



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE**  
**THURSDAY, JANUARY 17, 2019 MEETING MINUTES**  
21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8

**MEMBERS PRESENT:**

(Chair) Larry McCallon, representing SBCTA  
(Vice-Chair) Greg Winterbottom, representing OCTA  
Ben Benoit, representing SCAQMD  
Jack Kitowski, representing California Air Resources Board  
Dolores Roybal Saltarelli (Alt.), representing Regional Rideshare Agency  
Brian Berkson (Alt.), representing RCTC  
Mark Yamarone (Alt.), representing Los Angeles County MTA (via v/c)

**MEMBERS ABSENT:**

Greg Pettis, representing RCTC  
Steve Veres, representing Los Angeles County MTA

**MSRC-TAC MEMBERS PRESENT:**

Rongsheng Luo, representing SCAG  
Kelly Lynn, representing SBCTA  
Vicki White, representing SCAQMD  
Dan York, representing Cities of Riverside County

**OTHERS PRESENT:**

Rubin Aronin, Better World Group Advisors  
Lauren Dunlap, SoCalGas  
Sam Emmerson, Better World Group Advisors  
Ric Teano, OCTA

**SCAQMD STAFF & CONTRACTORS**

Leah Alfaro, MSRC Contracts Assistant  
Naveen Berry, Asst. Deputy Executive Officer  
Ray Gorski, MSRC Technical Advisor-Contractor  
Daphne Hsu, Senior Deputy District Counsel  
John Kampa, Financial Analyst  
Megan Lorenz, Principal 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 2:06 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: BEN BENOIT, BRIAN BERKSON, JACK KITOWSKI, LARRY MCCALLON, DOLORES ROYBAL SALTARELLI, GREG WINTERBOTTOM, MARK YAMARONE.

- Opening Comments

MSRC Chair Larry McCallon announced with great sadness the passing of Greg Pettis. Mr. Pettis has been a member the MSRC Board since 2009, serving as MSRC Chair for five years. MSRC Alternate Brian Berkson asked that today's meeting be closed in remembrance of Greg Pettis.

MSRC Chair Larry McCallon stated for the record that for Agenda Item #12, he doesn't have a financial interest in this item, but he is required to announce that he is a Board Member of the San Bernardino County Transportation Authority, which is involved in this item.

MSRC Vice Chair Greg Winterbottom stated for the record that for Agenda Item #2, he does not have any financial interest, but is required to identify that he is a member of the Board of Directors for the Orange County Transportation Authority, which is involved in this item.

- STATUS REPORT

Cynthia Ravenstein, MSRC Contracts Administrator reported California will receive \$78.4 million of a \$500 million joint settlement between the U.S. Department of Justice and Fiat Chrysler Automobiles. The settlement resolves allegations that the company violated environmental and consumer protection laws by using "defeat device software" to circumvent emissions testing. Fiat Chrysler is accused of installing the defeat device software in 100,000 vehicles nationwide and 13,325 vehicles in California. California's settlement funds include \$45.8 million in penalties for violations of environmental laws and a mitigation payment of \$19.035 million. These payments will be deposited into the Air Pollution Control Fund and managed by ARB through the budget process to fully mitigate the excess NOx emissions from the affected vehicles. MSRC Jack Kitowski added there are similarities, but this is unlike Volkswagen in a couple of different ways. You can tell by the magnitude of the dollar amount, the level of deception as well as their ability to fix the problem is different than Volkswagen. Volkswagen was much more severe, and they never could completely fix the problem, which is why they have the Buy Back Program. The other difference is it is being put into the Air Pollution Control Fund.

**CONSENT CALENDAR (Items 1 through 12)****Receive and Approve Item****Agenda Item #1 – Minutes for the August 16 and September 20, 2018 MSRC Meeting**

The minutes of the August 16 and September 20, 2018 MSRC meeting were distributed at the meeting.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #12, THE MSRC UNANIMOUSLY APPROVED THE AUGUST 16 AND SEPTEMBER 20, 2018 MSRC MEETING MINUTES.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE

NOES: NONE.

**ACTION:** Staff will include the August 16 and September 20, 2018 MSRC meeting minutes in the MSRC Committee Report for the February 1, 2019 SCAQMD Board meeting and will place a copy on the MSRC's website.

**Agenda Item #2 – Summary of Final Report by MSRC Contractors**

The MSRC received and approved five final report summaries this month, as follows:

- Grand Central Recycling & Transfer Station, Contract #MS14082, which provided \$150,000 to construct a new public access CNG station;
- Burrtec Waste & Recycling Services, LLC, Contract #MS16087, which provided \$100,000 to construct a new limited-access CNG station;
- Orange County Transportation Authority, Contract #MS16093, which provided \$1,553,657 to implement a mobile ticketing system;
- Huntington Beach Union High School District, Contract #MS16105, which provided \$175,000 for expansion of existing CNG infrastructure; and
- Orange County Transportation Authority, Contract #MS18004, which provided \$503,272 to provide special rail service to Angel Stadium.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #12, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

**ACTION:** MSRC staff will file the final reports and release any retention on the contracts.

**Agenda Item #3 – Consider Adoption of 2019 Meeting Schedules**

Annually the MSRC considers a proposed meeting schedule for the upcoming year. The schedule continues with meetings on the first and third Thursdays, respectively, for the MSRC-TAC and MSRC, with two exceptions. Staff recommends the MSRC-TAC meetings in January and December be held on the second Thursday of the month to avoid holiday conflicts.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER OF APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #12, THE MSRC UNANIMOUSLY VOTED TO ADOPT THE 2019 MSRC AND MSRC-TAC MEETING SCHEDULES.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**Information Only - Receive and File****Agenda Item #4 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s Report for September 27, 2018 through January 3, 2019 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #12, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR SEPTEMBER 27, 2018 THROUGH JANUARY 3, 2019.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

**ACTION:** Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the February 1, 2019 SCAQMD Board meeting.

**Agenda Item #5 – Financial Report on AB 2766 Discretionary Fund**

A financial report on the AB 2766 Discretionary Fund for December 2018 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER APPROVAL OF

CONSENT CALENDAR ITEMS #1 THROUGH #12, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING DECEMBER 2018.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**For Approval – As Recommended**

**Agenda Item #6 – Consider Seven-Month Term Extension for Waste Resources, Inc., Contract #MS14079 (\$100,000 – Install New Limited Access CNG Station)**

Waste Resources requests a seven-month contract term extension due to longer than anticipated time needed to secure contractors. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE NO-COST TERM EXTENSION FOR RIVERSIDE COUNTY REGIONAL PARK AND OPEN SPACE DISTRICT, CONTRACT #MS14079.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**Agenda Item #7 – Consider Term Extension to June 25, 2023, for Rialto Unified School District (RUSD), Contract #MS14076 (\$225,000 – Install Public Access CNG Station)**

RUSD requests a contract term extension to June 25, 2023, approximately 16 months, due to the need to expand the electrical infrastructure at the site. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE NO-COST TERM EXTENSION FOR RIALTO UNIFIED SCHOOL DISTRICT, CONTRACT #MS14076.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**Agenda Item #8 – Consider Eighteen-Month Term Extension for the City of Pomona, Contract #ML16008 (\$60,000 – Purchase Three Medium-Duty and One Heavy-Duty CNG Vehicles)**

The City requests an eighteen-month term extension due to longer than anticipated time for vehicles to receive Air Resources Board certifications. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE NO-COST TERM EXTENSION FOR THE CITY OF POMONA, CONTRACT #ML16008.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**Agenda Item #9 – Consider One-Year Term Extension for the City of Monterey Park, Contract #ML16013 (\$90,000 – Purchase Three Heavy-Duty CNG Vehicles)**

The City requests a one-year term extension due to longer than anticipated time for vehicles to receive Air Resources Board certifications. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE NO-COST TERM EXTENSION FOR THE CITY OF MONTEREY PARK, CONTRACT #ML16013.

AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**Agenda Item #10 – Consider Eighteen-Month Term Extension for the Los Angeles Department of Water and Power (LADWP), Contract #ML16022 (\$360,000 – Purchase Twelve Heavy-Duty CNG Vehicles)**

LADWP requests an eighteen-month term extension due to delays associated with vendor protests. Except for an abstention by Steven Hillman, THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, THE MSRC UNANIMOUSLY VOTED TO

APPROVE THE NO-COST TERM EXTENSION FOR THE LOS ANGELES DEPARTMENT OF WATER AND POWER (LADWP), CONTRACT #ML16022.  
AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.  
NOES: NONE.

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

**Agenda Item #11 – Consider Contract Replacement for the City of Palm Springs, Contract #ML16005 (\$40,000 – Install Bike Racks & Implement Bicycle Outreach)**

Due to the expiration of the City's prior contract, the City requests a contract replacement to complete the scope of work for this project. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE CONTRACT REPLACEMENT FOR THE CITY OF PALM SPRINGS, CONTRACT #ML16005.  
AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.  
NOES: NONE

**ACTION:** This item will be considered by the SCAQMD Board at its February 1, 2019 meeting.

**Agenda Item #12 – Consider Contract Replacement for the San Bernardino County Transportation Authority (SBCTA), Contract #MS16091 (\$1,000,000 – Signal Synchronization Upgrades)**

Due to the expiration of SBCTA's prior contract, MSRC staff recommends a contract replacement to complete the scope of work for this project. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE CONTRACT REPLACEMENT FOR THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, CONTRACT #MS16091.  
AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.  
NOES: NONE

**ACTION:** This item will be considered by the SCAQMD Board at its February 1, 2019 meeting.

**ACTION CALENDAR (Items 13 through 14)**  
**FYs 2016-18 WORK PROGRAM**

**Agenda Item #13 – Setting the Stage for FYs 2018-20 Work Program Development**

Ruben Aronin, Better World Group Advisors, introduced his colleague Sam Emmerson. Mr. Aronin talked about the MSRC's Work Program Development Workshops. We've been really pleased as your Outreach Coordinator, with the help of the members and the TAC members, not only to get key grantees to participate but also to include other potentially interested parties. Since we have been doing these workshops now every other year for over a decade, we thought it would be worth taking a quick snap shot of what continue to be priority items and what is falling away, because perhaps the funding needs have been fulfilled or have been outgrown.

The first couple years, 2011 and 2012, we were still hearing a lot about the need for CNG vehicles and infrastructure, electric vehicles and infrastructure, bicycling programs, medium-duty alternative-fuel vehicles, and zero and near zero emission technologies, especially pilot projects for different types of fleets. There was also interest in traffic signal synchronization as well as education and outreach programs. These interests held steady through our 2014 workshops. In 2016, we heard more about light- and medium-duty electric vehicles along with bicycling programs leading into active transportation.

In this last year, we heard the largest demand for funding for electric vehicles. Ray Gorski spent a lot of time answering questions about the light-duty trucks that so many communities need while in fact there isn't a technology solution for that currently. We also talked a lot about box trucks. Amazon just placed a big order for about 20,000 trucks. They were looking for electric trucks, but they're not there.

Funding for active transportation projects was the second most requested category of funding, especially bicycling programs. We talked a lot about electric bikes and scooters. We are still hearing about the need for funding for CNG vehicles, and the new infrastructure, maintenance and improvements to existing infrastructure to support them but I would say this interest had diminished from past workshops. In several of the workshops, training for the maintenance and operations of electric and advanced technology vehicles was a frequently requested category. Broad funding areas included the elusive first mile/last mile, electric bikes and clean car sharing programs. The question was raised about whether there could be funding for planning documents.

We held five or six meetings in four counties over three weeks. We got really good feedback about the accessibility of the MSRC program and the ease of the program relative to other government funding programs. Staff is responsive, and feedback and creativity is appreciated.

In Cap and Trade investment, a lot of the environmental advocates and environmental justice community advocates have been concerned that while we have been able to increase Clean Vehicle Rebate Program (CVRP) funding, and in fact create a clever mechanism where there are year-over-year renewals, that's at the expense of investment in heavy-duty. There have been fewer incentive dollars for heavy-duty overall from Cap and Trade. The Air Resources Board (ARB) just adopted the Clean Transit Rule that is mandating the electrification of transit buses.



There are significant incentive dollars helping transit agencies achieve that. ARB is hoping that will help make it easier to explore the electrification of heavy duty more broadly. They are looking at a possible smog check program for trucks and even a ZEV mandate for trucks, possibly to be considered in 2019 or 2020. Getting dirty diesel trucks off the road would be a huge emissions benefit. Governor Newsom had a plan calling for getting beyond diesel by 2030. We are fortunate that there is significant funding in the Low Carbon Transportation Program--a little over \$450 million for this year--to accelerate the transition to advanced technology, low carbon freight and passenger transportation. There's \$200 million for the CVRP, \$75 million for the Enhanced Fleet Modernization Program, \$125 million for the Hybrid and Zero Emission Bus Voucher incentive project, and \$55 million for Freight Equipment and Advanced Demonstration Pilot Commercial Deployment Programs. In AB 617, where 3 of the 10 communities that were chosen statewide are within the MSRC territory, they are initially looking at the emissions sources for underserved disadvantaged communities. They are looking at putting \$250 million in through the Carl Moyer Program this year. The air quality management district allocation of \$107.5 million has been allocated. The Low Carbon Transit Operations Program, via Caltrans, offers \$123 million dollars for operating and capital assistance to transit agencies to reduce greenhouse gas (GHG) emissions. This includes projects such as new faster rail, intermodal transit facilities, equipment acquisition, fuel and maintenance costs. In the Rail Capital Program, \$123 million dollars has been projected to fund transformative capital improvements that will modernize California's bus rail and ferry system. In the Affordable Housing and Sustainable Communities Program, \$395 million has been projected. The Governor is focused on affordable housing and the challenge of how to get housing near transit and reduce vehicle miles traveled. The Transformative Climate Communities Program has \$46.80 million to fund community-led development and infrastructure projects to reduce GHG emissions in disadvantaged communities, including affordable and sustainable housing, transit stations and facilities, bike and car share programs.

There's lots of incentive dollars but insufficient to the costs to meet climate and clean air goals. There's \$28.6 million for the Air Quality Improvement Program. The Carl Moyer Program has \$25 million plus \$107.5 from the Community Air Protection Funds, and \$800 million total from the VW settlement. It is helping to increase investments in the electric vehicle infrastructure. For the Low Carbon Fuel Standard, the utilities and car companies are working on an innovative new funding mechanism that may replace some of the federal tax credit that's going to be going away for GM and Tesla because they hit their 200,000 sales cap. About 64% of utility customers who are currently qualified to get the Low Carbon Fuel Standard credit don't apply for it. They're trying to create a mechanism where that credit would be available at point of purchase to consumers. We expect to be seeing what that plan looks like in the next couple of months. At the Energy Commission, the Alternative and Renewable Fuel and Vehicle Technology Program has \$100 million. The proposed funding split, for action in May, is \$52 million for zero emission vehicle infrastructure (EV charging \$32 million and hydrogen fueling \$20 million), advanced freight and fleet technologies \$17.5 million, low carbon fuel production and supply \$20 million, and manufacturing workforce development \$5 million. For the Greenhouse Gas Reduction Fund, the Governor's budget just was released, and it has a proposed allocation for Cap and Trade dollars which is \$400 million overall less than last year's allocation based on projected allowances. Caltrans has \$440 million for the Active Transportation Program. The California Transportation Commission, via SB1 Transportation Investments, has \$540 million to maintain and rehabilitate the state's transportation infrastructure and expand pedestrian bicycle in transit routes and services. There are incentives via SoCal Edison as well as the Department of Water

and Power for residential and commercial charging infrastructure. Federally out of EPA, the Clean Diesel Program has \$1 million that is available in 2019 to fund regional, state and local agencies and nonprofit projects that achieve significant reductions in diesel emissions such as emission control technologies, vehicles, engines, and equipment. Applications are due in March. Under the Federal Transit Administration's Lower Emission Vehicle Program, \$84 million was awarded in 2018 to state and local government authorities. The Federal Highway Administration has the Congestion Mitigation/Air Quality Improvement Program that provides California with approximately \$455 million to fund state and local government transportation projects and programs. There's also the federal tax credit which is phasing out.

State Senator Ting has introduced AB 40 which would be a study bill for ARB to look at what it would take to get to 100% ZEV sales by 2040. Electric vehicle sales are up 70%, largely led by Tesla. There's an initiative that is beginning to pump some more dollars into the marketing of EVs and we have the infrastructure investments coming from Southern California Edison. We will see where Governor Newsom's administration chooses to prioritize some of their transportation related programs. The policies and rhetoric that we've heard thus far are a strong defense of California's clean car standards and moving forward in both the light- and heavy-duty spaces. The defeat of Prop 6, that would have repealed the gas tax, is worth noting. If that had gone the other way that could have been a challenge in short-term dollars, but also many kinds of political will in the state as well. This morning Colorado's Governor issued an executive order to adopt the ZEV component of California's Clean Car Standard; they adopted the Low Emission Vehicle standard last December. There are a lot of players and incentive dollars in the light duty space, but in the medium- and heavy-duty arena, we keep hearing we need to get beyond ones and twos. Whether it is economic studies of how do we get this technology accelerated into fleets so we can get hundreds and thousands of trucks on the road, or whether it is thinking about aggregated purchasing power, looking at pilot projects in this space around the Ports and the traffic between the Ports and the warehouses, there is a huge need in this area where we are not bending the emissions curve. This is part of figuring out where the MSRC can leverage its dollars and put its fingerprints on efforts. We certainly think this is one strong priority. The Skinner bill, 1014, is ultimately mandating ARB to set an emissions target and then an emissions reduction strategy for ride sharing programs. Originally that bill started as an electrification mandate for the ride sharing companies but it couldn't pass muster. Other states are looking at taking that and going further. While they're still a small segment of traffic, as a patron of LAX, it is hard to get into the airport because Uber and Lyfts have clogged the upper level. The MSRC's bread and butter has been providing capacity for your cities, counties and the private sector to be able to do more in clean transportation. But I always am looking for where can the MSRC say, this is where we're putting our dollars in or partnering with other agencies to make happen. It's helpful to have showcase MSRC projects. We all know about the Dodgers shuttle for example; it has been a useful project to allow people to understand what the MSRC is trying to do with its investments.

MSRC Member Jack Kitowski asked can you expand a little more on demonstration? You mentioned the Dodger shuttle. Are you thinking from a technical standpoint or from an innovative mobility standpoint? Mr. Aronin responded for example, off-road vehicles are a real problem and those vehicles last for 20-25 years. If there is a space where there's a technology improvement that's not receiving dollars from any other source, the MSRC could help prove out the technology. When we think about the value that the MSRC provides to the region, it is useful to have a couple of key investment programs that help raise the visibility of what the MSRC

does. Mr. Kitowski responded you're talking about areas where you could be uniquely positioned versus similar to all the other incentive programs. Mr. Aronin added it's very important to be complementary to what the state investments are. Why does the MSRC exist? Where can we push the envelope further? That may be in a unique pilot technology program--it could be the Rideshare Thursday Program that we invested in a couple of years ago, or the OCTA's mobile technology platform that was recently supported. I don't know that it's obvious what it is, but it's worth thinking about not just following but leading in some area. MSRC Alternate Dolores Roybal Saltarelli commented one of the examples that we were also thinking about is the Cummins near zero engine. MSRC was one of the first agencies to fund that engine. If the MSRC can get out in front of technology like that, that would be useful.

ACTION: No further action is required.

#### **Agenda Item #14 – Consider Recommendation from MSRC-TAC to Adopt Three-Year FYs 2018-21 Work Program**

MSRC-TAC Chair Dan York reported your TAC has been busy. Beginning two meetings before the Retreat, we already started talking about what we could bring to you. What could we learn? We started studying lessons learned as far as the programs that we had worked on and their effectiveness. We looked at the Local Program Partnership Program, Infrastructure and also the Major Event Center Program. We also heard from many of the groups at the Retreat and we've been kind of brainstorming on what we could bring as a recommendation. Should we continue as we have year after year with the same committees, where we carve so much up, we throw some at the local agencies, and they try to put in electrical vehicle charging stations for the smaller vehicles? Do we continue with the Major Event Center Program? We touched on all of those and what we're bringing to you today was unanimously agreed upon. We recommend a three-year work plan that brings \$64 million to the table. The proposal is that we spend 2019 working on a marquee, large-scale regional project where we leverage a significant amount of that money, around \$50 million, and in return get \$100 million. We think that we have an opportunity, especially right now with all the competitive programs that we have at the state level, to leverage our monies in a big fashion. We will put together a scope. It could be something like a pilot project or it could start at the Port. It could be an Electrification Study Program, picking up where AQMD has studied quite significantly, but actually put something together that ultimately would get us from the Port to the desert. It could be looking at the existing truck stops--is the right infrastructure there to be able to incentivize these large vehicles to be able to use those kinds of technologies? We haven't drilled down on what kind of program it would be. But we think with what we've heard at our Retreat, and what we've heard from the Better World Group, in this current climate we may have a wonderful opportunity to leverage our dollars on a large scale. The second recommendation is to continue to work with our stakeholders. We think that by partnering with AQMD, ARB, and CEC, there's a lot of resources and knowledge and with our participation we can continue to support the South Coast AQMD and ARB goals. The third recommendation is to review previous programs and decide whether they should be continued. This was the toughest part of our discussion because a lot of TAC representatives and the agencies are still very comfortable with the programs that we have enjoyed for the last decade. As we went through, we were trying to identify are we really having great reductions in air pollutants? And the answer really is, we have it with some of these programs but not others. They've been great programs, even programs that people continually ask for because they're a

good source of funds, but when we've analyzed the results, we probably haven't made as much progress towards our overall air quality goals as we thought we would like to. Hence we'd like to really start focusing more on the heavy-duty vehicles.

MSRC Member Ben Benoit commented we've been looking at the catenary system at AQMD and other similar options. We see plenty of little pilot projects; I've seen probably four or five different electric trucks other than Tesla's. My only concern is that we don't pick a technology that we island ourselves on, like paddle chargers and end up with a bunch of chargers across the region that we can't use. It's great to see we're taking bold steps. We have been sort of stuck in the same routine for a little while.

MSRC Chair Larry McCallon commented the state is mandating that school systems buy electric vehicles. The biggest problem with the school districts accomplishing that that the school districts are not going to be able to afford to put in the infrastructure to support electrification. They just got the CNG infrastructure and now they are being mandated to go to something else. I understand what's being said about trucks, but we need to consider this too. MSRC-TAC Chair Dan York responded we have set up a local programs committee, and that kind of assistance could still be part of local programs. You're asking agency staff to put together procurement packages that they're not savvy about. Another idea that the MSRC-TAC talked about is if we keep that Local Programs Partnership, maybe part of that is we also employ the MSRC or the AQMD staff actually to help administer the projects. So we wouldn't be wasting money on administration, but we'd actually be spending our money directly on delivering a product. In the program we're bringing, there is still a window for local programs, but the bulk would be the bigger program. MSRC Member Jack Kitowski commented for clarification that CARB isn't mandating schools to go to zero-emission buses. With our incentive programs, we provide encouragement. You're ranked higher if you choose zero-emission electric buses but there's no mandate.

MSRC Vice-Chair Greg Winterbottom asked if we are aiming for a \$100 million program for 2020, where do we see that going? What can we do to make it happen? MSRC-TAC Chair Dan York replied this could probably open some exciting opportunities, even for this Committee to work at the state level and work with some of the private industry. Our first point of contact is the AQMD. We can put our resources together and identify opportunities and then in the coming months, we'll be presenting those opportunities to you and then how the board can start leveraging and going up to the state level and talking to some of the private industry.

MSRC Member Jack Kitowski commented we have a fair amount of funding at the state level. If you're a proactive fleet member or manager, you can go out and talk to the utility, talk to infrastructure providers and you can talk to the community college about workforce training and all of that and you can get that done. But if you're not somebody who has a lot of time to do that, those pieces aren't there very easily so some ability to bring this project together as other than just the vehicle buy down is something we just don't do well at the state level. If this is an opportunity for MSRC this would be good. MSRC-TAC Chair Dan York replied that was something that we were echoing in August and September, as a TAC. We're shooting out a bunch of money, but we don't really have a logical plan. AQMD has studied a lot of great logical plans, but it's a matter of bringing them to the next step. We could grab a program that's already been vetted and then we can incentivize it and deliver something.

MSRC Member Dolores Roybal Saltarelli commented this is a good opportunity to look at doing things differently, but it's also important to look at the successes we've had. Are we going to go through an effort to look at what has been successful and make a determination after that analysis? Ray Gorski, MSRC Technical Advisor commented absolutely. That was one of the essential elements of the unanimous TAC recommendation, was to have a program which the MSRC could implement on a regional basis that would truly not only fulfill the MSRC's mission but also be in sync with the goals and objectives of the South Coast Air Quality Management District as well as the Air Resources Board. We're looking for a win-win solution using a substantial amount of money that's going to be available in this region. \$64 million of MSRC money hopefully will leverage at least \$15 million of Subvention Funds and hopefully we'll be able to pull in at least \$20 million from the state. I hope it's more but we're envisioning a minimum of \$100 million dollars. It also gives us the opportunity to do exactly what has just been suggested. Go through, do a thorough and fair assessment of prior investments as to what works and what does not. It's my opinion that with some judicious modification often times you can take a program that hasn't been successful and make it successful. I also see opportunities for taking programs which the MSRC has historically funded and maybe presenting those to the state for continued funding through programs like Transit and Intercity Rail Capital Program (TIRCP). That would be a wonderful opportunity and we could put together a great application on behalf of some of our sister agencies, including SCRRA, and get funding to continue some of the programs that they've initiated. There are a lot of opportunities here, there's a lot of work to do and we are committed to in the very short term putting together a strategic and tactical plan. This would include setting out those options for infrastructure for electric school buses, and infrastructure to help a clean corridor between the Ports and the distribution centers in the Inland Empire. Those are options that we can look at but also the tactical element, how are we really going to make this happen. We've had some really long MSRC-TAC meetings. One of the things that we talked about was that the MSRC cannot do this by themselves. We demonstrated during the first iteration of the Local Partnership Program that we can work very closely with the South Coast AQMD. Their legislative, public affairs, and transportation staff were very helpful. We'll need to use those folks again. We will need to walk into Sacramento jointly and say look we're putting in \$50 million, what can we do to further your goals by having us as your partner? There's a lot of opportunity and work to do but your staff and your TAC made a commitment that they're willing to move with your concurrence.

MSRC Alternate Brian Berkson commented how are we going to monitor this as we go along? Colleagues on Metrolink board know that we get quick monthly updates on our advertising dollars and how those are working out, pluses and minuses. Things are modified continually to make sure that we're not throwing away money there. I want to make sure that with a longer program, we have some kind of ability to modify the program structure during the administration period, so that we can minimize any things that we find are not really working or bring something new in if possible. If a new technology comes out a year and a half into our program, we want to capitalize on that, I don't want it to be excluded. I want there to be a way to monitor those outside forces and see if there's something that could be brought in that would be better than the we have. Ray Gorski, MSRC Technical Advisor replied as you know, every month we put together a Contract Administrator's Report, we can include monitoring information in the report.

MSRC Member Jack Kitowski commented in the presentation, the point was made about the results not always having the emission benefits we thought we would achieve, this board should

keep in mind that in some of those areas, it's the co-benefits you're really going for. It's the public awareness, the Dodger Stadium being a perfect example. Those kinds of projects are important because we're trying to change people's behavior and it doesn't happen overnight. It's not simply a matter of the number of grams and dollars. In that particular case, we have to apply our common sense of policy oversight. MSRC-TAC Chair Dan York replied that's a fair point because we talked about that as a well. There's a handful of programs that have become very successful, so maybe they don't need as much incentivization. In other words, if we are to stop our monies today will they still succeed? And the answer is, for some of the programs they probably would. Some of them are still struggling. So we would have to look at that.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE TO ADOPT A THREE-YEAR FYS 2018-21 WORK PROGRAM.  
AYES: BENOIT, BERKSON, KITOWSKI, MCCALLON, ROYBAL  
SALTARELLI, WINTERBOTTOM, YAMARONE.  
NOES: NONE.

**ACTION:** Staff will include the adoption of the Three-Year FYs 2018-21 Work Program in the MSRC Committee Report for the February 1, 2019 SCAQMD Board meeting.

#### **Agenda Item #15 – 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 3:07 p.m. in memory of Greg Pettis.

#### **NEXTMEETING**

Thursday, February 21, 2019 at 2:00 p.m., Room CC8.