



MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, AUGUST 15, 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
Brian Berkson, representing RCTC
Michael Carter (Alt.), representing California Air Resources Board
Dolores Roybal Saltarelli (Alt.), representing Regional Rideshare Agency (via v/c)
Tim Shaw (Alt.), representing OCTA
Mark Yamarone (Alt.), representing Los Angeles County MTA (via v/c)

MEMBERS ABSENT:

Ben Benoit, Jack Kitowski, representing California Air Resources Board
Rex Richardson, representing SCAG
Steve Veres, representing Los Angeles County MTA

MSRC-TAC MEMBERS PRESENT:

Steven Lee, Los Angeles County MTA
Rongsheng Luo, representing SCAG

OTHERS PRESENT:

Rubin Aronin, Better World Group Advisors
Dalina Clemente, City of Eastvale
Lauren Dunlap, SoCalGas/Sempra
Jennifer Farinas, OCTA
Ric Teano, OCTA
Louis Zhao, OCTA

SOUTH COAST AQMD 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
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 2:03 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: MICHAEL CARTER, LARRY MCCALLON, DOLORES ROYBAL SALTARELLI, TIM SHAW, GREG WINTERBOTTOM, MARK YAMARONE.

- Opening Comments

Cynthia Ravenstein, MSRC Contracts Administrator presented a video from MSRC/Metro Day at the Dodgers where MSRC Member Jack Kitowski and Los Angeles City Councilmember Paul Krekorian, District 2 threw out the first pitches.

MSRC Chair Larry McCallon 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 Southern California Regional Rail Authority (Metrolink), which is involved in this item.

MSRC Vice-Chair Greg Winterbottom stated for the record that for Agenda Items #2 and #8, 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, and a Member of the Board of Directors for Southern California Regional Rail Authority (Metrolink), which are involved in these items.

MSRC Alternate Dolores Roybal Saltarelli stated that she does not have any financial interest in Item #2 but is required to identify that she is employed by Los Angeles County Metropolitan Transportation Authority, which is involved in this item.

MSRC Alternate Mark Yamarone stated that he does not have any financial interest in Item #2 but is required to identify that he is employed by Los Angeles County Metropolitan Transportation Authority, which is involved in this item.

CONSENT CALENDAR (Items 1 through 7)**Receive and Approve Items****Agenda Item #1 – Minutes for the April 18, May 16 and June 20, 2019, MSRC Meetings**

The minutes of the April 18 and May 16, 2019 MSRC meetings were included in the agenda package. The June 20, 2019 meeting minutes were not available.

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #7, THE MSRC UNANIMOUSLY APPROVED THE APRIL 18 AND MAY 16, 2019 MSRC MEETING MINUTES.

AYES: CARTER, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: Staff will include the April 18 and May 16, 2019 MSRC meeting minutes in the MSRC Committee Report for the September 6, 2019 South Coast AQMD 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 a final reports summary this month, as follows:

- Orange County Transportation Authority, Contract #MS16112, to repower up to 98 transit buses
- Southern California Regional Rail Authority (Metrolink), Contract #MS18010, to implement Special Metrolink Service to Union Station
- Los Angeles County MTA, Contract #MS18025, for special bus and train service to Dodger Stadium
- Southern California Regional Rail Authority (Metrolink), Contract #MS18105, for special transit service to the Festival of Lights

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #7, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.

AYES: CARTER, 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 – MSRC Contracts Administrator’s Report

The MSRC AB 2766 Contracts Administrator’s Report for May 30 through July 24, 2019 was included in the agenda package.

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR MAY 30 THROUGH JULY 24, 2019.
AYES: CARTER, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.
NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the September 6, 2019 South Coast AQMD Board meeting.

Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for July 2019 was included in the agenda package.

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING JULY 2019.
AYES: CARTER, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.
NOES: NONE.

ACTION: No further action is required.

Agenda Item #5 – Consider Reduced Scope and Value and 26-Month Term Extension by City of Hemet, Contract #ML12043 (\$60,000 – Purchase Two Heavy-Duty CNG Vehicles)

The City requests to remove tasks and funding associated with the purchase of the CNG vector truck. The City also requests a 26-month term extension due to delays associated with new

Finance Department procedures. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, MSRC UNANIMOUSLY VOTED TO APPROVE THE REDUCED SCOPE AND VALUE AND 26-MONTH TERM EXTENSION FOR THE CITY OF HEMET, CONTRACT #ML12043.

AYES: CARTER, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

For Approval – As Recommended

Agenda Item #6 – Consider Revised Locations, Increasing Stations from Six to Twenty, and Two-Year Contract Term Extension for the City of Eastvale, Contract #ML16040 (\$110,000 – Install EV Charging Infrastructure)

As a result of lower than anticipated costs and proposed changes in the proposed locations, the City requests to increase the number of stations to be installed from six (two limited access and four public access) to twenty public access. The City also requests a two-year extension due to the location changes. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, MSRC UNANIMOUSLY VOTED TO APPROVE REVISED LOCATIONS, INCREASED NUMBER OF STATIONS, AND TWO-YEAR CONTRACT TERM EXTENSION FOR THE CITY OF EASTVALE, CONTRACT #ML16040.

AYES: CARTER, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

ACTION CALENDAR (Item 7 through 10)**FYs 2016-18 WORK PROGRAM****Agenda Item #7 – Consider Exercising Option with Geographics for Hosting and Maintenance of the MSRC Website**

Cynthia Ravenstein, MSRC Contracts Administrator, reported that back in 2017 the MSRC entered its current contract with Geographics for design, hosting and maintenance of the MSRC website. The contract allowed for a two-year extension contingent upon allocation of funds by the MSRC and approval by the South Coast AQMD's Governing Board. There was an error when the contract was originally written. The contract actually does not expire until February 20, 2021, but there are no funds available to continue doing the work beyond July 2019. MSRC staff reviewed Geographic's performance over the term of the contract and found that they had worked well during the development phase. They created a flowchart, created and designed a beta version of the site, and took a lot of input. Subsequent to the launch of the site, they worked with staff to identify and resolve functionality issues. They also provided initial and supplemental training to MSRC staff and other authorized users such as the Better World Group. Following that initial launch and issue resolution period, they have been quick to respond to any problems that we have identified. They have fulfilled three task orders during this period and they are currently working on a fourth one. MSRC staff consensus was that Geographics is performing well and staff recommended that the contract option be exercised, increasing the contract amount by \$7,500. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC ALTERNATE MICHAEL CARTER, AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE TO EXERCISE THE OPTION AND INCREASE THE CONTRACT VALUE BY \$7,500 FOR GEOGRAPHICS, CONTRACT #MS18003.

AYES: CARTER, MCCALLON, ROYBAL SALTARELLI, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

FYs 2018-21 WORK PROGRAM

[MSRC Member Brian Berkson arrived during the discussion of item #8.]

Agenda Item #8 – Consider Application Received under the Major Event Center Transportation Program

Ray Gorski, MSRC Technical Advisor, reported this item was submitted by the Orange County Transportation Authority (OCTA) to continue the Orange County Fair Express. They are requesting a total of \$468,298 to implement the 2019 and 2020 seasons of the OC Fair Express. As you are aware, the 2019 season has just concluded. There's no prohibition against the MSRC considering this for 2019, as long as it's understood that OCTA did act at risk and they've made their representations fully aware of that. This would provide shuttle service between nine transportation centers and the OC Fair. Over the course of the last several years, OCTA has been diligent in assessing the effectiveness of their pickup locations and has made adjustments to maximize the ridership of their service. This program will utilize near zero buses; however, they will also deploy one hydrogen fuel cell zero-emission bus. The outreach and coordination is truly extensive, covering all media forms to ensure that they have excellent ridership. We don't have the numbers for the entire 2019 service to date, but we did receive a preliminary indication that their ridership is actually up from last year. The MSRC is asked to fund \$468,298 and that will be matched with \$517,813 in co-funding. This program has been successfully implemented for the past several years, and according to what we've heard, successfully implemented this year also.

MSRC Vice-Chair Greg Winterbottom added, at week five, we were up about 4.3% at about 89,000 rides and it really is a popular service. We hear how important it is. It takes you right into the fairground.

MSRC Chair Larry McCallon asked, how is the hydrogen bus?

PUBLIC COMMENT: Ric Teano, OCTA replied, it's been running well. There were some initial hiccups with the cooling and we're having challenges with the range.

PUBLIC COMMENT: Jennifer Farinas, OCTA added, regarding the hydrogen use, primarily it was meant to run on the street in stop and go traffic. We saw some challenges with range because we were running the service on the freeway. The range that we were expecting was just reduced a little bit, so we had to reroute the hydrogen bus. It was placed on an Anaheim route at the beginning and we just changed it to a different route to allow for better service.

PUBLIC COMMENT: Ric Teano, OCTA commented, correct me if I'm wrong, I recall a challenge in getting the hydrogen fuel.

PUBLIC COMMENT: Jennifer Farinas, OCTA replied, temporarily we had a mobile fueling facility. It is our intention in the future that once our hydrogen fueling facility is working on base that we will fill them there but our fueling stations weren't open and running yet.

Naveen Berry, Asst. Deputy Executive Officer asked, what is the timeline? I think Trillium is the one that's putting in the hydrogen station.

PUBLIC COMMENT: Louis Zhao, OCTA replied, my understanding is they're going through the preliminary reviews of the facilities right now. I believe we should be launching it in the fall of this year and that should for the most part solve all the fueling issues we've be running into.

Mr. McCallon asked, is there only one bus?

PUBLIC COMMENT: Louis Zhao, OCTA replied, we will have a total of 10 buses in our fleet, however right now we're only operating one.

PUBLIC COMMENT: Ric Teano, OCTA added, we spent a lot of time and effort making sure the first bus is perfect before we give the go ahead and start the others that are on the purchase order. So that's been the case for quite some time. It appears that staff is comfortable with what they have, that the issues are ironed out so we can give them the green light pretty soon on getting all the other buses.

Mr. McCallon asked, are you getting electric buses also?

PUBLIC COMMENT: Ric Teano, OCTA replied, we're pursuing funds for battery electric. Our intention is to explore both avenues. We as an organization remember being burned with the LNG/CNG kind of thing. We don't want to do the same thing. We are pursuing grants to help out with the battery electric.

Mr. Berry added, the South Coast AQMD's Clean Fuel Program is funding the buses but the stations are mainly being funded ARB grants.

**ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND
SECONDED BY MSRC MEMBER BRIAN BERKSON, MSRC
UNANIMOUSLY VOTED TO APPROVE AN AWARD TO ORANGE COUNTY
TRANSPORTATION AUTHORITY (OCTA) IN AN AMOUNT NOT TO
EXCEED \$468,298 FOR EXPRESS BUS SERVICE TO THE ORANGE
COUNTY FAIR FOR 2019 AND 2020 FAIR SEASONS.**

**AYES: BERKSON, CARTER, MCCALLON, ROYBAL SALTARELLI,
WINTERBOTTOM, YAMARONE.**

NOES: NONE.

ACTION: This item will be considered by the South Coast AQMD Board at its September 6, 2019 meeting.

Agenda Item #9 – Consider Recommendation for Programmatic Outreach Services for the MSRC

Cynthia Ravenstein, MSRC Contracts Administrator, reported the MSRC released an RFP for Programmatic Outreach Services on May 3rd with a deadline in June. There were two proposals evaluated. An evaluation panel composed of MSRC-TAC members reviewed the proposals. They found that the Better World Group Advisors demonstrated a clear understanding of the MSRC. They have been the outreach coordinators for quite some time. Better World Group Advisors also demonstrated a clear understanding of the MSRC's target audience and the work to be performed. They have a depth of experience performing such work for the MSRC, as well as other government agencies, non-profit organizations and businesses. Better World Group Advisors offered many new ideas to help promote the MSRC's Work Programs, demonstrating their understanding of the MSRC's new emphasis on regional goods movement issues. For example, they suggest replacing bi-annual Work Program development workshops with regional workshops to provide investment ideas and opportunities to advance near-zero and zero-emission heavy-duty vehicle and infrastructure projects. Better World Group Advisors proposed a total cost of \$250,000 for the base three-year contract period and proposed an increase of approximately 10% for labor costs for the two-year option period. Taking into account the MSRC's past experience with this contractor, the evaluation panel deemed the proposed costs acceptable. The MSRC-TAC considered the panel's recommendations and recommends an award to Better World Group Advisors, for a not-to exceed amount of \$250,000 for the base three-year period commencing January 2020, with a one-time two-year term option. If the MSRC chooses to exercise the option, the contract value would be increased in an amount to be determined at that time, with funds allocated from the appropriate Work Program year.

ON MOTION BY MSRC VICE-CHAIR GREG WINTERBOTTOM, AND
SECONDED BY MSRC MEMBER BRIAN BERKSON, MSRC
UNANIMOUSLY VOTED TO APPROVE A CONTRACT NOT TO EXCEED
\$250,000 FOR THE BETTER WORLD GROUP ADVISORS.
AYES: BERKSON, CARTER, MCCALLON, ROYBAL SALTARELLI,
WINTERBOTTOM, YAMARONE.
NOES: NONE.

ACTION: This item will be considered by the South Coast AQMD Board at its September 6, 2019 meeting.

Agenda Item #10 – Update on Timelines for MSRC’s Regional Goods Movement Program

Ray Gorski, MSRC Technical Advisor, presented an update on what has transpired since the last MSRC meeting and which will most importantly give you an indication of what the next steps are. An awful lot has happened over the last several weeks and we are making rapid progress towards initiating implementation. There are four specific subcategories under the Regional Goods Movement Program: 1) Zero/Near-Zero Truck Cooperative, this subcategory is targeting the operators of primarily drayage transportation, including those which are disadvantaged that operate down in the Port area. The intent is to get them out of their older dirtier trucks and into cleaner trucks. We’re shooting for a minimum emissions threshold of near zero, which is the 0.02 gram NOx natural gas truck; 2) Inland Ports, this subcategory is looking at the warehouse distribution network, which is primarily in San Bernardino/Riverside counties. When we talk about Goods Movement, we often times think of the activity at the Maritime Ports. But those containers don’t stay there, they transfer along major corridors and end up in the Inland Empire, where they’re broken down and subsequently put on their way all over the United States. Because while 40% of containerized traffic comes in through the San Pedro Bay ports, the Inland Ports are an essential component; 3) Last Mile; this subcategory is looking at the distribution within your neighborhood. It’s the trucks that bring products to the stores we all shop at. We’re looking to do zero-emission technology implementation and that really is going to be rather broad, it’s not just the trucks, it’s the infrastructure that supports them as well as optimization and efficiency improvements to reduce the vehicle miles traveled overall; and finally 4) the last subcategory is Maritime Ports. They published their own Clean Air Action Plan and they’ve suggested that to fulfill their stated mission, which is to have zero-emission cargo handling equipment by year 2030 and zero-emission drayage trucks by year 2035, they’ll need on the order of over a billion dollars. They are very anxious to partner with the MSRC to have some funding sent their way. We’re looking at this from a very broad-based regional perspective; not all the money is going to go to any one entity or one location. Goods Movement affects everybody and we’re advocating that the money be distributed broadly.

Individuals have been hosting us to talk about potential opportunities for partnerships and other stakeholder involvement. So, we’ve gone out to LA Metro; we’re going to have a follow-up meeting with them on the 28th of August. We’ve been out to SCAG; we also went to SBCTA to talk about the Inland Port work and we had some good feedback from the County Transportation Commission there. We’re working very closely with the South Coast AQMD, and with the Air Resources Board. They were gracious enough to put together a whole working group on their end. We’re hoping to partner and leverage each other’s funding to make this program broader and more successful. Of course, we’re working with the Maritime Ports, both Long Beach and Los Angeles. LACI, which is the LA Cleantech Incubator, we met with them yesterday and there are some real opportunities working with that organization. Interestingly, even though the first two letters are LA, they’re really starting to look more regionally at Orange County and the Inland Empire because they too recognize that when you’re thinking Goods Movement, it goes across the entire South Coast region. We’ve talked with Southern California Edison because of their Make Ready Program. They have billboards up, talking about the hundreds of millions of dollars that they currently have to help put in electric charging infrastructure. We certainly want to take

advantage of that, so that when we have electrification projects, we're partnering to the extent feasible with SCE to help leverage some of the funding that they have. We have been in contact with technology and infrastructure providers. We still have couple on deck we want to speak to, we're arranging meetings with OCTA and also with Riverside because they're both essential stakeholders and we want to get their perspective.

We actually do have some ideas for how to move out on all four of those subcategories. These ideas involve multiple stakeholders and they leverage other funds. We feel that they implement our objectives from an emission reduction standpoint and we're pretty excited that we're moving towards that point where we can actually get going. We are going to convene some working groups, as many as necessary, the first one will be the Near Zero Truck Cooperative, Phase 1, most likely on September 10th at 9:00 a.m. This is a program that we're developing, and it has the following essential partners: South Coast AQMD, Air Resources Board, LA Metro, Clean Energy and the LA Cleantech Incubator. It doesn't mean that there can't be other entities participating in this program, but as staff we feel these are some of the essential partners because they'll have tasks to implement. We are putting together a program which is working directly with the South Coast AQMD, to implement a program that's going to help get greater numbers of near-zero trucks deployed in and around the Port area. There are also phases 2 and 3 that we're looking at, those would be focusing more on the zero-emission trucks. Those are under development and in all honesty that category has significant overlap with the Maritime Port category. If you look at what the Ports' priorities are relative to their adopted Clean Air Action Plan, and the statements which have been made by both the Mayors of Los Angeles and Long Beach, they have pretty much said that they are going to move forward to ensure they have electrified drayage by 2035. The Ports are very interested in working with the MSRC to have a program that can move containers in zero-emissions mode.

MSRC Vice-Chair Greg Winterbottom asked, what do you expect to come from it right now? Mr. Gorski replied, what we're going to get out of this program if we're successful, is a true partnership between the South Coast AQMD, the MSRC, County Transportation agencies, public entities, private entities, and the focus is going to be on transitioning operators out of their existing diesel trucks into, at a minimum, a natural gas near-zero truck. It's focused on actual deployment of vehicles. Mr. Winterbottom asked, we're looking for money to sort of help them do that? Mr. Gorski replied, we're looking to pull all the funds that are available. One of the requirements of this program is that everyone brings money to the table. It's not only MSRC money, it's to be going to be the South Coast AQMD, Federal and other local money, pulled together to launch a single program, which is broader than any one entity could do on their own. Mr. Winterbottom asked, what are you thinking the pots are going to look like when you're done? Mr. Gorski replied, no idea. For Phase 2, it's a hundred million, easy. For the first phase, it's going to be a little bit of what the demand is. We feel that the program has the ability to be expanded and by partnering and working together with the District, MSRC and with the infrastructure providers with targeting areas that the trucks will be utilized, we feel that we can accomplish more together than any single entity could by themselves.

Mr. Berry asked, with LA Metro's involvement, is that more of the I-710 corridor? Mr. Gorski replied, absolutely the I-710 corridor. The LA Metro component will probably fall between both the near-zero as well as a zero-emission demonstration. That's why I mentioned that there are really potentially three components because when you look at the I-710 and the mitigation strategies to offset the construction related emissions, it's almost its own little subcategory in and of itself. The work with the Zero-Emission Truck Cooperative is going to be focused on deployments of zero-emission drayage trucks, the largest number ever attempted anywhere, that's going to take a little more time to develop. There's an opportunity, we've already engaged with LA Metro and there's a follow-up meeting on August 28th. We're looking at some mitigation strategies for the trucks that come out of the port that go down the I-710 corridor. The South Coast AQMD deserves a lot of credit because they've been a good partner and are offering to have the MSRC work with them on an existing program.

MSRC Member Brian Berkson asked, as you are zoning in on the working groups and the participants, I want to make sure we're not excluding the cities that border the freeways, all the main ones that go into the Inland Empire. The county has a lot of knowledge and information, but the local cities know even more about their specifics and I just want to see if we open the door to invite them to either this or another working group.

Mr. Gorski commented, when we started this, we had Regional Goods Movement. Then we broke it down into four subcategories and now we're starting to take those subcategories and put together what we hope is a viable program. We want to do this so that the MSRC can start to take some meaningful action at the policy level this calendar year. We've forced ourselves to keep momentum building and make sure that we can get some of these programs started before the calendar year closes. For the Inland Ports, we had a meeting with the leadership of SBCTA and really talked through what the potential barriers are, what the scope of the program is, and we've come up with an initial approach that we're going to suggest to a working group. At this point, we believe we really only need the MSRC-TAC members involved. If MSRC members want to be involved, that triggers the Brown Act, which means we have to make it a public meeting. What we're putting together is a more of a classic multi-phased procurement strategy and we will start with a Program Opportunity Notice (PON) because there are so many warehouse distribution centers in the greater San Bernardino/Riverside area. It's not possible for your staff to actually go out and visit each one. So, what we're doing in concert with our outreach coordinator is put together the PON which is going to be sent to all of them. It's going to ask them to help us identify what their needs are, what they think we can do, what resources could they bring to the table, and basically just try to get our arms around this very broad, very complex issue. We feel by going through this multi-phase program, if something really looks good, the MSRC will have flexibility to enter into negotiations with that entity right then and there. We can also send out a future RFP to get more specific proposals in. That was the recommendation we received from SBCTA. This one actually is going to have probably at least four elements to it. It's going to have the trucks, which access that center. We could potentially get some demonstrations with some of the more advanced technology, longer distance zero-emission vehicles or the near-zero natural gas trucks. But it's going to focus on the cargo handling equipment which is utilized at the warehouse distribution centers, and that includes the yard tractors which move containers around.

It will look internally within the warehouse distribution center, all of them operate forklifts and other types of equipment, looking for them to electrify inside. And it will also be looking at operational efficiency, if there is anything that can be done to streamline their operations to manage better the number of trucks, the amount of traffic which is encroaching upon people's neighborhoods out there. If we can do anything in that respect, that would be beneficial. We're going to make sure there's broad notification of the availability of what's going on and then try to identify specific target areas within that overall complex for your project partners.

MSRC Chair Larry McCallon commented that South Coast AQMD is looking at rulemaking in this area and they are realizing that there are different business models out there and that some of the warehouses aren't owned by the people that run the trucks. So, notifying the warehouses isn't necessarily going to notify the people that we may need to talk to us. Mr. Gorski replied, I have a list with hundreds of entities that was provided from the South Coast AQMD. These are the folks that they believe are impacted by the indirect source rule that includes trucking companies and distribution centers. Mr. McCallon noted, for the record, I'm still opposed to the indirect source rule.

Mr. Gorski continued, for the Last Mile, we've been out working with a couple organizations. We've sat down with SCAG and they have quite an interest and have done quite a bit of work in the past on the last mile from the goods movement perspective. We're suggesting that the MSRC strike a partnership with SCAG, as well as some other entities, to jointly confront the last mile issue. We're suggesting SCAG because they've done a lot of work in this area and have already established relationships with some of the organizations that would potentially participate, for example, in a zero-emission free zone or a Go Zone, using their vernacular. We met with the LA CleanTech incubator, they're also extremely interested in working with SCAG and the MSRC on this. They've also identified last mile delivery as a necessary component of a Regional Goods Movement Program and have been working with the end-user stakeholders, the big-box companies and the delivery companies. As far as geographic locations, we definitely are thinking of having this demonstrated on a multi-county basis, but there's definitely a desire to see what we can do in the Orange County area. When you look at some of the other categories, some of them just don't touch Orange County and we feel it's essential because there are quite a few warehouses out there.

Mr. McCallon commented, this is an interesting area because Amazon delivers to my house, they come in personal vehicles, Budget trucks or whatever. Mr. Gorski replied, Amazon is interesting because they put in a large order for zero-emission vans.

Mr. Gorski continued, that one of the things we discussed yesterday that's beneficial, is to put together some programs which at the end provide a template or a way that they can be replicated in other areas. Lessons learned are going to be important. Given some of the timing of our stakeholder partners, we feel that this will probably really pick up steam in the November/December timeframe, because everyone's busy on the Regional Transportation Plan (RTP).

I'm not sure on Maritime Ports because that's a super easy one. The ports have identified tremendous need within the cargo handling equipment area, and it's won't be difficult at all to provide them incentives because they have so many outstanding programs that can utilize MSRC money. When you talk about the overall drayage truck fleet from a priority basis, the ports will tell you zero-emission drayage trucks. If you're looking at our first category, focus initially on the near-zero truck then transition to zero-emission truck. We will probably knock off both the Maritime Ports and the Truck Cooperative categories in one set of programs for the MSRC's investment. The relative timing for the Truck Cooperative is to move out ASAP. September is going to be the Working Group and we hope to come back in October to the MSRC to give real information and steps for moving forward. For the Inland Ports, we will have our internal working group meeting, after that we will be coming to the MSRC for permission to put together the initial solicitation documents that which will be broadly distributed within the Inland Empire. For the Last Mile, there's a small delay because our stakeholder partners have some pressing priorities right now. This one probably won't kick up until the very last part of calendar year 2019. And the Maritime Ports is going to launch immediately along with the Truck Cooperative.

ACTION: No further action is required.

Agenda Item #11 – 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 2:51 p.m.

NEXT MEETING

Thursday, September 19, 2019, at 2:00 p.m., Room CC8.