



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE  
THURSDAY, SEPTEMBER 17, 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) Brian Berkson, representing Riverside County Transportation Commission (RCTC)  
Ben Benoit, representing South Coast AQMD  
Jack Kitowski, representing California Air Resources Board (CARB)  
Ray Marquez (Alt.), representing Regional Rideshare Agency  
Meghan Sahli-Wells, representing Southern California Association of Governments (SCAG)  
Tim Shaw, representing Orange County Transportation Authority (OCTA)  
Mark Yamarone (Alt.), representing Los Angeles County Metropolitan Transportation Authority (Metro)

**MEMBERS ABSENT:**

John Dutrey, representing Regional Rideshare Agency  
Steve Veres, representing Metro

**MSRC-TAC MEMBERS PRESENT:**

MSRC-TAC Vice Chair Jenny Chan, representing RCTC  
Steven Lee, representing Metro  
Rongsheng Luo, representing SCAG  
Kelly Lynn, representing SBCTA  
AJ Marquez, representing Orange County Board of Supervisors  
Nicole Soto, representing Regional Rideshare Agency  
Derek Winters, representing CARB  
Vicki White, representing South Coast AQMD

**OTHERS PRESENT:**

Mark Abramowitz  
Ruben Aronin, Better World Group  
Lauren Dunlap  
Sam Emmerson, Better World Group  
Lex Frazier  
Lane Garcia, South Coast AQMD  
Alex Houghton

**SOUTH COAST AQMD STAFF & CONTRACTORS**

Leah Alfaro, MSRC Contracts Assistant  
Penny Shaw Cedillo, MSRC 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  
Paul Wright, Information Technology Specialist

**CALL TO ORDER**

- Call to Order

MSRC Chair Larry McCallon called the meeting to order at 2:00 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

- STATUS REPORT

Cynthia Ravenstein, MSRC Contracts Administrator reported there is Charge Ready 2 Program that has been approved by the CPUC. It includes a lot of funding for putting in infrastructure at multi-unit dwellings. The proper siting of infrastructure at multi-unit dwellings was one of the topics of the MSRC's research that we did with the Luskin Center.

**CONSENT CALENDAR (Items 1 through 4)****Informational Only – Receive and Approve Items****Agenda Item #1 – Minutes for the April 16, May 21, and June 18, 2020, MSRC Meetings**

The minutes of the April 16, May 21, and June 18, 2020 MSRC meetings were included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY APPROVED THE APRIL 16, MAY 21, AND JUNE 18, 2020 MSRC MEETING MINUTES.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

**ACTION:** Staff will include the April 16, May 21, and June 18, 2020 MSRC meeting minutes in the MSRC Committee Report for the November 6, 2020 South Coast AQMD Board meeting and will upload them to the MSRC's website.

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

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

- Penske Truck Leasing Co., L.P., Contract #MS14037, which provided \$75,000 for vehicle maintenance facility modifications; and
- City of Redondo Beach, Contract #MS18120, which provided \$275,000 to install new limited-access CNG infrastructure.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.  
AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.  
NOES: NONE.

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

**Informational Only – Receive and File Items****Agenda Item #3 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s Report for July 30 through August 26, 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR JULY 30 THROUGH AUGUST 26, 2020.  
AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.  
NOES: NONE.

**ACTION:** Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the November 6, 2020 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 August 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING AUGUST 2020.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

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

**For Approval – As Recommended****Agenda Item #5 – Adopt Proclamation Celebrating California Clean Air Day**

Rubin Aronin, Better World Group Advisors, reported we are excited to have drafted a proclamation for the MSRC to officially celebrate California Clean Air Day, which will be on October 7<sup>th</sup>. We also took the opportunity to recognize that the MSRC is in its 30<sup>th</sup> year of investing nearly \$500 million of funding into our region over the past three decades. With your adoption of the proclamation it will be able to help spread the word about Clean Air Day through the website, eNews and social media properties that we help manage for the MSRC. I would urge all of you to independently share the information about [cleanairday.org](http://cleanairday.org). in a way that public and private sector entities can help spread the word and help have individual corporate and public efforts that will make our air healthier and safer.

MSRC Member Meghan Sahli-Wells commented, our city just did a resolution celebrating Clean Air Day. I am hoping and encouraging everybody else with either their councils or agencies to do the same, especially right now.

ON MOTION BY MSRC MEMBER MEGHAN SAHLI-WELLS, AND SECONDED BY MSRC MEMBER BEN BENOIT, MSRC UNANIMOUSLY VOTED TO APPROVE THE ADOPTION OF A PROCLAMATION CELEBRATING CALIFORNIA CLEAN AIR DAY

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

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

## **FYs 2018-21 WORK PROGRAM**

### **Agenda Item #6 – Consider Proposed Outreach Strategy Developed as Part of Programmatic Outreach Services under Contract #MS21002**

Rubin Aronin, Better World Group Advisors, reported the Better World Group has been pleased to serve as the MSRCs outreach coordinator and policy advisor since 2004. At the beginning of each contract period, we create a strategic document to give us a road map for new activities and to reconsider and re-evaluate the ongoing activities that we do on behalf of the MSRC to spread the message of the good work that the MSRC does to stakeholders and to be a support network to policymakers and stakeholders as well. Our work has involved both stakeholder media outreach as well as some deep dive policy analysis work at the state and regional level. We had the unique challenge of developing a new communication strategy around the goods movement focus. We also have layered and considered the world that we are in, both a health crisis, the continued climate and wildfire crisis that has come to the fore, as well as the prominence of racial justice issues in this year. We presented the outline and initial report to the MSRC-TAC subcommittee who gave some helpful advice and direction.

Top goals that haven't changed too much include increasing the profile of the MSRC and its programs to all of our key stakeholder constituencies throughout the region, as well as with policymakers statewide to strengthen the relationships with other funding partners, so that the MSRC's investments can be leveraged further and new opportunities can be discovered. Other goals are to increase the quality, quantity and diversity of applicants and project investments when there are work programs to be promoting, and to provide communication support capacity to project partners and to ensure that the role that the MSRC and Clean Transportation Funding has played is included prominently in announcements and opportunities. And then as we have been doing since last year, we have the goal to assist with the strategic direction and analysis for the goods movement focus of the current work. Our target audiences are current and prospective project partners. We are broadening and thinking through where goods movement opportunities are and broadening our stakeholders as a result. State, regional, and local policy makers, Clean Transportation stakeholders, as well as impacted frontline communities that are currently or would potentially benefit from MSRC investment or collaborative investment opportunities are also targets. The MSRC-TAC Subcommittee encouraged us to create a more robust group of community-based organizations based on work that we do with many other clients and partners. We have robust and growing relationships with environmental justice and other community organizations, and they encouraged us to ensure that we are reaching out and communicating effectively to those audiences.

We have developed and optimized for any particular message that we're delivering, but some top-line key messaging is that we want to make sure the MSRC is known for playing a critical role in funding investments that move the region towards cleaner air. This includes the information that clean air is important to protecting public health, and of course, that is even more paramount in our current health and climate and fire crisis. We want to really lean into our 30<sup>th</sup> year and celebrating the track record, history, and leadership the MSRC and all of you have contributed through the investments that the MSRC has been making into our region, highlighting the critical role of the public funding that the MSRC has at a time when other funding sources are seeing diminished investment opportunities. We also want to make sure that we are helping the MSRC explore and pursue bold innovative programs that can have substantial and long-lasting impact on air quality. So, we continue to shine a light on previous investments, as well as future opportunities. In the goods movement frame, we really want to take advantage of the economic and health benefits that those investments will bring about. Lastly, we continue to hear that the MSRC is one of the most effective funders for having a simple and streamlined and accessible approach for all of its funding opportunities. With regards to our outreach and promotion, one of the core day-to-day elements that my colleague Sam Emerson leads, and our new communications strategist Lys Mendez will help with, is providing current project partners with assistance. We can do soup to nuts in helping with a press event, or we can just ensure that they got a solid press release with a quote from someone from the MSRC. And we want to make sure that they fulfill their requirement for promoting Clean Transportation Funding and have an effective outreach strategy for the community and for the media as well. An idea was to update the public outreach requirement flyer to include the idea that we want to look into more digital opportunities to promote the MSRC's role and the funding opportunity. We will continue to promote the MSRC through news, reports, releases, and targeted reporter outreach. In fact, just today we collaborated with SCAG to announce the new \$10 million program that you all approved at your last meeting. This is more for reporter education and outreach, but we wanted to establish the partnership with SCAG. For example, Tony Barboza at the LA Times already got back to me saying thanks so much for the heads up, let me know when the program is ready to roll so that we can seed interest from local reporters to get coverage when that program is ready to solicit partnerships. We will also continue our work of updating the website with news of the month and populating and growing the constituency and of social media followers on Facebook and Twitter.

You all should be receiving the quarterly e-Newsletter, the Clean Air Roadmap. There will be another one coming to your inbox next week. That is where we can share recent successes of project partners, as well as announcements of new members and other critical related issues. In the old pre-COVID days, we were happy to offer additional staff capacity to represent the MSRC at physical events. Now that is done in more of a virtual fashion, but we offer some opportunities both promotionally or to be a representative at appropriate meetings or events that the MSRC should be at. With regards to our targeted outreach, we are looking to expand our community-based organization (CBO) outreach list, and perhaps even consider with staff and the MSRC, whether there is an opportunity

for special briefings with CBOs. Perhaps these could be much as we used to do workshops every other year for new project solicitations. This could be an opportunity to build some connective tissue with CBOs and the MSRC's Goods Movement program as it develops. Then we will continue to develop, review, and assist with all of the necessary tools of creating and distributing information about current and new MSRC-funded projects and helping to prep and do media engagement or prep for speaking engagement opportunities. We are pleased to provide almost every month a good snapshot of the legislative and regulatory advancements relevant to the MSRC world. We appreciate any feedback that you all might have, but we are glad that that's a useful tool in the real-time deliberations that you have to know where other state agencies and activities could impact our space. With regards to new activities, we are excited to begin developing some collateral for the website and other places around the new Work Program and Goods Movement announcements as that comes to pass. We will look at revisiting and refreshing a digital MSRC brochure, if it is of interest to you or the MSRC-TAC members to have background at a glance that is not already on the website. We provide information on conferences, meetings, and other opportunities for the MSRC to have a presence that could be useful with regards to current or future project investments. We are ready to provide additional capacity to staff.

The document that you have is truly a living document and of course no one could know what the next month, let alone the next three years will look like as both your Work Program and the environment in which we operate continue to evolve. We will update the document. We will be providing quarterly updates of activities to the MSRC-TAC around our communications and outreach efforts. We would love your input and feedback on how we can ensure that funding allies, prospective project partners, and your professional networks know about the important role that the MSRC plays in the ecosystem of clean transportation funding here in Southern California.

MSRC Member Jack Kitowski commented, you mentioned increasing the quality, quantity and diversity of applications and investments. That is an area that we at CARB have been focusing on a lot especially over the last couple of years. It takes a lot of effort, a lot of work, especially in these times. We found the best way is to actually go out to communities and talk to people and that is completely out of the question now. It certainly is a worthwhile area and more attention should be paid to that, but I am interested if you could probe just a step deeper of how you do this, how are you trying to get the smallest of fleets in the disadvantaged communities and all of those aware and involved especially in these times? Mr. Aronin replied, we are inventing and learning as we all are in this time and age. Every outreach effort or strategy is developed once there is a Work Program. So, taking the SCAG collaborative project as an example, for the Last Mile piece of it, once there is some more definition on that program, that will help us create the universe of target ideal applicant pools for us to be able to then work with the various inroads to those communities and applicants that we want to reach. I loved the summer workshops that we did years ago because it was outside of the immediacy of you have get a proposal in the pipeline. We could just kind of solicit blue sky ideas and out of



that we got a robust list of both policymakers and some community stakeholders that we stayed in touch with. And every time there was a new RFP out, we were like, hey make sure you see this. Given that we have been in this pause, as the Goods Movement Program has been in process of being developed, we are at the front edge of wanting to begin to engage with the community organizations that we work with. With regards to the fleets' side of it, we have not even gotten into that side of the equation. And we would love to pick your brain, and those of your colleagues at CARB, but we will be working with all of the MSRC's traditional stakeholders. Whether it is constituencies, like GNA that does a lot of work on this through ACT Expo, both nationally but also with a lot of local partners, to look under every relationship that we have. I think that is what it is, it is about leaning on the relationship networks and asking them for five or ten key targets to broaden it. I am especially excited because this is a heavy-duty program that we are looking at now, to have a relevant reason to go to some of the CBOs. Some of them are really wanting to see outcome projects and build partnerships with some of the networks that they have. Mr. Kitowski commented, I know it is a lot of work and it sounds like you recognize it. I certainly feel it is worthwhile and encourage you to keep that up. Mr. Aronin replied, I think there is no more important role that we can play. I appreciate the visibility we can get out of the Dodgers Express or any other opportunity to wave the flag and raise visibility of the MSRC. The real reason the Better World Group can be helpful is making sure that your funding goes to the highest possible outcomes and that folks know that it is available.

MSRC Member Meghan Sahli-Wells commented, not every city is very well resourced, especially now. And so, I just wonder if we have scanned through different cities and agencies and seen which ones have not been able to get grants and have not been served? Culver City has been very proactive and it's very successful frankly and getting a lot of these grants, but I know that a lot of the cities who might need it even more than us, just simply don't have the staff resources and capacity to apply and be competitive in these grants. Through SCAG we do a lot of technical assistance and try to do a lot of handholding, but I am just wondering if we've ever kind of made the comparison and see which cities and agencies are missing from these grants? And which ones maybe that will help us reach out to them and see what is the missing link and how can we make sure that they and their constituents are being served as well, equitably? Mr. Aronin responded, my colleague Sam Emmerson would be able to talk about what we've done with the Local Government Match Program in the past, where we've done a real intentional effort to reach out to cities that hadn't been responding because that was like guaranteed money on the table. I also want to say that past is not necessarily prologue and we would want to especially target cities or other public agencies that would be eligible right for the new pots of dollars that the MSRC is allocating. So, I don't think that it's trying to capture every underrepresented city or community that may or may not have capacity, because we're going to have more targeted investment strategies that we've had in the past. Sam Emmerson, Better World Group, commented, in the last round of the Local Government Partnership Program, MSRC staff did an analysis of those that took advantage of the funding, those that did not take advantage of the funding, and then those who were just

not responsive. We do have some data that is recent. Cynthia Ravenstein, MSRC Contracts Administrator, commented, about 75% of the eligible participants did end up participating in that program and we made exhaustive efforts to reach out. It was not for lack of knowledge certainly. As the Better World Group alluded to, MSRC is typically among the very easiest application processes that are out there. I cannot speak for all of them, but I would say for the majority, if they did not apply, it was that they really just did not feel like what was being funded was something that they were interested in. There may be a few exceptions there, in that case, we just pulled out all the stops and tried to get everybody to come to the table.

ON MOTION BY MSRC MEMBER TIM SHAW, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE THE PROPOSED OUTREACH STRATEGY DEVELOPED BY THE BETTER WORLD GROUP AS PART OF PROGRAMMATIC OUTREACH SERVICES PERFORMED UNDER CONTRACT #MS21002.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

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

**Agenda Item #7 – Receive Update on MSRC’s Regional Goods Movement Program and Consider Recommendations Concerning Pre-Proposals Submitted in Response to Program Opportunity Notice for Warehouse & Distribution Facilities in Riverside & San Bernardino Counties (Inland Ports PON)**

Ray Gorski, MSRC Technical Advisor, reported that the South Coast AQMD has provided authorization for me to discuss that we anticipate that within the next month or so that the South Coast District will approach the MSRC and request your participation in a regional partnership to secure substantial funding from the state air regulatory agencies: CARB and the California Energy Commission (CEC).

The MSRC’s Goods Movement Program originally emphasized four subcategories. One was Near-Zero and Zero Emission Trucks, which was really targeting the smaller owner/operators and trying to provide them with incentives to allow them to get rid of their diesel trucks and get into, at a minimum, a near-zero emission truck. Currently to date, the MSRC has approved two programs under this subcategory. These are both partnership programs with the South Coast AQMD and both of these programs leverage additional monies that are made available by local, state and federal agencies including the South Coast AQMD, CARB and money that comes from the federal government under the DERA Program, so the funding is well leveraged. Both programs emphasize the independent owner/operators, per instruction that had been provided to the MSRC-

TAC and staff while this was being formulated. To date the MSRC has invested \$4 million in the Market Acceleration Program, a collaborative effort between the South Coast AQMD and Clean Energy. Then there is the Voucher Incentive Program Plus Up which is a \$5 million MSRC investment. This is particularly targeting the smaller owner/operator, someone who owns one truck, to provide them necessary capital to upgrade to a cleaner truck. These programs have both recently been launched, so at this point in time we do not have a lot of results to report. We are working closely with the South Coast AQMD to monitor progress in both of these programs. It is our intention to bring back to the MSRC, no later than your January 2021 meeting, a report on exactly what the uptake of these two programs has been. If it is going along very well, we will be happy to report that. However, if we believe there needs to be a mid-course correction, we will also work with your MSRC-TAC and provide guidance as to opportunities or options to make the program work even better.

The second subcategory is the Last Mile Goods Movement element. This is being implemented through a partnership with SCAG, and it has two specific allocations. The first allocation of \$10 million was approved by the MSRC last month and that is targeting near-term quantifiable air quality benefits which will be derived through mostly technology advancement--that is, transitioning the Last Mile vehicles into zero and near-zero emission technology. There will also, however, be a Phase II \$5 million allocation which is pending approval. This will look at more innovative strategies. The focus was to ensure that this investment of up to \$15 million was going to yield cost-effective tangible air quality benefits. So that is why there is a phased approach with Phase I to really get the vehicles on the road as soon as possible. Once we have achieved that, Phase II is going to look at the next layer and see what innovative strategies can be implemented that can be applied to the Last Mile component of Goods Movement. We are hopeful that some of the folks that participated in Phase I will be willing to partner with the MSRC in Phase II to attempt some of these more innovative strategies. We are in the contract formation stage with SCAG at this time. SCAG is in the process of completing their program guideline documentation. All of this will be brought back to the MSRC on a regular basis for your review and approval.

The Inland Ports subcategory has a funding allocation of \$20 million. Late last year, the MSRC did release a Program Opportunity Notice (PON) which resulted in 11 excellent responses. However, we are starting to see the potential ramifications of COVID-19. There is going to be a recommendation to take the next step through the issuance of specific Requests for Proposals (RFPs).

The Maritime Ports, the last subcategory of the MSRC's Goods Movement work, is directly tied to the South Coast AQMD-led regional effort.

Coming back to the Inland ports, this is targeting specifically the warehouse distribution, logistics, and intermodal facilities which are out in San Bernardino and Riverside counties. This is where at least half of the containerized goods that come in through the

maritime ports end up. There was a \$20 million funding allocation for the PON. The MSRC-TAC went through a very diligent review of all the projects submitted in response to the PON, however, they noted that the situation had changed substantially over the last couple of months. We still have a lot of enthusiasm for this but there have been some substantive changes which are going to influence the next step in the process.

The MSRC does retain the authorization to act on any of those PON responses should you choose to, however through the MSRC-TAC evaluation process, it was noted that the majority of the proposals that were received seek funding to implement zero and near-zero emission container drayage between the Maritime Ports and the Inland Ports--the warehouse distribution centers. It was felt by the members of the evaluation subcommittee that to differentiate between those multiple programs or projects, which were really asking to do pretty much the same thing, it would be very helpful to allow us to do a better more thorough analysis if we had additional detail, especially as it pertains to costs. The reason is that many of these proposals that were received had offered as their co-funding money through the state air regulatory agencies, which right now has a high degree of uncertainty. The PON responses were provided right around the March timeframe, and we were just going into the COVID situation. Funding which would have been available any other year now has been called into question--specifically money such as the HVIP funding, which would offer a substantial buydown increment for the near-zero and zero emission trucks which would implement these projects. That money we are hopeful will be back, but at this point in time, we cannot rely upon it. For that reason, instead of relying upon the information that was received under the PON, we are recommending that the MSRC move forward with an RFP. This RFP would allow the respondents to the PON either to reaffirm their original commitment to the MSRC, or if necessary and probably likely, they could alter their proposals to reflect today's fiscal environment. The subcommittee doing the evaluation wanted to recognize that the MSRC's original intent for the Inland Ports was to have those emission reductions, to the extent feasible, occur within San Bernardino/Riverside counties. They are therefore recommending a second RFP be developed, which would seek proposals for zero and near-zero emission cargo handling equipment and supporting infrastructure, which would be deployed directly at the warehouses, the logistics centers, and intermodal facilities located in Riverside and San Bernardino counties. There is a desire to ensure that emission reductions occur within the region where the containerized goods end up. Should the MSRC choose to authorize the development of these RFPs, it is the intent of your MSRC-TAC to have these back to you next month for your review and potential approval.

With respect to the last element of your Goods Movement Work Program, the South Coast District is developing and leading a regional partnership to secure funding from CARB and the CEC. CARB and the CEC will soon release an RFP that is going to offer approximately \$40 million to conduct a large-scale demonstration of zero emission drayage trucks. This is probably going to be the largest demonstration which has ever taken place for zero emission trucks anywhere. CARB is going to focus on the trucks,

CEC on the infrastructure. South Coast AQMD is bringing together a team to lead the region to secure this funding. To date the partners which are going to work with the South Coast AQMD and bring resources to the table include the Ports of Long Beach, Los Angeles and Port Hueneme because some of these goods are going to be transferred through Ventura. The team also has Los Angeles Metro, SCAG, the Gateway Cities Council of Governments, LACI, and Caltrans. This team is not only focusing on the \$40 million that will initially come from the CARB and CEC, this team is put together for the long haul to secure funding from whatever source will be made available and to work collaboratively to bring the South Coast AQMD to the extent feasible into zero-emission goods movement as soon as possible. The MSRC is going to be asked formally, probably as soon as October, to join this team and to make a co-funding contribution to leverage the state agency funding as well as the participating stakeholder contributions that will be brought to the table. There is no action required today. This was simply laying the groundwork for an action. The South Coast AQMD did not approach the MSRC at the last minute. The MSRC through staff and the MSRC-TAC has had a seat at the table now for about a half a year, always being invited to strategy meetings discussions.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE CHAIR BRIAN BERKSON, MSRC UNANIMOUSLY VOTED TO APPROVE THE DEVELOPMENT OF ONE REQUEST FOR PROPOSALS (RFP) FOR ON-ROAD PROJECTS AND A SECOND RFP FOR OFF-ROAD PROJECTS, CONSISTENT WITH THE PROVISIONS OF THE ORIGINAL PON.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

MSRC Chair Larry McCallon asked since LACI is included, does that take care of their thing that they brought forward to us separately? Mr. Gorski replied, right now the work that these stakeholders are doing is to identify roles and responsibilities. It has already been discussed that LACI has an interest and the ability to support the development of infrastructure and we are going to take that to the next step. We will keep the MSRC informed. Right now, the good news is that the MSRC, LACI, the South Coast AQMD and all the other partners are working collaboratively. Once we define the final roles and responsibilities, there will be knowledge as to what LACI's role will be and any potential direct involvement with the MSRC.

**ACTION:** The MSRC-TAC will develop the draft RFPs and bring them back to the MSRC for consideration.

**Agenda Item #8 – Other Business**

MSRC Member Meghan Sahli-Wells introduced her alternate, Council Member Jed Leano from the City of Claremont and the alternate for representing SCAG. MSRC Alternate Jed Leano commented, thank you to the committee members for the opportunity to join today. I understand that SCAG is very adequately represented by our principal delegate, but I wanted to, for the first several meetings at least, be in attendance to get a feel for the issues and the flow of these items and I look forward to working with all of you. MSRC Member Meghan Sahli-Wells commented that she is terming out of office in December and will be leaving this position as well.

MSRC Chair Larry McCallon announced the retirement of MSRC Member Jack Kitowski, stated that the MSRC is sorry to lose him, that he will be missed and was a valuable member. MSRC Member Jack Kitowski commented, how great it has been to work with Larry McCallon as the Chair and the MSRC staff. This is a very worthwhile activity that we are engaged in here and lots of exciting things are happening and I sort of regret that just now as the zero emission technologies are really taking off. We have now got more than 100 models on the heavy-duty sector, that I am not going to see the fruition come through this Committee.

MSRC Member Meghan Sahli-Wells commented, another issue that I wanted to raise especially with this Committee in particular given the mobile source pollution reduction mission, is that now during COVID with all of our online meetings we are experiencing a rapid reduction in emissions. Diamond Bar is very far. I in fact never attended meetings there because I did not want to cause the emissions by going there. I would go to the remote location that I could access by Metro. It necessitated a change of the Brown Act in order to allow us to meet remotely. As we are putting our full efforts into ensuring that we are closing the digital divide and making sure that there's ample access including by telephone, which is what we are doing right now under these COVID conditions, I would like to ask staff and the committee to maybe consider drafting a letter to the Governor, to the effect that we might consider an alternative, kind of a more permanent change to the Brown Act that would allow us to have public access and compliance but without creating the emissions from the commutes. MSRC Chair Larry McCallon asked, would such a letter be appropriate going to the Governor or the legislature since they make the law? Ms. Sahli-Wells commented, I would leave that to staff to figure that out. MSRC Member Ben Benoit commented, I would be happy to ask we add that to the agenda for the next meeting and I will second that motion or thought. I believe that South Coast AQMD might make the same opportunity or at least some conscious effort to open up the Brown Act and to take a look at it. Everyone else in the corporate world is doing the same thing with all their boards and policies. I strongly feel just like you do that there's lots of good reasons for those members that want to work from home or can't make it to the meeting or for the members of the public that don't want to create those emissions or physically can't get to the meetings. I think regularly of my sister Sarah, who is in a wheelchair and cannot get down to the City of San Bernardino City Council meetings but

would love to attend and do that remotely. There's opportunity there and I will be pushing for that as well at the South AQMD side.

### **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 3:00 p.m.

### **NEXT MEETING**

Thursday, October 15, 2020, at 2:00 p.m.