



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, MAY 21, 2020 MEETING MINUTES
21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8**

All participants attended the meeting remotely pursuant to Executive Orders N-25-20 and N-29-20

MEMBERS PRESENT:

(Chair) Larry McCallon, representing San Bernardino County Transportation Authority (SBCTA)
(Vice-Chair) Greg Winterbottom, representing Orange County Transportation Authority (OCTA)
Brian Berkson, representing Riverside County Transportation Commission (RCTC)
Jack Kitowski, representing California Air Resources Board
Mark Yamarone (Alt.), representing Los Angeles County Metropolitan Transportation Authority (Metro)

MEMBERS ABSENT:

Ben Benoit, representing South Coast AQMD
Rex Richardson, representing Southern California Association of Governments (SCAG)

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Vice-Chair Anthony (AJ) Marquez, representing Orange County Board of Supervisors
Jenny Chan, representing RCTC
Rongsheng Luo, representing SCAG
Kelly Lynn, representing SBCTA
Scott Strelecki, representing SCAG

OTHERS PRESENT:

Debra Ashby, South Coast AQMD
Ruben Aronin, Better World Group
Lauren Dunlap, SoCalGas
Lane Garcia, South Coast AQMD
Rick Sikes
Rainbow Yeung, South Coast AQMD

SOUTH COAST AQMD STAFF & CONTRACTORS

Leah Alfaro, MSRC Contracts Assistant

Maria Allen, Secretary

Naveen Berry, Asst. Deputy Executive Officer

Penny Shaw Cedillo, MSRC Administrative Liaison

Ray Gorski, MSRC Technical Advisor-Contractor

Daphne Hsu, Senior Deputy District Counsel

John Kampa, Financial Analyst

Matt Mackenzie, MSRC Contracts Assistant

Cynthia Ravenstein, MSRC Contracts Administrator

Anthony Tang, Information Technology Supervisor

Paul Wright, Information Technology Specialist

CALL TO ORDER

- Call to Order

MSRC Chair Larry McCallon called the meeting to order at 2:02 p.m.

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

MSRC Alternate Mark Yamarone stated for the record that for Agenda Items #1 and #11, he does not have any financial interest, but is required to identify that he is employed by Los Angeles County Metropolitan Transportation Authority, which is involved in these items.

MSRC Chair Larry McCallon stated for the record that for Agenda Items #1, #6 and #13, he does not have any financial interest, but is required to identify that he is a alternate for the Board of Directors for Omnitrans, a Member of the Board of Directors for San Bernardino County Transportation Authority, and a Regional Council Member for Southern California Association of Governments, which are involved in these items.

- Election of MSRC Chair and Vice-Chair

Nominations for the Chair and Vice-Chair positions were opened.

A motion from MSRC Member Brian Berkson, and seconded by MSRC Chair Larry McCallon, nominated MSRC Chair Larry McCallon to serve as Chair for another term and MSRC Member Brian Berkson to serve as Vice-Chair.

No further nominations were offered, so nominations for Chair and Vice-Chair were closed.

THE MSRC UNANIMOUSLY VOTED TO APPROVE THE ABOVE NOMINATIONS.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM, YAMARONE.

NOES: NONE.

CONSENT CALENDAR (Items 1 through 10)**Receive and Approve Items**

Agenda Item #1 – Summary of Final Reports by MSRC Contractors

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

- Omnitrans, Contract #MS16117, which provided \$175,000 for the expansion of existing CNG infrastructure;
- Omnitrans, Contract #MS16118, which provided \$175,000 for the expansion of existing CNG infrastructure;
- Anaheim Transportation Network, Contract #MS18006, which provided \$219,564 to implement Anaheim Circulator Service;
- Orange County Transportation Authority, Contract #MS18102, which provided \$1,146,000 for the OC Flex Micro-Transit Pilot Project;
- Orange County Transportation Authority, Contract #MS18103, which provided \$642,000 to install a hydrogen detection system;
- Regents of the University of California, Contract #MS18014, which provided \$254,795 for planning for EV Charging infrastructure investments; and
- Los Angeles County MTA, Contract #MS21001, which provided \$1,148,742 to implement special transit service to Dodger Stadium.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

Agenda Item #2 – MSRC Contracts Administrator ‘s Report

The MSRC AB 2766 Contracts Administrator ‘s Report for April 9 through April 29, 2020 was included in the agenda package.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,

THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR APRIL 9 THROUGH APRIL 29, 2020.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the June 5, 2020 South Coast AQMD Board meeting.

Agenda Item #3 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for April 2020 was included in the agenda package.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING APRIL 2020.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: No further action is required.

For Approval – As Recommended

Agenda Item #4 – Consider Seven-Month Term Extension for the County of Los Angeles, Contract #ML14030 (\$425,000 – Bicycle Racks, Outreach and Education)

The County requests a seven-month term extension because the COVID-19 situation has resulted in a freeze on non-essential services, supplies and equipment, which will cause a delay in the final procurement and installation of supplemental lighting at bicycle racks.

EXCEPT FOR AN ABSTENSION BY MEMBER LE, THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10, MSRC UNANIMOUSLY VOTED TO APPROVE A SEVEN-MONTH

TERM EXTENSION FOR THE COUNTY OF LOS ANGELES,
CONTRACT #ML14030.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #5 – Consider Four-Month Term Extension for the City of Claremont, Contract #ML16053 (\$498,750 – Implement “Complete Streets” Pedestrian Access Project)

The City requests a four-month term extension because the COVID-19 situation prevents them from conducting meaningful post-construction bicycle and pedestrian counts as required by the contract. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND
SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,
MSRC UNANIMOUSLY VOTED TO APPROVE A FOUR-MONTH TERM
EXTENSION FOR THE CITY OF CLAREMONT, CONTRACT #ML16053.
AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #6 – Consider One-Year Term Extension for the San Bernardino County Transportation Authority (SBCTA), Contract #MS16096 (\$450,000 – EV Charging Infrastructure)

SBCTA requests a one-year term extension due to delays in equipment delivery associated with the COVID-19 situation. EXCEPT FOR AN ABSTENSION BY MEMBER LYNN, THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND
SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,
MSRC UNANIMOUSLY VOTED TO APPROVE A ONE-YEAR TERM

EXTENSION FOR THE SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY, CONTRACT #MS16096.
AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #7 – Consider Increasing Stations from Thirteen to Twenty-four for the City of Brea, Contract #ML18100 (proposed) (\$56,500 – Install EV Charging Infrastructure)

As a result of a funding opportunity with Tesla, the City of Brea requests to expand the number of stations to be installed from 13 to 24. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND
SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,
MSRC UNANIMOUSLY VOTED TO APPROVE INCREASING
STATIONS FROM THIRTEEN TO TWENTY-FOUR FOR THE CITY OF
BREA, CONTRACT #ML18100 (PROPOSED).
AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #8 – Consider Sixteen-Month Term Extension for the City of Calimesa, Contract #ML18139 (\$50,000 - Install Bicycle Lane)

The City requests a sixteen-month term extension due to earlier delays associated with a wildfire, and, more recently, delays in right-of-way acquisitions due to the COVID-19 situation. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND
SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,
MSRC UNANIMOUSLY VOTED TO APPROVE A SIXTEEN-MONTH
TERM EXTENSION FOR THE CITY OF CALIMESA, CONTRACT
#ML18139.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #9 – Consider Modified Statement of Work for the City of Fontana, Contract #ML18144 (\$269,090 – Install EV Charging Infrastructure)

The City requests to substitute 4 single-port stations and 4 dual-port stations for the 12 stations specified in the contract. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND
SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,
MSRC UNANIMOUSLY VOTED TO APPROVE A MODIFIED
STATEMENT OF WORK FOR THE CITY OF FONTANA, CONTRACT
#ML18144.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #10 –Consider Modified Statement of Work for the City of Alhambra, Contract #ML18169 (\$111,980 – Install EV Charging Infrastructure)

The City requests to substitute 2 single-port stations and 8 dual-port stations for the 12 stations specified in the contract, and to correct an address. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL

ON MOTION BY MSRC VICE CHAIR BRIAN BERKSON, AND
SECONDED BY MSRC CHAIR LARRY MCCALLON, UNDER
APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10,
MSRC UNANIMOUSLY VOTED TO APPROVE A MODIFIED
STATEMENT OF WORK FOR THE CITY OF ALHAMBRA, CONTRACT
#ML18169.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

ACTION CALENDAR (Item 11 through 13)

Agenda Item #11 – Consider Re-Opening Contract for Los Angeles Metropolitan Transportation Authority, Contract #MS18025 (\$1,324,560 – Special Bus and Train Service to Dodger Stadium)

Cynthia Ravenstein, MSRC Contracts Administrator reported that the MSRC awarded Metro \$1,324,000 to provide special bus and train service to Dodger Stadium in 2018. Several invoices had been submitted for payment. Supplementary documentation was requested. While waiting for the documentation, the contract was closed in error. We have received the documentation, but we need the MSRC to authorize for the contract to be reopened in order to pay the invoice in the amount of \$255,011.

MSRC Vice-Chair Brian Berkson commented, confirming that the money was already allocated and approved, and this was just a misstep of an accidental closure to the file. Ms. Ravenstein replied, that is correct. This was funding that was already awarded. They still will not have expended all of the money that was originally awarded. There will still be funding returned and not spent. Mr. Berkson commented, do we need to keep the contract open once the invoice is paid? Ms. Ravenstein replied, once the invoice is paid, we can close the contract.

ON MOTION BY VICE CHAIR GREG WINTERBOTTOM, AND
SECONDED BY MSRC MEMBER JACK KITOWSKI, MSRC
UNANIMOUSLY VOTED TO APPROVE RE-OPENING CONTRACT FOR
LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY,
CONTRACT #MS18025, SOLELY FOR PURPOSES OF
REIMBURSEMENT.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM,
YAMARONE.

NOES: NONE.

ACTION: This item will be considered by the South Coast AQMD Governing Board at its June 5, 2020 meeting.

Agenda Item #12 – Consider Request to Release Retention by R.F. Dickson Co., Contract #MS18106 (\$265,000 – Expand CNG Station and Train Mechanics)

Cynthia Ravenstein, MSRC Contracts Administrator, reported that the MSRC contracts under the FYs 16-18 Alternative Fuel Infrastructure Program have a retention for submission of a final report. The amount of the retention varies depending upon whether it is a private company or whether it is a public agency. For private companies it is 10%. R.F. Dickson Company received an award from the MSRC for expanding their CNG station and the training of mechanics. The larger part of this project was the expansion of the CNG station, and they have completed that. They put in their invoice for the expansion of the station and were reimbursed 90% of the eligible cost. They could not receive all the funding because they have not submitted a final report, and they could not submit a final report because they have not completed the mechanic training. They have not been able to complete it because of the Covid-19 situation. They asked if the MSRC would consider allowing them to get that retention on the station expansion portion of the project. This would amount to \$25,000. R.F. Dickson asks to allow that to be released because it is kind of beyond their control to not be able to go forward to finish the project and submit a final report. They have completed a report that covers the station expansion portion. They have completed some of the mechanic training but are unable to complete all of it. They are working on getting that done as quickly as possible.

MSRC Chair Larry McCallon commented the retention for the rest of it is a small amount. Ms. Ravenstein agreed. We know that they have basically got the bulk of the final report written because we have seen it. There is relatively little that they will need to do to complete the final report. We feel pretty confident that they we get it done.

ON MOTION BY MSRC CHAIR LARRY MCCALLON, AND SECONDED BY MSRC VICE CHAIR BRIAN BERKSON, MSRC UNANIMOUSLY VOTED TO APPROVE THE RELEASE OF RETENTION OF \$25,000 FOR R.F. DICKSON CO., CONTRACT #MS18106.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: MSRC staff will release the \$25,000 retention on the station expansion portion of the project.

FYs 2018-21 WORK PROGRAM

Agenda Item #13 – Consider Sole-Source Proposal from Southern California Associated Governments (SCAG) to Implement Last Mile Component of MSRC Goods Movement Program

Ray Gorski, MSRC Technical Advisor, reported that at the MSRC's April 16th MSRC meeting, SCAG presented a preliminary concept in which they would take the responsibility

to implement on behalf of the MSRC a component of the 2018-21 Work Program that considers the Last Mile Goods Movement. At that time, SCAG did not request the Committee to take action. They requested the MSRC to task the MSRC-TAC and their subcommittees to conduct a deliberative process to work with SCAG to refine the preliminary concept and then bring it back for your consideration at today's meeting. The MSRC-TAC Last Mile Subcommittee met on two occasions with SCAG to go over the elements of their concept and to refine them. That was presented to the MSRC-TAC for their consideration. The MSRC-TAC recommends to have SCAG, on behalf of the MSRC and in cooperation with your MSRC-TAC, implement the Last Mile component of the Work Program. The amount of funding requested to implement this program is \$15 million. From the April 16th meeting, SCAG requested this project be broken into two distinct phases. The first phase would focus on getting near term, cost-effective air quality benefits by working with package delivery companies to get Last Mile technology projects implemented as quickly as possible, with a targeted funding amount of \$10 million. The second phase of the program would continue to work with these stakeholders but explore more innovative last mile delivery concepts. That was valued at \$5 million dollars. The recommendation from the MSRC-TAC is to approve the program with the following additional elements. To ensure broad-based participation there would be a geographic funding minimum of no less than \$1.25 million set aside for each of the four counties that comprise the MSRC. Also, to the extent feasible, SCAG will leverage the MSRC's investment. At this time given the circumstances which we are under, it is recommended to move forward with Phase 1 of the program. Phase 2 will be brought forth for consideration when Phase 1 has been successfully implemented and SCAG is ready to implement Phase 2. The reason we are bifurcating the recommendation is because of some uncertainty given the COVID-19 situation with whether or not the MSRC revenues will be brought forth on a timely basis and in an amount which is typical.

MSRC-TAC Alternate Scott Strolecki from SCAG presented that SCAG as the regional metropolitan planning organization for the Southern California area, excluding San Diego County, has strong expertise in working with local jurisdictions and transportation planning agencies to implement the Regional Transportation Plan/Sustainable Communities Strategy through sustainable planning grant programs. SCAG has expanded resources and local assistance through partnerships with MSRC in the past. Fairly recently that has been through Go Human events and demonstration projects, as well as the partnership effort focused on the implementation of the Future Communities Pilot Program. Leveraging is always an objective of SCAG with all of these programs. There are definitely opportunities to leverage with other funding sources. SCAG is proposing to serve as the lead for the Last Mile component of the MSRC Goods Movement Program. We recognize the important primary goal of this is to achieve cost effective emissions reductions of criteria air pollutants from Last Mile freight operations. Regarding the two phased approach, basically the way that we characterize it is for Phase 1, we are looking for a \$10 million budget. That is primarily focusing on the purchase and commercial deployment of zero emission or near-zero emission heavy- and or medium-duty on-road trucks. Phase 2 is looking at leveraging and

further reaping benefits from, and building upon, this effort with the stakeholders to conduct more robust outreach and look to expand this working with both public and private sector stakeholders. Phase 2 would be trying to get better and broader innovative technologies deployment through that process.

We recognize the success that MSRC has already had in terms of soliciting interest in some of the other programs. When we think about this opportunity for zero emission and near-zero emission heavy-duty or medium-duty vehicles that are primarily focused in the Last Mile freight operation world, we also want to keep it open to the infrastructure required to provide those operations as well as any other equipment that may be used at different facilities. For Phase 2, to try to give you an understanding of what the benefits and opportunities are for that, a specific example is cargo eBike delivery. We recognize that could potentially combine commercial deployment of zero emission vans from a package delivery company, with a consolidation location that could potentially leverage public facilities or properties, and then with another mode of delivery which also would be zero emission eBikes. We see that there is a strong progression that we can achieve from looking at these broader contexts, such as changing zero-emission vehicles to delivering off peak, which has an impact on some of the congestion effects for all the vehicles using different corridors or zones. For drone delivery and robot delivery we would be similarly looking at consolidating with other zero-emission vehicles. Those are examples of what we are trying to accomplish in Phase 2.

Phase 1 is looking at a \$10 million request to begin immediately going through the process and implementing those projects. Concurrently, we expect to work with the MSRC-TAC Last Mile Subcommittee to make sure the program guidelines are designed in a way that we can be successful, including criteria screening. A request for the second \$5 million would be upon completion of Phase 1 and ensure that the funds are available and ready at that time. From a schedule perspective, we had originally looked at accelerating Phase 1 to be implemented this calendar year, while concurrently having Phase 2 begin while we were still conducting Phase 1. The request today is changing that, so that Phase 1 will complete and then Phase 2 will start up once funds are available. Our objective is to begin implementing the projects later this year and then come back with an evaluation and a final report on the findings and the success of those projects. Similarly, for Phase 2, we would expect to be partnering closely with the MSRC in developing the continued outreach, request for information, and development of screening criteria. Then we would go through a call for projects, selection and then getting to demonstration frameworks. Some of the new technologies may not be as commercially ready or deployable as our zero-emission and near-zero technologies, so that is why we are calling it a demonstration framework, and then project implementation, evaluation and final report.

Over the last several years SCAG has been spending a lot of time focusing on Last Mile operations and delivery. We conducted a study directly focusing on this, the Last Mile Freight Study, which focused on extensive outreach to stakeholders. We have been talking

with all the major companies that are doing package delivery food service. A lot of newer models are out there that are doing food delivery. We have done a lot of data collection and a lot of analysis of that data. We have been looking at tools and strategies of how to get better at understanding what are the impacts and what are some of the ways that we can focus on achieving benefits not just for air quality, but broader, operationally and how the supply chains work overall and how they affect all the different environments that they operate in. SCAG recently adopted the Connect SoCal Regional Transportation Plan on sustainable community strategy. We have implemented a lot of our Last Mile findings into that as well as provided highlights and a more robust understanding of e-commerce. We have been working across the country with academic institutions who have been doing similar research work. So when we keep bringing up that word leveraging, we see a very unique opportunity in furthering the pilot project process as well as coordinating with other areas throughout the country to help gain insights, perspective, and information sharing those sort of things.

MSRC Chair Larry McCallon asked, how do we have a contract and we do not have a statement of work? How do you track, how do you invoice against it? It is unusual, in my view, to have a contract with no statement of work. Cynthia Ravenstein, MSRC Contracts replied, the first deliverable is going to be for them to provide their exact plan of how they are going to implement the program. We are going to be working in tandem as I am developing the contract with them. We are also going to be working on what their process is going to be. The first thing they are going to have to provide is the plan of how they are going to do this and that is going to have to be approved.

MSRC Member Jack Kitowski commented, SCAG tying in with this is really exciting. The Phase 2 portion of this is innovative and different. As you're talking about Phase 1, including development of the program guidelines, is the thought that those program guidelines would include things like which vehicles are eligible, how much we would pay for those vehicles, etc., is that coming back to this committee for us to see those before they go out and get finalized? Mr. Gorski replied, there was quite a bit of feedback provided by the Last Mile Subcommittee initially relative to the preliminary concept that SCAG presented on April 16th. There has been agreement to continue the subcommittee process, to continue to develop this conceptual path forward and as mentioned, each step of the way we expect to bring it back for approval. As always with these types of programs, we build in throughout the contract implementation milestones and approval steps. At a minimum, approval steps would be to look at the detailed statement of work and conceptual plan for implementing the program for Phase 1. Then as Phase 1 is being implemented, once there are projects which SCAG is recommending for MSRC funding, that of course would be brought back for action by the committee. We can build in as many checks and balances as the MSRC deems necessary and appropriate. I do not think there is any misunderstanding between the MSRC, your MSRC-TAC, the Subcommittee, staff and SCAG that this is going to be a process which does have a high level of participation and involvement by all those parties. Mr. Kitowski replied, that sounds great. Regarding the evaluation and final reports,

if you just take the Phase 1, the final report is the winter of this year. That obviously means it would capture what vehicles are selected but most cases it will take longer than that for vehicles to get ordered. If there's infrastructure to be put in place, or just to see how the vehicles are doing, if there are any challenges with that, those parts would obviously not be captured by that final report. Is there any ability or desire to try to follow up with the people who are part of this and see if these projects are being implemented as we envisioned, are they incorporated as part of their daily use, or something like that? Mr. Gorski maybe final report is not the correct term we want to use. The final report should include the lessons learned that result from Phase 1 and it is going to take a much longer time than having simply the trucks initially deployed to get that knowledge. The final report would come at a later date. What we could do however, is have them submit an interim report which would demonstrate that Phase 1 has at least been successfully implemented if not completed. Depending on the preference of the MSRC, that could trigger the start of a Phase 2 program. While the motivation of Phase 1 is to achieve these cost-effective air quality benefits as quickly as possible, the value of implementing Phase 1 will require a longer time to fully understand and therefore needs to be documented in some report that would occur after there has been sufficient demonstration time. As part of the process of working with SCAG, the Subcommittee and the MSRC-TAC, we will put together a refined timeline which will take into account your comments and show how there can be dovetailing between Phase 1 and Phase 2 without shortchanging Phase 1 in an effort to quickly get to Phase 2. That absolutely will be taken into consideration and will be implemented. Mr. Strelecki commented, a key word maybe is flexibility. We recognize that we want to be ambitious and we want to achieve these objectives we have set before us, but we are completely flexible when it comes to making sure that the MSRC is fully on board. The value is there, everything is in order and we fully recognize that we always set schedules, and things do not always work out perfectly. The lessons learned are the biggest value and the biggest potential in the segueing for Phase 2.

MSRC Vice Chair Brian Berkson commented, this is an MSRC program; we are reaching out to SCAG to have them drive the bus. We are asked to approve a \$10 million budget item to put in their hands to get this program running. I want to make sure it is not administrative-heavy; that those funds are going to be utilized for their intended purpose. Obviously, there would be some funds to do some administrative things, but I just don't want to see at the end of this that we spent \$2 million on administrative fees and got less out of it than we anticipated. I certainly believe SCAG will make this an even a larger and better program, but I am just concerned. We are basically issuing something without specifics on the checks and balances, the dollar amounts and when they will be paid and how we know if things are right and who is coordinating with the MSRC-TAC and with SCAG to make sure everything runs smoothly. I think it can all be done fine. I am a little concerned with the dollar amount with kind of the undocumented pathway here. Mr. McCallon commented, I am assuming that's SCAG's staff time has been donated and none of this money goes to pay for any of that. Ms. Ravenstein added, that is my understanding. Mr. Strelecki replied, this is

to be purchasing vehicles, purchasing whatever equipment or infrastructure that is in alignment with all that operation.

Mr. Kitowski commented that next month ARB's board will be hearing an advanced clean truck regulation for adoption. There is certainly an intersection here. There is a balance with sort of the irony of the earlier emission reduction and zero emissions, once they are required as part of a regulation, there's the possibility people may be inclined to move to the technology without quite as much funding as was required before. That does change the dynamics of a lot of the situation; it will be an evolving area. We will be following up right afterwards with a fleet rule. We should coordinate because the dynamics are changing a lot.

ON MOTION BY MSRC MEMBER JACK KITWOSKI, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO DEFER TO AUGUST MEETING.

AYES: BERKSON, KITOWSKI, MCCALLON, WINTERBOTTOM, YAMARONE.

NOES: NONE.

ACTION: SCAG, MSRC staff and the Last Mile Subcommittee will work to refine a Statement of Work for MSRC approval.

Agenda Item #14 – 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 2:54 p.m.

NEXT MEETING

Thursday, June 18, 2020, at 2:00 p.m.