



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, FEBRUARY 2, 2023 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:

Acting MSRC-TAC Chair Jenny Chan, representing Riverside County Transportation Commission
Joseph Alcock (Alt), representing Cities of Orange County
Adriann Cardoso, representing Orange County Transportation Authority
Jason Farin, representing the Riverside County Board of Supervisors
Jack Garate, representing the Regional Rideshare Agency
Steve Hillman, representing the City of Los Angeles
Minh Le, representing the Los Angeles County Board of Supervisors
Ash Nikravan, representing South Coast AQMD
Yuh Jiun Tan (Alt), representing South Coast AQMD
Sean O'Connor, representing Cities of San Bernardino County
Scott Strelecki (Alt), representing Southern California Association of Governments
Cheryl Wilson (Alt), representing San Bernardino County Transportation Authority
Derek Winters, representing California Air Resources Board
Dan York, representing the Cities of Riverside County

OTHERS PRESENT:

Doe Girling – Clean Energy
Harry Frisby – City of Inglewood
Jack Symington – Los Angeles CleanTech Incubator
Jason Kang – City of Long Beach
Jeffrey Snoddy
Will Mitchell – Forum Mobility

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Maria Allen, MSRC Administrative Liaison
Ray Gorski, MSRC Technical Advisor - Contractor
Daphne Hsu, Principal Deputy District Counsel
Matt MacKenzie, Contracts Assistant
Anish Pathak, Financial Analyst
Cynthia Ravenstein, MSRC Contracts Administrator
Lane Garcia, Program Supervisor
Marjorie Eaton, Administrative Assistant I

CALL TO ORDER

- Call to Order
MSRC-TAC Member Jenny Chan called the meeting to order at 1:32 p.m.

STATUS 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

Receive and Approve

Summary of Final Report by MSRC Contractor

One final report was submitted for MSRC-TAC review and approval during February:

- City of Commerce, Contract #MS18115 (\$275,000– Expansion of Existing L/CNG Infrastructure)

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER JACK GARATE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND RECOMMEND APPROVAL OF THE MSRC CONTRACTORS' FINAL REPORT SUMMARY LISTED ABOVE.

ACTION: The Final Report Summary 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 January 5, 2023 through January 25, 2023 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER JACK GARATE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, 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 #3 – Financial Report on AB 2766 Discretionary Fund

The Financial Report on the AB 2766 Discretionary Fund for December 2022 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER JACK GARATE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #3, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE MONTH OF DECEMBER 2022.

ACTION: No further action is required.

ACTION CALENDAR

Agenda Item #4 – Consider 10-Month Term Extension by Riverside County Transportation Commission (RCTC), Contract #MS16094 (\$1,909,241 – Implement MetroLink First Mile/Last Mile Mobility Strategies)

Cynthia Ravenstein, MSRC Contracts Administrator, explained that the Riverside County Transportation Commission received a 15-month term extension previously. RCTC is now requesting a 10-month term extension. They have completed the majority of the work on this project, but part of the project is taking longer than expected to complete due to unexpected time for coordination with the California Public Utilities Commission. They believe that the project can be completed within the 10-month period. The Scope Change Subcommittee reviewed this request and recommended approval.

ON MOTION BY MSRC-TAC MEMBER DAN YORK AND SECONDED BY MSRC-TAC MEMBER JASON FARIN, WITH THE EXCEPTION OF MSRC-TAC MEMBER JENNY CHAN WHO ABSTAINED, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, CONTRACT #MS16094, A TEN-MONTH TERM EXTENSION.

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

Agenda Item #5- Consider 19-Month Term Extension by City of Torrance, Contract #ML16039 (\$32,000 – Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator explained that the City of Torrance contract is to install publicly accessible Level II EV chargers. The City has installed the chargers and they are operational, but they are not publicly accessible yet. The chargers are part of a larger project, the construction of a regional transit center, that will be opened in March 2023. The City had previously been granted a two-year term extension; they are now requesting a 19-month term extension to fulfill the three-year operational requirement. The Scope Change Subcommittee reviewed and recommended approval.

ON MOTION BY MSRC-TAC MEMBER STEVE HILLMAN AND

SECONDED BY MSRC-TAC MEMBER MINH LE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF TORRANCE, CONTRACT #ML16039, A 19-MONTH TERM EXTENSION

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

Agenda Item #6- Consider Modified Operational Requirement by City of Long Beach, Contract #ML18055 (\$622,220 – EV Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, explained that the City of Long Beach has a contract to install 50 limited-access EV chargers. They have installed 43 chargers so far, but they had installed two chargers on property they did not own, but for which they had a long-term lease. The property owner unexpectedly decided to sell the property. The City had to act quickly and move the chargers to a new location. According to the existing contract terms, they are not allowed to relocate the chargers. Because they had ceased operation in the Year 1 to 2 timeframe, the City would be required to pay back 66% of what they had received, or about \$12,000. The City is proposing instead to relocate the chargers to a City-owned property with the same level of accessibility as before—for City employees. They would need to provide a full three years of operation from the time the chargers commence operation in their new location. The Scope Changes Subcommittee recommends approval of this element. The City is also requesting to include additional language to their contract which would address this situation and future relocations, that would allow the City to do essentially the same thing. Ms. Ravenstein stated that she does not recommend approval of that language. She thinks there are too many variables for each situation and in particular, whether there would be enough time on the contract for them to complete three years of operation. The Scope Changes Subcommittee is not recommending approval of that language.

Public Comment:

Jason Kang from the City of Long Beach stated that the City was at the original facility for 20 years and were told last year that they had to vacate the premises. Their Public Works Department didn't notify Fleet Services until a month ago. Mr. Kang explained that poor communication was part of the reason for the late notice on the contract modification. Mr. Kang also stated that the contract language modification was meant to address this specific situation; the City doesn't foresee trying to relocate any future chargers.

ON MOTION BY MSRC-TAC MEMBER MINH LE AND SECONDED BY MSRC-TAC MEMBER DEREK WINTERS, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF LONG BEACH, CONTRACT #ML18055, EV CHARGERS RELOCATION REQUEST (WITHOUT THE ADDITION OF LANGUAGE REGARDING FUTURE MOVES)

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

Agenda Item #7- Consider Modified Payment Schedule by Volvo Financial Services, Contract #MS21019 (\$3,930,270 – Lease up to 14 Zero Emission Trucks and Provide Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, explained that the contract with Volvo Financial Services is for them to lease 14 zero emission trucks and provide charging infrastructure to fleet Quality Custom Distribution. The program is under the MSRC On-Road Inland Ports Program. There was a desire on the part of Volvo not to have a withhold when we make payment for the trucks. Normally, the MSRC has a withhold from all the payments on a contract until there's a submission of a final report. MSRC staff negotiated with Volvo and the result was that 5% of the total that the MSRC provides would be withheld from the installation of the charging equipment. We also required that some of the trucks that will be delivered later will not be reimbursed until the charging equipment has been installed. The problem is that they can get some of the trucks before the charging equipment is installed. Rather than hold up the truck delivery, Volvo is asking that the MSRC remove the requirement of installing the charging equipment before being able to be reimbursed for the trucks. There is still the retention on the charging infrastructure and there is still a requirement on the last set of trucks that can't be reimbursed if the charging infrastructure isn't installed. Based on this, Ms. Ravenstein recommends approval of Volvo's request to remove the requirement that the chargers be installed on the second set of trucks to allow those to get reimbursed when they're delivered. The Scope Changes Subcommittee reviewed and recommended approval.

ON MOTION BY MSRC-TAC MEMBER SEAN O'CONNOR AND
SECONDED BY MSRC-TAC MEMBER JACK GARATE, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR VOLVO
FINANCIAL SERVICES, CONTRACT #MS21019, A MODIFIED PAYMENT
SCHEDULE

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

Agenda Item #8- Receive Update Report on Results of Request for Information for Zero Emission Goods Movement Infrastructure

Ray Gorski gave a presentation on the Publicly Accessible Goods Movement Zero-Emission Infrastructure Request for Information (RFI). The RFI closed on November 30, 2022. 23 responses were received. The objective of the RFI was to determine if property owners would commit to developing onsite heavy-duty truck electric or hydrogen recharging and refueling and to create a path for the investment of MSRC Clean Transportation funds. The responses cover a wide spectrum of information, from technology vendors who would want to propose their hardware for utilization at a publicly accessible truck recharging facility to full proposals. Many of these responses are site-specific and in shovel-ready development status, though construction projects do take time and there is going to be the necessity to coordinate with the utilities. Many are very strategically located along the identified goods movement corridors within the South Coast AQMD jurisdiction and also at the endpoints of trade corridors, both surrounding the maritime ports, as well as out into the Inland Empire and points in between.

The original MSRC guidance emphasized the desire to forge partnerships with other agencies and invest in leveraging as key program goals. The Goods Movement Subcommittee who is

charged with doing this initial evaluation work has developed a very structured evaluation process. There are defined steps in the evaluation process, but it's also been designed to be flexible to accommodate additional MSRC direction. There are three major steps included in this evaluation process. The first is to make sure that every RFI response is thoroughly reviewed. The second is to engage the potential funding partners. We are currently engaging potential funding partners who identified themselves through the RFI process. Third, the work that the subcommittee is doing will inform any follow-on actions that the MSRC chooses to take, whether it be moving towards a sole source contract with an entity who was responding to the RFI, or the potential for a follow-on solicitation, which would probably be an RFP, to solicit projects for a more defined region and or technology.

MSRC-TAC Member Derek Winters stated that as a member of the Subcommittee, he is excited to see some of the proposals that have come in. He mentioned that there are some independent operators that submitted proposals, attempting to answer the issue of where independent owner operated trucks can park.

Public Comment:

Jack Symington with the Los Angeles CleanTech Incubator asked, looking at the leveraging money, what was the range of private sector cost share seen in some of the more complete proposals for the MSRC? Does the MSRC have a target in mind when it comes to it and to what degree they would like to leverage their money through maybe public or private cost share?

Mr. Gorski answered stating that having an RFI as opposed to something more definitive, like an RFP, was to seek any information. The MSRC received varying levels of detail, some very well-developed responses that offered very attractive partnership opportunities in which the MSRC would have the ability to significantly leverage their investment by integer multiples. We are currently not in a position to give specifics but can say that we did receive a reasonably high percentage of fully developed proposals which did offer a significant cost share. At this point the MSRC has not given direction as what target they have in mind to leverage their funds. Historically, the MSRC does require co-funding.

INFORMATION ONLY

ACTION: No further action is required.

PUBLIC COMMENTS:

No public comment

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 2:23P.M.

NEXT MEETING: Next meeting: Thursday, March 2, 2023, 1:30 p.m.