery issue?

The City of Long Beach representative stated that Council approval took several months before a purchase order was in place.

ON MOTION BY MSRC-TAC MEMBER MINH LE AND SECONDED BY MSRC-TAC MEMBER YURITZY RANDLE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF LONG BEACH, CONTRACT #ML16017, A 40-MONTH TERM EXTENSION

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

Agenda Item #7 – Consider Four-Month Term Extension by City of Colton, Contract #ML18020 (Purchase One Medium and One Heavy-Duty Zero Emission Vehicles)

Cynthia Ravenstein, MSRC Contracts Administrator explained the City of Colton was awarded \$67,881 to purchase one medium- and one heavy-duty zero emission vehicle. They previously were approved an extension due to delays in HVIP funding. The City was approved to get a low mileage demonstration vehicle, but ownership could not be transferred to the City until November 30, 2021. The City did not take immediate delivery of the vehicle due to delays in receiving the paperwork. Due to delays mentioned, the City is requesting an additional four-month contract extension.

ON MOTION BY MSRC-TAC MEMBER STEVE HILLMAN AND SECONDED BY MSRC-TAC MEMBER SEAN O'CONNOR, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF COLTON, CONTRACT #ML18020, A FOUR-MONTH TERM EXTENSION

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

Agenda Item #8 – Consider Modified Statement of Work and 51-Month Term Extension by Irvine Ranch Water District (IRWD), Contract #MS18029 (Install New Limited Access CNG Station and Train Technicians)

Cynthia Ravenstein, MSRC Contracts Administrator explained that IRWD was awarded \$185,000 to install a limited access CNG station and conduct mechanic training. Their original plan was to have 12 time-fill hoses, one fast-fill hose, and two compressors of at least 90 standard cubic feet per minute (SCFM) each, and four storage vessels that had 1,710 standard cubic feet capacity each. After reassessing their needs, IRWD is proposing to eliminate the 12 time-fill hoses, and to install two 262 SCFM compressors instead. They also want to change the location of the station on their property. Though these modifications will be more expensive, the MSRC's contribution will not change. Due to the changes mentioned, as well as staffing changes and pandemic related changes, IRWD is requesting a 51-month term extension to allow them to fulfill the five-year operation requirement.

MSRC-TAC members asked questions regarding the types of vehicles which would use the station and what other fuel options IRWD might have considered.

Natalie Palacio, of the Irvine Ranch Water District stated that they already have 11 vehicles that are fueled by CNG. They will also be expanding their fleet by about eight more vehicles in the future.

ON MOTION BY MSRC-TAC MEMBER RON LINDSAY AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, WITH THE EXCEPTION OF MSRC-TAC MEMBER DEREK WINTERS WHO VOTED NAY, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR IRWD, CONTRACT #MS18029, A 51-MONTH TERM EXTENSION AND MODIFIED STATEMENT OF WORK.

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

Agenda Item #9 – Consider Four-Month Term Extension by Universal Waste Systems (UWS), Contract #MS18122 (Install New Limited Access CNG Station)

Cynthia Ravenstein, MSRC Contracts Administrator explained that Universal Waste Systems was awarded \$200,000 to install a limited access CNG station. The station has been constructed, but UWS has had significant delays getting the gas line connected from SoCalGas. They have

received final approval from the City of South Gate, and they expect the station to be operational by the end of July.

ON MOTION BY MSRC-TAC MEMBER STEVE HILLMAN AND SECONDED BY MSRC-TAC MEMBER DEREK WINTERS, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR UWS, CONTRACT #MS18122, A FOUR-MONTH TERM EXTENSION

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

Agenda Item #10 – Consider Reduced Contract Value and Reallocation of Costs by Los Angeles County Metropolitan Transportation Authority (Metro), Contract MS#21004 (Clean Fuel Bus Services to Dodger Stadium)

Cynthia Ravenstein, MSRC Contracts Administrator explained that LA County Metro was awarded \$2,188,000 to provide Dodger Stadium Express services for 2020 and 2021. Due to the pandemic, LA County Metro requested to change their services instead to 2021 and 2022. One of the requirements under the solicitation was that for events that happened from 2021 through the end of 2022, there must be co-funding equal to 60% or more of the total cost. LA County Metro's original proposal had listed promotion and outreach expenses as part of their co-funding. LA County Metro is indicating that their promotion and outreach expenses are not expected to qualify as direct costs. To meet the co-funding requirements, LA County Metro is requesting to count some of the other types of expenses associated with the program, such as service operation, traffic control, and security costs.

LA County Metro also requested to move some costs in between tasks. This would result in a reduction in the amount of MSRC funding that was being contributed. The MSRC funding would go down from approximately \$2.2 million to \$814,000. If the MSRC approves this request, \$1,374,000 would revert to the AB2766 Discretionary Fund.

MSRC-TAC Member Tim Olson asked if the reduction in the MSRC money means that there is a reduction in demand for the service?

Ms. Ravenstein explained that this issue is more about what co-funding is being brought to bear. LA Metro has decided that they do not want to count any promotional outreach expenses as part of their co-funding. Instead of asking the MSRC to reimburse all the operations, security and traffic control costs, they are asking for a portion of these costs to be their co-funding.

ON MOTION BY MSRC-TAC MEMBER MINH LE AND SECONDED BY MSRC-TAC MEMBER TIM OLSON, WITH THE EXCEPTION OF AN ABSTENTION BY MSRC-TAC CHAIR STEVEN LEE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR LOS ANGELES METRO, CONTRACT #MS21004, REDUCED CONTRACT VALUE AND REALLOCATION OF COSTS.

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 County Metropolitan Transportation Authority (Metro), Contract #MS21001 (Clean Fuel Bus Services to Dodger Stadium)

Cynthia Ravenstein, MSRC Contracts Administrator explained that LA Metro was awarded funding to provide service to Dodger Stadium for 2019. All the services were provided within the contract term; a total of \$285,000 was paid. The last invoice was paid in November 2020. At that point LA Metro confirmed that no further invoices were going to be submitted and therefore the MSRC closed the contract. LA Metro has researched that other items may be used as co-funding and are asking the MSRC to consider re-opening the contract. This would require the MSRC to appropriate funds because once a contract is closed any residual balance that was on that contract goes back to the MSRC's unallocated balance.

Ms. Ravenstein put together a revised payment schedule, considering what was previously paid out, what was previously considered as authorized co-funding, and the addition of service operation as co-funding. This payment schedule would preserve the same funding ratio that was in the original proposal: the MSRC would be funding 43.8% of the expenses and LA Metro 56.2%. The MSRC would need to appropriate \$328,088, if the MSRC chooses to do that, then a new contract would be authorized for LA Metro to get paid that \$328,000.

MSRC-TAC members discussed whether by granting this request the MSRC would be setting a precedent.

MSRC-TAC-Member Dan York stated that considering Item 10, LA Metro may have realized that they were losing about \$1.4 million, which prompted them to look back to the prior two-year cycle and find that maybe they could get \$300,000 of that back. In fairness, sometimes it takes a while to close the books, get back and understand what your costs are. The net back to the MSRC program is still going to be \$1 million when you consider in tandem with Item 10. Maybe we send the message that it is this one contract only.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER DEREK WINTERS, WITH THE EXCEPTION OF MSRC-TAC MEMBERS RON LINDSAY AND JENNY CHAN WHO VOTED NAY, AND MSRC-TAC CHAIR STEVEN LEE WHO ABSTAINED, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR LOS ANGELES METRO, A ONE-TIME RE-OPENING OF A PREVIOUSLY CLOSED CONTRACT.

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

Agenda Item #12 – Consider Two-Year Term Extension by City of Fontana, Contract #ML16047 (Enhanced Existing Class 1 Bikeaway)

Cynthia Ravenstein, MSRC Contracts Administrator explained that the City of Fontana is requesting the MSRC review of a two-year term extension request which she denied. The Contracts Administrator has authority to deny contract extensions based on established criteria. The City's request met one of those criteria for denial, which is that the contract had previously been extended for a total of three years or more, and the current request was for more than one year. The policy allows for them to request MSRC review of that denial. The City had been

awarded \$500,000 to enhance an existing Class 1 bikeway. They are indicating that the project has been further delayed due to the need for extensive coordination with other agencies. They have also had to go through the courts to acquire necessary right of way from a property owner. They are requesting a two-year term extension to complete the project.

Robert Eisenbeisz, Project Manager for the City of Fontana, summarized the current project status.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC VICE-CHAIR KELLY LYNN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF FONTANA, CONTRACT #ML16047, A TWO-YEAR TERM EXTENSION

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

Agenda Item #13 – Update from the FYs 21-24 Goods Movement Subcommittee and Consider Recommended Action

Ray Gorski, MSRC Technical Advisor, gave a presentation on behalf of the Goods Movement Subcommittee. The Goods Movement Subcommittee recommends that the MSRC FYs 2021-24 Work Program focus the Goods Movement segment on electric charging infrastructure for heavy-duty trucks. They are also suggesting that incentives for the purchase of zero emission trucks not be the primary focus, but only if needed. The Subcommittee recommends this focus on heavy duty truck infrastructure since there are currently a substantial number of incentive funds to help offset the costs of purchasing zero emission heavy duty trucks.

California is moving towards a more sustainable heavy-duty zero emission business model. The Governor's Executive Order will require all trucks used in goods movement to be zero emission, where feasible, no later than 2035. We have the Advanced Clean Truck Rule, which is going to mandate that manufacturers offer for sale in California zero emission heavy duty trucks starting as early as 2024. And CARB has promulgated an Advanced Clean Fleet Rule, which is going to work in parallel with the Advanced Clean Truck Rule, such that not only are the manufacturers required to make the trucks, but the fleets are required to purchase the trucks. We also have local actions which have been taken.

There are thousands of containers which are moved through the South Coast AQMD each day, performed by a fleet that has approximately 20,000 vehicles registered in the drayage trucks registry. There are two main entities which provide this drayage. The first are the licensed motor carriers (LMCs), larger companies which have drivers employed to provide drayage service for that company. The second entity is the independent owner operators (IOs), smaller fleets who have one, two, or potentially up to three trucks or so. The IOs perform a significant portion of the daily drayage, which is the containers coming out of the ports. The IOs generally do not have a regular place to domicile their truck at a commercial yard which could support electric vehicle charging. There needs to be accessible charging space for the IOs.

The Subcommittee is recommending that the MSRC take a bold initiative and develop publicly accessible electric vehicle service equipment to support deployment of zero emission trucks by

IOs or any other operator who would need to use that electric vehicle charging infrastructure. The MSRC cannot purchase their own land. There are entities which have vested interests in having zero emission trucks be successful and they do own property, it is highly likely that the MSRC and those entities could establish a partnership in which the MSRC would help develop that real estate. The next step will be development of a Request for Information (RFI) which will help inform the MSRC's development of an overall program, and potential release of a future Request for Proposals.

The MSRC-TAC discussed the potential of broadening the scope of the RFI, including but not necessarily limited to adding hydrogen fueling, lower classes of trucks, and all regions of South Coast AQMD.

PUBLIC COMMENT

Jack Symington with the Los Angeles CleanTech Incubator stated that he agrees with the approach to fund infrastructure only given that there are other entities funding trucks, and there are concerns with stacking incentives. Given the timeframe for this work program, 2021 to 2024, there should be a focus on battery electric infrastructure since the original equipment manufacturers do not anticipate making fuel cell electric trucks available at scale until after 2024. Mr. Symington asked who is eligible for responding to the RFI, is it both the private and public sector? Mr. Symington asked whether this RFI is the opportunity to outline where there is leverage funding?

Mr. Gorski stated that an RFI is requesting any information from anyone who chooses to provide it and will reflect that it is broad and inclusive. If someone wants to make a partnership with the MSRC and bring substantial co-funding to the table, the MSRC may pick that offer. There will be a request to at least identify sources that could be used to facilitate partnerships.

Mark Abramowitz with Community Environmental Services stated that there was not much of a reason given for going with 100% charging versus hydrogen fuel cells. The California Fuel Cell Partnership has done an analysis which indicates that 200 heavy duty on road stations are needed here in California, yet only 4% of the incentives and funding from the state so far are going toward hydrogen, much of the rest is tilted toward the battery electric side. Mr. Abramowitz stated he would strongly urge the MSRC to go with parity in terms of funding.

Mr. Gorski addressed Mr. Abramowitz' comments by stating that we are requesting industry organizations to submit under the RFI and inform future MSRC decisions. The California Hydrogen Business Council and other industry related groups, as well as equipment manufacturers, should provide input to the RFI process through submittal.

ON MOTION BY MSRC-TAC MEMBER TIM OLSON AND SECONDED BY MSRC-TAC MEMBER JENNY CHAN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE THE ZEV INFRASTRUCTURE REQUEST FOR INFORMATION

ACTION: MSRC staff will include the development of this RFI on the next MSRC agenda for approval

PUBLIC COMMENTS:

No public comment

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 3:42 P.M.

NEXT MEETING: Next meeting: Thursday, August 4, 2022, 1:30 p.m.

(Minutes prepared by Maria M. Allen)