



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, MARCH 1, 2018 MEETING MINUTES
21865 Copley Drive, Diamond Bar, CA 91765 - Room CC8**

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Gretchen Hardison, City of Los Angeles
MSRC-TAC Vice-Chair Dan York, Cities of Riverside County
Martin Buford, Regional Rideshare Agency
Bill Habibe (Alt.), Orange County Transportation Authority
Jamie Lai, Cities of Orange County
Steven Lee, Los Angeles County Metropolitan Transportation Authority
Rongsheng Luo, Southern California Association of Governments
Kelly Lynn, San Bernardino County Transportation Authority
Anthony (AJ) Marquez, Orange County Board of Supervisors
Lorelle Moe-Luna, Riverside County Transportation Commission
Nicholas Nairn-Birch, California Air Resources Board
Sean O'Connor, Cities of San Bernardino County
Andy Silva, San Bernardino County Board of Supervisors
Richard Teebay (Alt.), Los Angeles County Board of Supervisors
Cliff Thorne, Orange County Transportation Authority
Eddie Washington, Los Angeles County Board of Supervisors

OTHERS PRESENT:

Michael Parmer, City of Indian Wells
David Nevarez, Charge Point
Salynne Wong, LA County

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Penny Shaw Cedillo, MSRC Liaison
Ray Gorski, MSRC Technical Advisor-Contractor
John Kampa, Financial Analyst
Jennifer de la Loza, Secretary
Matt MacKenzie, Contracts Assistant
Fred Minassian, Asst. DEO/Science and Technology Advancement
Cynthia Ravenstein, MSRC Contracts Administrator
Veera Tyagi, Principal Deputy District Counsel

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Gretchen Hardison called the meeting to order at 2:33 p.m.

OPENING COMMENTS

MSRC Chair Gretchen Hardison thanked everyone who was able to attend the Annual TAC Appreciation Lunch.

MSRC-TAC Chair Gretchen Hardison welcomed Cliff Thorne, who is representing OCTA, replacing Sue Zuhlke.

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 Chair Gretchen Hardison commented all of you have received a link to the current policy update. It identifies activities going on at the state level and around the state, in particular in the South Coast Air District. Hope you have an opportunity to look though it and share with your colleagues. It is a good source of information.

CONSENT CALENDAR (Items 1 through 3)

Receive and Approve

Agenda Item #1 – Minutes for the January 11 and February 1, 2018 MSRC-TAC Meetings

The Minutes for the January 11 and February 1, 2018 MSRC-TAC meetings were distributed at the meeting.

ON MOTION BY MSRC-TAC MEMBER AJ MARQUEZ AND SECONDED BY MSRC-TAC MEMBER MARTIN BUFORD, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1-3, THE MSRC-TAC UNANIMOUSLY RECEIVED AND APPROVED THE MINUTES OF THE JANUARY 11 AND FEBRUARY 1, 2018 MSRC-TAC MEETINGS.

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

This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from January 25, 2018 through February 21, 2018.

ON MOTION BY MSRC-TAC MEMBER AJ MARQUEZ AND SECONDED BY MSRC-TAC MEMBER MARTIN BUFORD, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1-3, THE MSRC-TAC UNANIMOUSLY RECEIVED AND FILED THE CONTRACTS ADMINISTRATOR’S REPORT FOR JANUARY 25, 2018 THROUGH FEBRUARY 21, 2018.

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 January 2018.

ON MOTION BY MSRC-TAC MEMBER AJ MARQUEZ AND SECONDED BY MSRC-TAC MEMBER MARTIN BUFORD, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1-3, THE MSRC-TAC UNANIMOUSLY RECEIVED AND FILED THE FINANCIAL REPORT FOR THE MONTH OF JANUARY 2018.

ACTION: No further action is required.

ACTION CALENDAR (Items 4 through 8)

Agenda Item #4 – Consider Three-Month Term Extension by County of Los Angeles, Department of Public Works, Contract #ML05014 (\$204,221 – Florence/Mills Avenue Signal Synchronization Project)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the County of Los Angeles, Department of Public Works. They were awarded funding under the FYs 2004-05 Local Government Match Program to do signal synchronization on Florence and Mills Avenues. Originally, they were partnering with the cities of Downey and Santa Fe Springs. The project scope was modified, eliminating the signal upgrades in Downey and substituting the synchronization of two additional signals. The work has not been completed. There was a change order to install a fully protected left-turn phasing at the intersection of Mills Avenue and Mulberry. That resulted in an additional delay because it has to be approved by the Board of Supervisors. The work is expected to be done by July 28, 2018. In order to keep the contract valid for the MSRC to consider the request, staff administratively processed a 3-month extension. This would be an additional 3-months that is being requested.

MSRC-TAC Chair Gretchen Hardison questioned whether the 3-month extension will take it to September. Ms. Ravenstein replied yes, September 20th.

MSRC-TAC Member Andy Silva questioned does signal synchronization degrade over time? Ray Gorski, MSRC Technical Advisor replied yes, with the exception of some of the more modern adaptive systems, which are continuously adjusting the signal coordination. Traditionally, every 6-months or so you need to check the timing, because they are seasonal. Mr. Silva asked does the project still function effectively. Mr. Gorski replied most of the signals that are being put in this jurisdiction are using the more modern, adaptive planning. It's real time adjustment of the signals to take into account incidents and/or changes in the traffic patterns which are happening in real time. In the old days, the signals were hardwired and every time the seasons changed, they had to be re-timed. The new systems do real-time measurements and will make adjustments to the signals based upon the current situation.

MSRC-TAC Member Jamie Lai asked does this project just cover primary implementation of the traffic signal signalization or is it also the maintenance. Ms. Ravenstein replied it does not cover maintenance. MSRC-TAC Vice-Chair Dan York questioned is maintenance an eligible project in the future work plans. Mr. Gorski replied the definition of maintenance is different for this category. If traffic signals are not adaptive, they have to be updated regularly to account for seasonal variations and traffic patterns. That's an essential element of that strategy, as opposed to something which had a defined lifetime and simply wore out. Ms. Lai added in Anaheim, we partner with OCTA on projects, it's usually tiers, one covering implementation and a couple of years maintenance. Was that part of the original grant? Ms. Ravenstein stated that was not included in the original grant.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC MEMBER JAIME LAI, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE COUNTY OF LOS ANGELES, CONTRACT #ML05014, A THREE-MONTH TERM EXTENSION.

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

Agenda Item #5 – Consider Nine-Month Term Extension by City of Bellflower, Contract #ML12051 (\$100,000 – Install Electric Vehicle Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Bellflower. The City was awarded funding under the FYs 2011-12 Local Government Match Program. Originally the City was awarded \$270,000 to install 15 level 2 electric vehicle charger stations. Later, the City requested to reduce the value of the contract and to switch to two fast charging stations. The MSRC approved that change. The City has indicated they have some delays associated with the prospective station vendor, and after further consideration the City believes it would be preferable to install the station in a new public parking structure that would be constructed this year. The City is requesting a one-year term extension to allow the station to be installed when the structure is built. Due to the impending contract expiration date, a three-month term extension was processed administratively, in order to allow sufficient time for the

MSRC to consider the remainder of the extension request. An additional nine-month extension would fulfill the City's request.

MSRC Vice-Chair Dan York questioned is nine-months enough? There is still an RFP process. Ms. Ravenstein replied I believe they were already in the process of building the parking structure. Mr. York added the letter states, "The City has released a request for qualifications followed by a request for proposals for design/build proposals for the construction of the parking structure". Ray Gorski, MSRC Technical Advisor, commented it is within the authority of the TAC to recommend an extension which is greater than that requested by the contractor. Ms. Ravenstein added it is possible because of the three-month extension that was already processed, that there would be enough time to go back to the applicant for additional information and bring it back next month. Mr. York added my recommendation is to approve this request to December 31, 2019.

ON MOTION BY MSRC-TAC VICE-CHAIR DAN YORK AND SECONDED BY MSRC-TAC MEMBER EDDIE WASHINGTON, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF BELLFLOWER, CONTRACT #MS12051, A 19-MONTH -MONTH TERM EXTENSION.

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

FYs 2016-18 WORK PROGRAM

Agenda Item #6 – Consider Funding for Application Received under the Natural Gas Infrastructure Program

Cynthia Ravenstein, MSRC Contracts Administrator, reported there was one additional application received under the Natural Gas Infrastructure Program. This is from the Irvine Ranch Water District to install a new limited access CNG station and technician training. They are requesting \$190,000. The MSRC-TAC Infrastructure Subcommittee recommends approval.

ON MOTION BY MSRC-TAC MEMBER RONGSHENG LUO AND SECONDED BY MSRC-TAC MEMBER JAIME LAI, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE AN AWARD TO IRVINE RANCH WATER DISTRICT FOR \$190,000 TO INSTALL A NEW LIMITED ACCESS CNG STATION AND TECHNICIAN TRAINING.

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

Agenda Item #7 – Consider Funding for Applications Received under the Local Government Partnership Program

Cynthia Ravenstein, MSRC Contracts Administrator, reported additional applications were received under the FYs 2016-18 Local Government Partnership Program. The TAC members need to be aware that the MSRC extended the deadline on this program until August 2018, to allow cities and counties to get their applications in. There were eight additional applications

received and found eligible, and one that we previously received that we finally received clarification on. Action on one of these applications was deferred. The Local Match Subcommittee is recommending approval of eight awards totaling \$514,480.

MSRC- TAC Member Andy Silva questioned if they would be zero or near-zero heavy-duty vehicles, and what type of trucks. Ray Gorski, MSRC Technical Advisor, replied that there are several manufacturers who do manufacture heavy-duty vehicles which are zero emission, those are battery electric primarily. However, those vehicles are still primarily manufactured on an as needed basis. Meaning, you could give specifications to the vehicle developer and they would construct a heavy-duty battery electric vehicle. Class 5 through 8 are requested now and are pretty readily available from multiple manufacturers. As far as the near-zero, those are primarily natural gas engines and there are two natural gas engines which are certified to near-zero optional NOx level 0.02 g/bhp-hr. That includes the Cummins ISL series of engines as well as the recently introduced 11.9 liter natural gas Cummins engine. Mr. Silva questioned are those all utility trucks? Mr. Gorski responded those engines are compatible with many different chassis configurations. Mr. Silva commented what are the vehicles they are applying for? Ms. Ravenstein replied there are shuttle buses, full size electric buses, an electric flatbed truck, and a medium-duty electric truck. They're trying to fill the different needs of the jurisdictions.

MSRC-TAC Member Lorelle Moe-Luna questioned what happens to the funds if they do not apply by August 2nd. Ms. Ravenstein replied they will revert back to the AB 2766 Discretionary Fund unless the MSRC extends it again.

MSRC-TAC Member Nicholas Nairn-Birch questioned how the original amount was determined. Mr. Gorski replied that the original amount was determined by looking at what the allocation for each jurisdiction which participates in that AB 2766 Program was. For example, if a larger jurisdiction received \$1M in Subvention funds, the MSRC Program is designed to match that dollar for dollar. For small jurisdictions which have very limited amount of Subvention funds, instead of matching dollar for dollar, any City that received less than \$50,000 in Subvention funds was given a MSRC allocation of \$50,000. The minimum allocation from the MSRC is \$50,000. Ms. Ravenstein added this is based on the FY 2015-16. MSRC-TAC Chair Gretchen Hardison added for example the City of Grand Terrace requested \$45,000 even though they were eligible for \$50,000. The extra \$5,000 is held until the end of the application period, just in case they come back.

MSRC-TAC Member Vicki White questioned do you know how many EV charging stations that includes. Ms. Ravenstein replied yes, we require them to specify the number and the level of charging.

ON MOTION BY MSRC-TAC MEMBER MARTIN BUFORD AND
SECONDED BY MSRC-TAC MEMBER AJ MARQUEZ, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND APPROVAL OF AWARDS TO
THE CITIES OF GRAND TERRACE, DIAMOND BAR, ARCADIA, DUARTE,
CALABASAS, WESTLAKE VILLAGE, INDIAN WELLS, AND
WESTMINSTER TOTALING \$514,480. MSRC-TAC MEMBER JAIME LAI
ABSTAINED.

ACTION: MSRC staff will include these awards on the next MSRC agenda for final action.

Agenda Item #8 – Consider Alternative Approach to Implementing Hydrogen Infrastructure Element of FYs 2016-18 Work Program

Ray Gorski, MSRC Technical Advisor, reported today's presentation is to introduce the new concept for a MSRC Program which has been previously approved but during the implementation phase, we decided to rethink what the process should be. This is relative to the hydrogen infrastructure component of the overall Infrastructure Program, which the MSRC adopted. Back in November, the MSRC adopted an Infrastructure Program which had three elements (1) natural gas refueling infrastructure; (2) electric vehicle support equipment (EVSE); and (3) hydrogen stations. The hydrogen stations component was viewed as a partnership with the South Coast Air Quality Management District, California Air Resources Board and the California Energy Commission. Those were the three partners which had suggested that they were interested in hydrogen fueling and would be willing to help cost-share the implementation of stations within the South Coast jurisdiction. The MSRC and the Governing Board approved the execution of a contract with the Energy Commission to administer a Hydrogen Station Implementation Program, which would have had the Energy Commission do the day-to-day administration. That would include soliciting projects for potential consideration by the MSRC. What we realized during the more detailed discussions with the Energy Commission is that in some cases, because of the processes that their Commission has adopted, they don't always have the flexibility to make awards for projects that aren't in a very strict ranked order. Because there is a desire to have geographic equity and ensure that there is hydrogen refueling in all four counties, it was determined that there might be another path to move forward if in fact we wanted to fully implement the recommendations based on the guidance that the MSRC had provided us. We met with the stakeholders, which primarily were the Energy Commission and the South Coast Air Quality Management District, to see if we could come up with a process that would retain all of the benefits of partnership and having the money available from multiple agencies, but make it such that it would retain the flexibility which MSRC wants. Another goal was making sure we could accommodate all types of stakeholders in addition to those that apply through the California Energy Commission process. We came up with a Program Opportunity Notice (PON) that's been vetted through the Energy Commission, the South Coast Air Quality Management District, and the Infrastructure Subcommittee as an approach that may be reasonable to help ensure that we have these hydrogen stations in place during this Work Program. The PON process fully retains the benefits that we were looking for in working with the Energy Commission, which is making very large investments in hydrogen refueling infrastructure, but it also strengthens the partnership with the District. The District has some very important strategic ideas as to how infrastructure should be emplaced within the South Coast District, not only to support the introduction of additional numbers of heavy-duty vehicles but also to support zero-emission goods movement throughout the region. We believe we retained everything from the original approach but we also get some benefits and strengthen relationships in this partnership.

The process of using a Program Opportunity Notice is something that the MSRC has utilized several times in the past fairly successfully. This is inclusive: any stakeholder, whether they be a private station developer or a site which believes they would benefit from hydrogen refueling, they are eligible to participate under this program. This retains the \$3,000,000 level, which was originally approved by the MSRC and confirmed by the Governing Board. Funding can be augmented at the discretion of the MSRC. There is a geographic funding minimum of \$500,000

per county. We are suggesting it open for 24 months. These stations are complex but it can be extended at the discretion of the MSRC. While this is a slightly different way of doing business than the original sole-source contract to the California Energy Commission, it retains all the good things, reduces the overall burden on participating partners, and it offers the MSRC the needed flexibility to implement the program as it was originally intended. To participate in the program is really simple. Because it's a PON, it doesn't require a full-blown proposal up front. We can receive a very concise station description and then we have options that the PON allows. The MSRC can review it and can request a more detailed proposal that could lead to a sole-source award. Or, if we receive a lot of interest from a given geographic area, the MSRC could choose to issue a RFP and have stations compete within that geographic area. If something that is presented isn't going to work, we can decline because it's not going to meet the MSRC needs.

MSRC-TAC Member Vicki White commented that it can be a brand new proposal that has not been vetted yet by the California Energy Commission and SCAQMD, or it could be something that's already been vetted and we are forwarding them to the MSRC program for funding, which do you see as more likely? And how is that going to work, will the MSRC get input from the California Energy Commission or SCAQMD? How is that commitment going to be brought together for the funding? Mr. Gorski replied it would be preferred if proposals come in through one of the regulatory agencies. The regulatory agencies are already going through processes to select hydrogen stations. The backup list from the California Energy Commission has a lot of these stations that have been deemed good locations and good stations, but don't have adequate funding. This is an opportunity for entities to notify the MSRC that there is a station in an area within their jurisdiction that they deem beneficial, but that it does not have the financial resources, so the MSRC might be in a position to help. There is nothing that is really precluded under this overall procurement mechanism that we are recommending. Ms. White questioned would there be a way to issue only one contract agreement with the multiple funding sources or would it be separate contract agreements for the different agencies that are involved in co-funding? Mr. Gorski replied most of these large projects do have multiple funding sources associated with them. If one of the agencies wants to take the lead we can certainly accommodate that. That was the intention under the original program with the California Energy Commission. Nothing that we had available before to the MSRC is lost; we are gaining a couple of more options. This more appropriately recognizes that the District is most likely going to be participating in the program. Ms. White questioned what are the total funds? Mr. Gorski replied \$3,000,000.

MSRC-TAC Chair Gretchen Hardison questioned whether the MSRC funding could either be directed directly to the project proponent or go through the Energy Commission? Mr. Gorski replied if the Energy Commission finds a project which is deemed mutually beneficial, the MSRC can enter into a contractual agreement with the Energy Commission. It is open to whatever works for a specific situation. If you look at the way some of the California Energy Commission projects are funded, there are large stakeholders--often times, auto manufacturers. We will look at every scenario based upon who the players are, what the funding shortfall is, who can make up that shortfall, and then make a contract with the appropriate agency or entity.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED
BY MSRC-TAC MEMBER MARTIN BUFORD, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND THAT THE MSRC RESCIND
THE PREVIOUS \$3.0 MILLION AWARD TO THE CALIFORNIA ENERGY

COMMISSION AND ISSUE A \$3.0 MILLION PROGRAM OPPORTUNITY
NOTICE FOR HYDROGEN INFRASTRUCTURE PROJECTS.

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

OTHER BUSINESS

Agenda Item #9 – Other Business

- MSRC-TAC Chair Gretchen Hardison commented these are the closing months of our current fiscal years 2016-17 and 2017-18 two-year Work Program. We have started looking into the next Work Program development process. We need to schedule our public workshops that are coordinated by The Better World Group, the MSRC's outreach coordinator. We have typically asked all of our TAC members if they have facilities available that are appropriate for public meetings and if they might be able to schedule one of the workshops for free. The workshops will be held between April 18th and May 10th. If we are able to get the workshops in April/May, that will give The Better World Group a month or two to put together all of the comments they receive and it gives staff time to plan the Retreat for the MSRC and the TAC. The earliest that the Retreat would be is July or August. Please contact Cynthia Ravenstein if you have a facility available that can accommodate 30 to 40 people. Ms. Ravenstein added we try to have one workshop in each county, usually it's two in L.A. County. We are looking to have a total of five workshops.
- Cynthia Ravenstein, MSRC Contracts Administrator commented with Sue Zuhlke retiring, we are down one member on the Scope Changes Subcommittee. The Subcommittee does not meet very often, it's usually only when there is a contract modification request that seems like it might be particularly complex. It meets right before the TAC meeting. If anyone would like to volunteer to join, please let me know.
- MSRC-TAC Member Andy Silva commented the South Coast Air Quality Management District March Board meeting is going to be interesting. They are going to discuss their facility-based mobile source measures. They are going to consider five measures, two of them will directly affect conditions of approval under Planning Commission or Board or City Council approved projects. It's going to affect indirect rules for warehouses and indirect source rules for new development projects. Also, they will discuss the Clean Fuels Program Annual Report.
- MSRC-TAC Member Vicki White commented we are releasing our annual Carl Moyer Program solicitation. It will be open for about 90 days. It's open for heavy-duty vehicles and equipment, and also available to public agencies, private companies and individuals. Anybody that owns a heavy-duty vehicle or a piece of heavy-duty equipment can apply for Carl Moyer program funding to replace it with a cleaner model. Fred Minassian, Asst. DEO/Science and Technology Advancement, added the deadline will be the first week of June. This year we have more funding because any available funds from AB 134, that was a Budget Trailer Act of 2017, will be added to the available funding under Moyer. It is the 20th year of the program, it's a big milestone. MSRC-TAC Chair Gretchen Hardison added good work has been done in the last 20 years.

PUBLIC COMMENTS:

No public comment.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 3:16 P.M.

NEXT MEETING: Next meeting: Thursday, April 5, 2018, 1:30 p.m., at the South Coast Air
Quality Management District.

(Minutes prepared by Penny Shaw Cedillo)