



**TECHNICAL ADVISORY COMMITTEE OF THE MOBILE SOURCE AIR
POLLUTION REDUCTION REVIEW COMMITTEE**

AGENDA

Thursday, October 1, 2020 at 1:30 p.m.

Pursuant to Governor Newsom's Executive Orders N-25-20 (March 12, 2020) and N-29-20 (March 17, 2020), the MSRC-TAC meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION AT BOTTOM OF AGENDA

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PUBLIC COMMENT WILL STILL BE TAKEN

*Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't Code Section 54954.3(a)). If you wish to comment on an agenda item or during the public comment period, please "raise your hand" on Zoom or dial *9 on your phone. All agendas for regular meetings are posted at District Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes each.*

CALL TO ORDER

Opening Comments: Anthony (AJ) Marquez, MSRC-TAC Chair
Other MSRC-TAC Members
Naveen Berry, Asst. DEO/Science & Technology Advancement

CONSENT CALENDAR (Items 1 through 3)

Receive and Approve

1. Minutes of the January 9, 2020 MSRC-TAC Meeting Cedillo

Information Only - Receive and File

2. MSRC Contracts Administrator’s Report Ravenstein

This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from August 27, 2020 through September 23, 2020.

3. Financial Report on AB 2766 Discretionary Fund Kampa

Financial report for August 2020.

ACTION CALENDAR (Items 4 through 8)

4. Consider Four-Month Term Extension by Los Angeles County Metropolitan Transportation Commission (Metro), Contract #MS16090 (\$2,500,000 – Expansion of the Willowbrook/Rosa Parks Transit Station) Ravenstein

Greater than anticipated coordination and design requirements with Union Pacific Railroad and the County of Los Angeles have delayed project progress. Metro requests a four-month term extension.

5. Consider Substitution of 40 Public Access Charging Ports for 32 Public Access Charging Stations, Substitution of 10 Limited Access Charging Ports for 7 Limited Access Stations, Location Changes, Reallocation of Funds Between Tasks, and 19-Month Term Extension by City of Santa Monica, Contract #ML18080 (\$121,500 – Install EV Charging Stations)

Ravenstein

In order to better serve the needs of their residents, the City requests to change some locations and use multi-port charging stations in some cases, substituting the installation of 40 total public access Level II charging ports for the installation of 32 Level II charging stations and substituting the installation of 10 limited access charging ports for 7 limited access stations. The City further requests to reallocate \$944 which was originally budgeted for limited access stations to the public access charging ports. Lastly, due to unforeseen project delays associated with budget and staff cuts and shifted City priorities due to COVID-19, the City requests a 19-month term extension.

FYs 2018-21 WORK PROGRAM

6. Consider RFP for Zero and Near-Zero Trucking to the Warehouse, Distribution and Intermodal Facilities in Riverside & San Bernardino Counties and RFP for Zero and Near-Zero Cargo Handling Equipment at Warehouse, Distribution and Intermodal Facilities in Riverside & San Bernardino Counties

Olson

At their September 17, 2020 meeting, the MSRC directed the development of RFPs for on- and off-road goods movement projects associated with the “Inland Ports”—warehouse and distribution facilities located in Riverside and San Bernardino Counties. Proposed draft RFPs are being brought forward for MSRC-TAC consideration. A combined total of \$20 million in MSRC funding would be available under the proposed RFPs.

7. Consider Proposed Partnership with South Coast AQMD and Regional Partners on Large-Scale Zero Emission Demonstration

Berry

The California Air Resources Board and the California Energy Commission are shortly expected to release solicitations offering a total of \$40 million in funding for large-scale demonstrations of zero emission drayage trucks. South Coast AQMD is leading a regional team to pursue this funding. This item will provide a preliminary overview of the team’s proposed project and seek the MSRC’s support of the endeavor.

OTHER BUSINESS

8. *Any member of this body, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Govt. Code Section 54954.2)*

Marquez

PUBLIC COMMENT PERIOD - (Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3)

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Committee’s authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

ADJOURNMENT

NEXT MEETING: Date: November 5, 2020, 1:30 PM, Location TBD

Americans with Disabilities Act and Language Accessibility

Disability and language-related accommodations can be requested to allow participation in the MSRC-TAC meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov’t Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language-related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to the District. Please contact Penny Shaw Cedillo at (909) 396-3179 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to pcedillo@aqmd.gov.

Pursuant to SB 343

All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Committee after the Agenda is posted, are available prior to the meeting for public review at the South Coast Air Quality Management District, Public Information Center, 21865 Copley Drive, Diamond Bar, CA 91765.

Contacts: Cynthia Ravenstein, MSRC Contracts Administrator – (909) 396-3269
Ray Gorski, MSRC Technical Advisor – (909) 396-2479
Penny Shaw Cedillo, MSRC Administrative Liaison – (909) 396-3179

***** Visit Our Website At: www.CleanTransportationFunding.org*****

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Instructions for Participating in a Virtual Meeting as an Attendee

As an attendee, you will have the opportunity to virtually raise your hand and provide public comment.

Before joining the call, please silence your other communication devices such as your cell or desk phone. This will prevent any feedback or interruptions during the meeting.

Please note: During the meeting, all participants will be placed on mute by the host. You will not be able to mute or unmute your lines manually.

After each agenda item, the Chair will announce public comment.

A countdown timer may be displayed on the screen for each public comment.

If interpretation is needed, more time will be allotted.

Once you raise your hand to provide public comment, your name will be added to the speaker list. Your name will be called when it is your turn to comment. The host will then unmute your line.

Directions for Video ZOOM on a DESKTOP/LAPTOP:

- If you would like to make a public comment, please click on the “**Raise Hand**” button on the bottom of the screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for Video Zoom on a SMARTPHONE:

- If you would like to make a public comment, please click on the “**Raise Hand**” button on the bottom of your screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for TELEPHONE line only:

- If you would like to make public comment, please **dial *9** on your keypad to signal that you would like to comment.

AGENDA ITEM #1

January 9, 2020
MSRC-TAC Meeting Minutes



**TECHNICAL ADVISORY COMMITTEE TO THE MSRC
THURSDAY, JANUARY 9, 2020 MEETING MINUTES
21865 Copley Drive, Diamond Bar, CA 91765 - Room CC8**

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Dan York, Cities of Riverside County
MSRC-TAC Vice-Chair Anthony (AJ) Marquez, Orange County Board of Supervisors
Jenny Chan, Riverside County Transportation Commission
Laura Iannaccone (Alt.), Los Angeles County Board of Supervisors
Steve Hillman, City of Los Angeles
Susan Kim (Alt.), Cities of Orange County
Minh Le, Los Angeles County Board of Supervisors
Steven Lee, Los Angeles County Metropolitan Transportation Authority
David Lor (Alt.), Los Angeles County Metropolitan Transportation Authority
Rongsheng Luo, Southern California Association of Governments
Nicholas Nairn-Birch, California Air Resources Board
Sean O'Connor, Cities of San Bernardino County
Tim Olson, Air Pollution Control Expert (California Energy Commission)
Andy Silva, San Bernardino County Board of Supervisors
Cliff Thorne (Alt.), Orange County Transportation Authority
Vicki White, South Coast Air Quality Management District

OTHERS PRESENT:

John Burton, Los Angeles County Public Works
Ron Matsuoka, Los Angeles County Public Works
Eva Moun, LA Metro
James DiFilippo, UCLA
JR DeShazo, UCLA
Miguel Ramirez-Congo, City of Eastvale

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, Contracts Assistant
Maria Allen, Secretary
Penny Shaw Cedillo, MSRC Administrative Liaison
Ray Gorski, Technical Advisor
John Kampa, Financial Analyst
Daphne Hsu, Senior Deputy District Counsel
Matt MacKenzie, Contracts Assistant
Cynthia Ravenstein, MSRC Contracts Administrator

CALL TO ORDER

- Call to Order
MSRC-TAC Chair Dan York called the meeting to order at 1:30 p.m.

STATUS REPORT

- Clean Transportation Policy Update

The Clean Transportation Policy Update provides information on key legislative and regulatory initiatives of potential interest to the MSRC. The report can be viewed at www.cleantransportationfunding.org.

CONSENT CALENDAR (Items 1 through 4)

Receive and Approve

Agenda Item #1 – Minutes for the March 7, May 2, and June 6, 2019 MSRC-TAC Meetings

The minutes of the March 7 and May 2, 2019 MSRC-TAC meetings were included in the agenda package. The minutes for the June 6, 2019 MSRC-TAC meeting were not available.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY RECEIVED AND APPROVED THE MINUTES OF THE MARCH 7 AND MAY 2, 2019 MSRC-TAC MEETINGS.

ACTION: MSRC staff will place the approved meeting minutes on the MSRC's website.

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

Three final reports were submitted for MSRC-TAC review and approval during January:

- Rialto Unified School District, Contract #MS14076 (\$225,000– Construct New Public Access CNG Station)
- Orange County Transportation Authority, Contract #MS16029 (\$836,413– TCM Partnership Program - OC Bikeways)
- Orange County Transportation Authority, Contract #MS18005 (\$834,222– Clean Fuel Bus Service to OC Fair)

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC VICE-CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY

VOTED TO RECEIVE AND APPROVE THE FINAL REPORT SUMMARIES LISTED ABOVE.

ACTION: The final report summaries will be included on the MSRC's next agenda for final action.

Information Only – Receive and File

Agenda Item #3 – MSRC Contracts Administrator's Report

The Contracts Administrator's Report for October 31, 2019 through December 26, 2019 was included in the agenda package.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR OCTOBER 31, 2019 THROUGH DECEMBER 26, 2019.

ACTION: The Contracts Administrator's Report will be included on the MSRC's next agenda for final action.

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

The Financial Report on the AB 2766 Discretionary Fund for December 2019 was distributed at the meeting.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC VICE CHAIR AJ MARQUEZ, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 – #4, THE MSRC-TAC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE MONTH OF DECEMBER 2019.

ACTION: No further action is required.

ACTION CALENDAR (Items 5 through 14)

Agenda Item #5 – Consider Two-Month Term Extension for the County of Los Angeles, Contract #ML14030 (\$425,000 – Bicycle Racks, Outreach and Education)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the County of Los Angeles. This is a request for a two-month term extension on a contract under the FYs 2012-14 Local Government Match Program for the installation of bicycle racks, lighting and outreach and education. In August, the County requested for an extension until June 30, 2020, due to the need to pour concrete pads at the beach sites for the bike racks. The cost of this work exceeded the limits what they could do with their in-house staff and they needed to contract it

out. Because the request was received too late to be placed on the September MSRC-TAC and MSRC agendas, and the contract would terminate on October 8, 2019, a three-month term extension was processed administratively in order to allow time for the MSRC to consider the remainder of the request. Due to an oversight, the item was not placed on the October or November MSRC agendas, so an additional three-month term extension was processed administratively to allow time for the MSRC to consider the remainder of the request. In the interim, the County submitted a letter indicating that they need an extension through June 8, 2020 for supplemental lighting at 47 of the bike racks. Given the previous administrative extensions, an additional two-month extension would fulfill the County's request.

ON MOTION BY MSRC-TAC MEMBER STEVEN LEE AND SECONDED BY MSRC-TAC MEMBER VICKI WHITE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE COUNTY OF LOS ANGELES, CONTRACT #ML14030, A TWO-MONTH TERM EXTENSION.

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

Agenda Item #6 – Consider Modified Statement of Work for the City of Bellflower, Contract #ML12091 (\$100,000 – Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from City of Bellflower. The City has gone through a number of changes in their project. This was from the FY 2011-12 Local Government Match Program, which was actually the first in which the MSRC was funding electric vehicles stations since 20 years ago. In the most recent modification of the contract, the City was going to install two Level III charging stations and the City indicated that the power supply at their new parking structure would not accommodate the specified Level III charging stations. The City requested to substitute the installation of five Level II charging stations for the two Level III stations, with no change to the contract value. Two of these stations would be installed at the parking structure, and three would be installed at a separate City parking lot. The City further requested that the contract term be extended to June 30, 2020. The MSRC considered and approved the City's request. The City has now determined that construction costs would be drastically reduced if all charging stations were to be installed at the new parking structure. This would avoid the need to cut into an existing parking lot. They request instead to increase the total number of Level II stations to be installed from five to eleven, with no change to the total project cost or to the MSRC's contribution.

ON MOTION BY MSRC-TAC MEMBER MINH LE AND SECONDED BY MSRC-TAC MEMBER STEVE HILLMAN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF BELLFLOWER, CONTRACT #ML12091, A MODIFIED STATEMENT OF WORK.

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

Agenda Item #7 – Consider Modified Statement of Work and Nine-Month Term Extension for the City of Covina, Contract #ML18156 (\$63,800 – Purchase Four Light-Duty Zero Emission Vehicles and Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from City of Covina. As part of the FYs 2016-18 Local Government Partnership Program, the City was awarded \$63,800 to purchase four light-duty ZEVs and install two publicly accessible Level II charging stations. To date, the City has completed installation of a dual-port charging station and has purchased two of the vehicles. The City requests to substitute the installation of the dual-port station for the installation of two single-port charging stations. The station installed will serve the same number of vehicles. The City also indicates that they encountered unforeseen delays in receiving the first two Nissan Leaf vehicles that they ordered. The City requests a nine-month term extension to allow sufficient time to receive the final two vehicles and to fulfill the three-year operational requirements.

ON MOTION BY MSRC-TAC VICE CHAIR AJ MARQUEZ AND SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR CITY OF COVINA, CONTRACT #ML18156, A MODIFIED WORK STATEMENT AND NINE-MONTH TERM EXTENSION.

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

Agenda Item #8 – Consider Eighteen-Month Term Extension for the County of Los Angeles, Contract #ML14027 (\$500,000 – Install New CNG Stations in Canyon Country and La Puente)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the County of Los Angeles, Department of Public Works. The County was originally awarded \$500,000 under the MSRC's FYs 2012-14 Local Government Match Program. This contract is to install CNG stations in Canyon Country and La Puente. The County requests an eighteen-month term extension. The original letter submitted is not detailed about the nature of the delays. I was able to find out a little bit more since we went to print. They indicated that their vendor where the equipment is built is in South America, so that is taking a little bit longer than expected. It will actually be completed in March. The County requests an 18-month contract term extension.

ON MOTION BY MSRC-TAC MEMBER SEAN O'CONNOR AND SECONDED BY MSRC-TAC MEMBER STEVE HILLMAN, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE COUNTY OF LOS ANGELES, CONTRACT #ML14027, AN EIGHTEEN-MONTH TERM EXTENSION.

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

Agenda Item #9 – Consider Three-Year Term Extension for the Los Angeles County Metropolitan Transportation Authority (Metro), Contract #MS14057 (\$1,250,000 – Implement Various Signal Synchronization Projects)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the Los Angeles County Metropolitan Transportation Authority (Metro), as part of the FYs 2012-14 Signal Synchronization Partnership Program to implement various signal synchronization projects. There are a couple of different things going on. There were some delays associated with contractor issues with the consultant on the San Gabriel Valley Corridor Project. But also for all the projects, originally, a lot of the co-funding was going to be coming from the County. As it turned out, there was not going to be sufficient co-funding to cover all of the need. They were going to have to have the individual Cities also contribute to share the project costs. The Cities are able to do that but that inserted an additional degree of complexity because there have to be additional agreements that have to go forward and coordination. That delays the design process. They actually expect that the design processes could be complete in an additional two years, but then they also need to complete the construction before the MSRC could reimburse them any funds. LA Metro is requesting a three-year term extension for the project.

ON MOTION BY MSRC-TAC ALTERNATE CLIFF THORNE AND
SECONDED BY MSRC-TAC MEMBER RONGSHENG LUO, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE
COUNTY OF LOS ANGELES, CONTRACT #MS14057, A THREE-YEAR-
TERM EXTENSION.

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

Agenda Item #10 – Consider Modified Statement of Work for the City of Eastvale, Contract #ML16040 (\$110,000 – Install EV Charging Infrastructure)

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of Eastvale. The City was originally awarded \$110,000 under the FYs 2014-16 Local Government Match Program. Originally, they were going to install six Level II electric vehicle charging stations. Then previously, they saw lower than anticipated costs and some changes in their locations and they requested to increase the number of stations to twenty Level II charging stations that would all be public access. There was a two-year term extension associated with that as well. Subsequent to that, the City has been looking at where there's potential to get charging stations installed soonest, as well as what the demand seems to be from their residents. They are saying that their residents really want to see Level III charging more than Level II. The City is now asking to substitute the installation of 12 Level III charging stations for the 20 Level II charging stations. There is a typographical error in their letter. They give a budget for 12 Level II charging stations, but it is meant to say 12 level III charging stations. I had a lot of discussions with the City before we actually received the request. What they were talking about previously was that they wanted to install the Tesla Supercharger stations. What I understood is that only Teslas can use those stations. Whereas other Level III charging stations, depending on the type of outlet, some kinds of vehicles can use them, and some cannot. Most of the major vendors of Level III stations will offer a multi-standard unit that could offer the ability to charge via either

of the two major standards, the CCS or the CHAdeMO. So there are stations available that would offer these and that Tesla owners can buy an adapter to use. But when I asked yesterday the City was not sure what kind of station they wanted to get. The MSRC solicitations did not specify you have to get any particular type. We have in the contract Level II that have to meet a certain standard. Obviously, there is not a consistent standard for the Level III stations. We had not put those into contracts.

Ray Gorski, MSRC Technical Advisor, commented staff would appreciate before we move this to the MSRC that you vet this issue. Secondly, if there would be a recommendation from the TAC associated with this item, to do one or the other. One is to have a condition that the Level III chargers do in fact support multiple connection types given that there are at least three, most of these DC fast chargers will support two--CCS and CHAdeMO--which Tesla owners again can buy an adapter and utilize those stations. Some of the initial conversations we have had with the City suggested that Tesla was a preferred alternative because it might be a partnership opportunity with Tesla to install the superchargers. And also looking at the mix of vehicles which are currently available that are compatible with Level III charging, I think it's fair to say that Tesla today overwhelms the market. It really comes down whether or not you even want to entertain having the 12 Level III stations substituted for 20 Level II stations, and then if there is going to be a desire to have a condition placed upon that scope change that would require them to have a more universal fast charger system.

MSRC-TAC Member Minh Le commented, perhaps the way the TAC wants to look at that question is to model some ideas from the City of Pasadena, how they approach that. Tesla would install a bunch of charging stations in one the City's parking lots, and Tesla being a proprietary standard, Pasadena also got Tesla to build the infrastructure to enable the more universal CHAdeMO, as well as CCS into that mix. Tesla got something out of it, but also there were funds allocated for the non-proprietary systems. You might want to consider that as a model to encourage some development because the private sector is putting some money into it, but also make sure that the public funds have the widest possible reach.

Ms. Ravenstein commented, I did ask the question if there was a possibility of putting in a mix and the initial response that I got was no, that they had to be all the same type.

MSRC-TAC Chair Dan York commented, they must have a pulse on what their community needs. If their Council's ready to execute an agreement, I think we need to be sensitive to that. Eastvale has its own unique needs. This is \$110,000, and it sounds like what they are going to be investing in installing is much greater than \$110,000. So, at the end of the day, if we have installed more infrastructure and it's being utilized, then we've met our goal, that's another aspect to at least consider. I am torn on this because being a city guy, I understand that a city must know what their community needs. But on the other hand, these are regional dollars. Part of the discussion first for us to decide is on the use of MSRC dollars, should they be for stations which are all encompassing and open and available? Or if we are okay with the fact that they are meeting the intent of simply expanding EV stations.

MSRC-TAC Alternate Cliff Thorne commented, on the first part, I kind of feel that it should be open and more universal. I think that it's not just about meeting the residents' desires, but we are also encouraging people to buy electric cars. So, if you are just going with Tesla stations, you are going to encourage people to buy Teslas. If you are more widespread, you are encouraging

people to buy any one of the many manufacturers that are available. I tend to go with something like what you proposed, as long as part of it is universal so that others could use it.

Mr. Le commented my understanding of the arrangement that was made in Pasadena was that Tesla would fund the infrastructure upgrade, as well as their proprietary stations and that Pasadena was going to pay for the universal charging station. Building the transformer, applying the public funds to the transformer, for example, or the hardware, the non-station part of the installation might be a good compromise.

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, right now we are working with the developer. The reason for the change from 20 to 12 stations is because right now we only have two sites that are ready to have stations installed. We are working with the developer to get them installed as soon as possible because of our residents' concerns. There is no agreement with Tesla, and nothing in writing that Tesla is the only option for this. The reason why we're looking into Level III is because the location where they're going to be installed is in a food court kind of area and there is a lot of in and out type of traffic. It is not at a long-term parking space. So, you could charge your car in 20 minutes with a Level III, as opposed to a Level II. The developer is developing another site, which is about one year away from completion, and they have agreed to install Level II charging stations there. There will be a hotel at that location and a fine dining option there.

Mr. York commented, the issue here really seems to be some concern about proprietary. What you would need to understand is that if you were going to enter into a proprietary deal you're going to have to be crafty as to what these expenditures are that serve a greater general public benefit, meaning that you can demonstrate that what you are installing has the opportunity to provide something else good for the public.

MSRC-TAC Member Tim Olson questioned, are the residents Tesla owners?

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, we do not have the exact numbers of how many Tesla owners we have but a majority that are asking for the stations are Tesla owners. The closest Tesla charging stations available now are in Rancho Cucamonga, over towards the Victoria Gardens area. Tesla does have the non-Tesla proprietary stations on their maps for anyone to use.

Mr. Le commented, part of the issue is that you might be able to get some additional funding from Tesla. Tesla might actually spend money to build it and you want to try to capture that as much as possible to make it more cost-effective. But from a public standpoint, many of us would want to see a more publicly adopted universal standard. So, the question is how do you balance the benefit that you might be able to capture if you want proprietary versus the public good benefit of having universal stations.

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, it is leveraging dollars to make sure that you get the public good, whether that it is to install additional infrastructure or infrastructure that everyone can use. That is the part we will have to discuss when we choose who the company is going to be, whether it is Tesla or a different Level III charging station.

Mr. York commented, what we should do as a group is, we should make a two-part recommendation that we can send up to the MSRC that would give guidance also to Eastvale. Part 1 would say we're in support of installing Level III and the reduction in number of stations. And then Part 2 would be a condition or contingency upon these charging stations being available to the general public and whether they are proprietary or not. The motion would include those two elements and I'm entertaining one from somebody.

MSRC-TAC Member Vicki White questioned, when do you think the City will have this decision made as to which provider they are going to go with?

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, as far as I know, they are trying to get it as soon as possible. It is just kind of ironing out the details because we are also working with the developer of the site. That adds another element to this.

Ms. White commented, is there any harm to delaying this item by a month? Mr. York commented, at the end of the day, we need to be able to make a recommendation to the MSRC as to how we are going to deal with this. We will see more opportunities for emission reductions if the need is for Level III, and there is going to be a call for what type of unit is a Level III and so we probably have to make some recommendation.

Mr. Thorne commented I am supportive of non-proprietary because it is still available to Tesla owners. But if you go the other way, it is there is no adapter to go to a Tesla charger.

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, from my understanding, the Nissan Leaf can charge with Tesla and that is in the City's fleet, also with an adapter. It is not completely shut off from everyone else. You would have to have a Tesla adapter towards your car and there are a couple more automakers that will allow for that. It is actually down to the battery not necessarily the car. It is whether the battery supports fast charging.

MSRC-TAC Member Steven Lee commented, to summarize what you are trying to say, it is not a really long-term parking lot area, at the most 30 minutes to an hour for people who go to the food court. You want to do the quick Level III Tesla charging to charge for about 15-20 minutes to get a full charge. You are looking towards the future. There are Level II stations that take a little bit longer to charge and it might take up parking spaces. Is that your concern too?

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, not just parking spaces but availability for more cars to charge.

Mr. Lee commented, the City is shrinking from 20 to 12, that is an ample amount of space.

PUBLIC COMMENT: Miguel Ramirez, City of Eastvale commented, the shopping center where it is going has lots of parking available.

MSRC-TAC Member Rongsheng Luo commented, if you choose Tesla technology, then you could also provide adapters for non-Tesla users too. Mr. Gorski replied, that would be difficult, that is something that you take with you.

Mr. Le commented, if you install a Tesla Supercharger, you cannot plug a Nissan Leaf into that Supercharger. There are some third-party hacks, but that is not a way that is available. If you have a CHAdeMO or CCS Level III charging station, you can plug a Tesla into it, but it does not work the other way around.

Mr. Lee commented, is there a way put a couple of Level IIs in that area and then the rest Level IIIs?

Mr. York commented that a motion could be, we recommend to the MSRC to allow a reduction of the number of Level IIs for Level IIIs and there is a contingency on this that the Level III cannot be proprietary, that it's open to all.

Mr. Le commented, I oppose the second part. I would adjust the language in the second part to capture potentially some benefit that allows for a non-proprietary Level III, but there's a potential for significant private sector investment at that site that the City may want to avail themselves of. Therefore, the public funds could be helping that investment along. But as long as you capture some non-proprietary elements as part of the site, you can get a win-win.

Mr. York commented, maybe the third part is that staff to prepare a recommended standard to suggest to the MSRC as part of this motion.

ON MOTION BY MSRC-TAC CHAIR DAN YORK AND SECONDED BY MSRC-TAC ALTERNATE CLIFF THORNE, THE MSRC-TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE CITY OF EASTVALE, CONTRACT #ML16040, A MODIFIED STATEMENT OF WORK, 1) APPROVAL OF THE SUBSTITUTION OF 12 LEVEL III CHARGERS FOR 20 LEVEL II CHARGERS AND; 2) THAT MSRC FUNDS ONLY BE USED FOR NONPROPRIETARY EVSE PROJECT COMPONENTS AND 3) STAFF PREPARE A RECOMMENDED STANDARD.

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

Agenda Item #11 – Consider Decreased Scope of Work and Value for the County of Los Angeles, Contract #ML14096 (\$150,000 – San Gabriel Bike Trail Underpass Improvements

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the County of Los Angeles as part of the 2012-14 Local Government Match Program. The County was awarded funding to make improvements to the portion of the San Gabriel River Bike Trail where it passes under the Interstate 10 freeway. In November 2019, the County indicated that pavement reconstruction and drainage work was expected to be complete at the end of the month. However, the County had by this time determined that the tunnel lighting component of the project would require them to secure an Army Corps of Engineers permit for the installation of the solar panel poles on top of the San Gabriel River Levee. Due to the time necessary to obtain such a permit, and other alternatives investigated taking just as long or longer, the County requested to remove the tunnel lighting from the project. They further requested a three-month term extension to complete their final report and billing. Because the December MSRC-TAC and

MSRC meetings were cancelled, the three-month extension was processed administratively in order to allow time for the MSRC to consider the remainder of the request. Additionally, MSRC staff informed the County that it would not be possible to remove the task without a corresponding reduction in contract value. The County requests to eliminate the installation of lighting and to reduce the contract value by \$75,814.

ON MOTION BY MSRC-TAC VICE CHAIR AJ MARQUEZ AND
SECONDED BY MSRC-TAC MEMBER STEVEN LEE, THE MSRC-TAC
UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE
COUNTY OF LOS ANGELES, CONTRACT #ML14096, A DECREASED
SCOPE OF WORK AND VALUE.

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

Agenda Item #12 – Consider \$15,079 Contract Value Increase for the Better World Group Advisors (BWG), Contract #MS21002 (\$250,000 – Programmatic Outreach Services to the MSRC)

Cynthia Ravenstein, MSRC Contracts Administrator, reported that back in June, the MSRC approved a proposal from the Better World Group to do some additional outreach and support of the development of the Regional Goods Movement Program for the 2018-2021 Work Program. The MSRC authorized work at a cost not to exceed \$25,165. To achieve that they will be using a fair amount of funding that was in their existing contract. There was also an allocation of an additional \$15,000. Given staff direction and the potential project partners' schedules, the work has not proceeded as rapidly as originally anticipated. Contract #MS16030 expired on December 31, 2019. They were selected to continue as the MSRC's outreach coordinator. They have a new contract and have requested that the balance of the money that was authorized for that task be carried over and put into the new contract. The amount will be \$15,079.

MSRC-TAC Dan York commented, you recall when we first brought this amendment back to the group, we were talking about developing this bigger program that there needs to be some flexibility. What they are doing contractually is truing up with the vision that staff presented to us.

ON MOTION BY MSRC-TAC VICE CHAIR AJ MARQUEZ AND
SECONDED BY MSRC-TAC MEMBER STEVEN HILLMAN, THE MSRC-
TAC UNANIMOUSLY VOTED TO RECOMMEND TO APPROVE FOR THE
BETTER WORLD GROUP ADVISORS, CONTRACT # MS21002, A
CONTRACT VALUE INCREASE OF \$15,079.

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

FYs 2018-21 WORK PROGRAM

Agenda Item #13 – Update on Development of UCLA Luskin Center for Innovation (Luskin Center) Report on Planning for Electric Vehicle Charging Infrastructure Investments

JR DeShazo, Director of the UCLA Luskin Center for Innovation, and James DiFillippo, Researcher, reported that the motivation for this is that within the South Coast territory we have a lot of workplaces and a lot of multi-unit dwellings--condos and multifamily apartments--and we wanted to have better information on how to target charging infrastructure resources and outreach for cities, councils of governments (COGs), utilities and counties that were interested. The motivation is to try and provide a planning tool and information that would help direct investment and outreach resources to specific parcels within specific localities and communities to enhance the effectiveness of our existing programs with respect to workplace charging and multi-unit dwellings (MUDs). Planners at all levels currently have no guidance if they are going to be proactive about who to approach. The fundamental motivation for this tool is to help identify who to approach. Our scope of study includes the South Coast Air Quality Management District, but we are also including Ventura County and Imperial County in the workplace analysis. This analysis and guidance are based on contemporary socio-demographic residential patterns in terms of where workplaces are and where multifamily units are and the incomes of those residents. This is a planning tool that would need to be updated probably every five years. Our analysis period is 2020 to 2025. Because people move around and neighborhood demographics change, this could need to be refreshed at some point.

Everyone knows that MUD residents are underrepresented among plug-in vehicle (PEV) drivers. Charging, and selling infrastructure within MUDs has really become the holy grail of EV planning. It is the hardest thing to do, so much so that we began looking at DC fast charging options as another model, rather than having residential charging. But we all recognize that residential charging, however it can be provided, is going to be the most cost-effective solution. This is true both for the drivers--the residents--as well as for the EVSEs long-term. Because DC fast charging, when it is priced to reflect its actual cost, is going to be more expensive than it currently is. There are many communities that are majority MUDs and there are quite a few that have substantial minorities of multi-unit dwellings within their communities. Especially if you are interested in disadvantaged communities and reaching them, trying to crack the MUD nut and provide support is going to be critical.

We now have 10 years of data on who purchases PEVs and we can look at who purchases them when they have access to on-site residential charging and who purchases them when they do not. Essentially we took that information and we developed a model that predicted within the MUD residential space, who is most likely to purchase a PEV. If we're going to be spending public resources, we want them to be utilized when they are expended. And so, we want to meet demand where it's greatest currently. We might have some other goals, at a minimum, we might want to know where the demand for PEVs is among the MUD residents. And so, we developed this propensity to purchase score which we go through. Historically we have compared this to actual purchase decisions and tried to validate it as carefully as we can. We norm each of these propensity scores for each county. Some counties are richer than others. We have basically already done the analysis that we proposed for all the counties. We are still in the process of producing some of the maps and the databases. Each score is going to be county-specific. We are

providing you with the propensity to purchase for every parcel in all the counties, but highlighting really the top 10% of structures. I can even restrict it to the top 5%. When we did a similar project for Santa Monica we did the top 5% because they said their EV planner was only going to be able to knock on so many doors a year. We are planning right now to give you the top 10% but you could tell us we would like to do it for 3%, 10% or 15%, however you want the information is going to be there for each parcel.

What stakeholders should be the target of the outreach efforts? This information could be useful for property owners of MUDs, for residents of MUDs, and for future developers of MUDs that are trying to think about what kinds of PEV charging services to provide on-site. There are really three different sort of customer segments for this information, in addition to the planners that might be targeting these recipients.

MSRC-TAC Member Steven Lee questioned, do any of the approaches incorporate equity? A lot of the target people we want to provide charging for are in MUDs, but you mentioned condos and places that have homeowners associations. Mr. DeShazo commented, we do an overlay, and you could sort by residents in disadvantaged communities and look at their propensity to purchase within the disadvantaged community using this tool. One of the realities of the new car buyer market tends to be that income and housing values are the best predictors of who is going to purchase a vehicle. That is changing as the secondary market becomes more developed. We are actually on the cusp of that with the Bolt and Teslas now moving into the secondary market, C-Max is another thing. That secondary market is becoming more important especially for disadvantaged communities. That is something that we need to do more work on in terms of who is buying these used cars. The models are really good at predicting the new car buyers. Mostly because the data is only now developing, the models are not as good at predicting the purchase of used cars. The primary benefit in terms of life cycle cost of owning a PEV is fuel savings, that is what makes it work out.

MSRC-TAC Member Tim Olson commented, a couple of dimensions we thought had an impact and one was stationary charging versus portability. Another dimension is really parking space analysis, I do not know if that is in your model, but I would recommend it. Mr. DeShazo commented, the CEC funded a lot of work that we have done for different COGs within the region that have actually taken each MUD structure and looked at the parking systems that were available. We have broken them down into 16 different types of parking systems associated with MUDs in the South Bay COG. Turns out some of them are really amenable to Level I charging. If you are in a garage space that is sectionalized and has a door, chances are almost a 100% you have a 110 outlet in there. Whether that's common property power or your power is another question that has to be resolved but we are a big proponent of digging into the MUD space and not treating all of them alike. Some of the coastal cities, 40% of MUDs are duplexes and triplexes, it is really not a monolithic problem. And if we want to solve it, I think we have had to pick a high-resolution look.

MSRC-TAC Chair Dan York commented, you suggested providing some guidance. I represent the cities of Riverside County and in our community, for example what we see is a mixed use and or even a multi-family unit, it is always undersupplied with parking to begin with and then you start putting in a component for charging. We have had projects, we have put in charging, now you have somebody who is parking in the charging space, but is not using the charger or camping out all night and then the rest of the folks are not able to use it, that has been a problem.

Then they come over to City Hall and camp out at City Hall. The guidance would go back to the COGs and to the planning directors who would actually be able to give guidance to the developers, whatever comes out of this study would be helpful. In that there may be a parking analysis for the apartments and their visitors, but there may be an additional number of spaces per unit or whatever else that would come about above and beyond the regular to be able to provide for this that would be helpful for new developments. For existing developments, how to tackle existing developments? And how do you transform that? That kind of guides back to either the COG which would then speak to all planning directors or one-on-one directed to the cities would be greatly beneficial for us agencies.

Mr. Olson commented, did you look into any of the curbside charging whether that would have an impact at all? Mr. DeShazo replied, I could not tell in your scenario whether that was publicly accessible charging or MUD charging, it sounded like it was publicly accessible. Mr. York replied, some of these apartment complexes, they are gated, there are only so many spots. We had one development that we conditioned that they provide so many charging stations as a condition of their development, but they are really only for the users within that community. Mr. DeShazo replied, for Burbank when it received funding from the MSRC, those were the first curbside installations in Southern California. We actually picked their locations based on land use and predicted utilization rates. I think they had six curbside charging stations that were funded. That has become a much more frequent focus. The City of Santa Monica wanted to do an analysis for all of their public parking spaces. One of the things we need to do as a state and a community is actually look at utilization rates and user characteristics by different types of charging sectors, and we have the capacity to do that collectively, but it's going to take a state agency like the CEC or the CPUC to ask for the data and to then analyze it carefully. Because one of the one of the fundamental questions is how effective is curbside versus other types of charging currently. 10% of all new cars now are PEVs. We have reached this point, despite lots of challenges, where the market is growing noticeably. This is more PEVs than we are selling in the year that we have ever sold of hybrids. Hybrids almost never broke even 8% on a typical year. Making progress trying to figure out how to support the infrastructure piece is really important.

One of the things we all recognize is the workplace charging market has grown the most quickly of all segments, and yet there are still a lot of challenges in making sure that adequate workplace charging is provided. We were asked to use the existing data to identify where additional workplace chargers were needed based on current charging capacity deficits, by comparing the current vehicles that arrive within a travel analysis zone, within a workplace community, with the charging capacity that is currently there. Calculating the VMT that is needed, electric VMT (eVMT) that is needed to kind of make sure that all those vehicles are maximizing the eVMT that they are capable of. In the first Scenario, you leave your home and get to work, but you do not have enough charge to get all the way home. Basically, if you could charge at work, you would be able to make it home on the additional top off you got at work. In Scenario 2, you cannot even get to work before you run out of charge. Maybe you are driving a Prius or a C-Max or something and if you could charge at work, you could at least part of the way back home on this much power. Our analysis will basically be for every cluster of workplaces. We are going to be adding up to look at how much more eVMT you could get if you fully met the charging needs of drivers who were showing up and not able to charge. There is a method that we have used to do this where we are essentially looking at existing charging capacities at workplaces. We are looking at all the vehicles that show up in that space and what their state of charge is and we are

asking how much more charging capacity would they need to be able to fully utilize the battery capacity that they have in making that commuting trip. The nice thing about this analysis is, it is based on using the regional travel demand model. It is based on actual charging capacity and actual travel behavior and vehicles today. There is no forecasting. The numbers are the number of workplaces, each of these are by travel analysis zone which is basically how we are able to use SCAG's travel demand model to predict the number of PEVs that are showing up at work every morning. We know the make and model, the battery capacity, and how far they traveled. We can give them a score based on the charging deficit that exists in each of these areas. So, there might be two or three charging stations there we take those into account. We look at the number of vehicles that could have charged given their state of charge and benefited from that we add that up and then we rank each of the travel analysis zones in terms of score. We are able to do that for all of South Coast service territory. It helps you and other folks that want to provide outreach.

Mr. Olson commented, there are another 40 new models that are longer range, but you still have several hundred thousand that are short range. Mr. DeShazo commented, the longer-range vehicles present an interesting question for workplace charging because if you have a long-range vehicle, are you actually going to need to charge at your workplace? With the onset of much larger numbers of extended range vehicles, how important is workplace charging going to be? Part of that is going to turn on whether or not workplace charging can be used to provide grid services/storage.

Mr. Le commented, as a personal MUD dweller and an EV driver without access to home charging, workplace is my only option and the only option for a lot of people if we are to expand adoption. Workplace charging is an important element.

MSRC-TAC Alternate Cliff Thorne asked, have you looked at what the cost would be for a consumer? Where I work, there are people that could charge at work, but it's a lot more than what you pay at home. So, they just decide to go home on gasoline because it is going to be a dollar an hour to charge. Mr. DeShazo replied, one of the challenges is that very few EVSEs are pricing to make a reasonable profit even now. And what we all have to grapple with as policymakers and students of this challenge, we want to encourage people to charge where it's socially least costly, and everything that we know right now suggest that's going to be residential. But we are going to have some people, maybe MUD residents who can't purchase a PEV, cannot operate one unless they have access at the workplace. So, we are going to need to refine our pricing. The other little dirty secret is right now, nobody knows how to make a profit from publicly accessible charging stations. Collectively we should be encouraging an exploration of that and we all know it is going to come down to price, reasonable pricing. With that pricing, just like every other service is going to come a consideration of low-income residents. You cannot point to a public service that does not have a carve-out for that. There are going to be those things that have to be taken into consideration. Social efficiency versus equity.

PUBLIC COMMENT: Jason Lewis, JL Engineering, Inc., commented, the LADWP would be a great resource for you guys to do a study.

Mr. DeShazo commented, we want this resource to be available to everyone. We want it to be durable, so it will last into the future and so we are partnering with SCAG who already has used a lot of our early work. They already have an online tool. There is a map that shows the number

of charging stations at each location and PEV midday peak destination. That would be used for workplace charging identification. They are going to be integrating these new data layers for MUDs and workplaces into this tool. It will be widely available to anyone who wants it, open access and will be up for revisions if you guys or others in the future decide to update this.

MSRC-TAC Member Andy Silva commented, it's very frustrating. The County of San Bernardino tried to get some stations, our transformers could not handle the load, and our parking lot is impacted. Mr. DeShazo commented, parking system integration is one of the biggest challenges for both of these settings. Mr. Silva commented, San Bernardino County Transportation Authority is doing an electrification study for our whole county.

Mr. DeShazo commented, one of the things we are focusing on next is heavy-duty. We are looking at how to incentivize heavy-duty PEV and hydrogen options. The big challenge is going to be infrastructure. Fleet charging stations can actually offer more financial viability because the infrastructure owner gets to capture the fuel savings associated with it.

ACTION: No further action required.

Agenda Item #14 – Update on MSRC's Regional Goods Movement Program

Ray Gorski, MSRC Technical Advisor, reported that zero and near-zero trucks were really the first one and a half or two elements of the Regional Goods Movement Program. These are the heavy-duty trucks that primarily transport goods throughout the region but there is certainly a strong element of working with both the Maritime Ports as well as the Inland Ports. Much of the goods travel from the Maritime Ports in Long Beach/Los Angeles out to the Inland Empire. In our last meeting you voted to launch the Market Acceleration Program and the MSRC concurred with your recommendation, and that is underway. However, there are a lot of additional opportunities using our Work Program funds to make investments into near zero and natural gas heavy-duty trucks. Within the next couple of months, we are going to bring forward some specific suggestions, recommendations, and options for you to consider. This would expand the number of near zero emission trucks which are conducting goods movement throughout the region. A lot of it, of course is going to be focused at the Maritime Ports because that is where the trucks originate from. You do not have an issue identifying funding opportunities for near-zero natural gas heavy-duty trucks to conduct goods movement. There are a lot of targets of opportunity. We are going to be bringing them to you and you will have the option whether or not you feel it is worth the MSRC investment. There is also a tremendous amount of stakeholder advocacy to move to the next technology level and that is zero emissions. We are cognizant of that. I am not suggesting that you take all your money and put it into the near zero element because we know there is a desire to also do zero emission trucks. However, there is a situation right now where there is a lot of activity going on, but it is being done in a more isolated manner. By this I mean that we understand that the Ports are working on conceptual plans to increase the number zero emission vehicles. We understand that transportation agencies such as Los Angeles Metro are looking for those opportunities along the 710 corridor. We are aware of other governmental partners, who are working on behalf of some of our largest cities, to implement their own goods movement programs. As staff, we have insight into what they are talking about because they publish reports and we read them all. What we see is a lot of common ground, but we do not see a strong integration of all these stakeholders currently. We are suggesting we

convene a second Zero/Near-Zero Emission Truck Working Group meeting--probably in February--but we focused only on this zero-emission component. We would bring in all the stakeholders including our friends from Luskin. My objective here is to recommend that the MSRC bring in the stakeholders and see if there really is there some common ground from which we can form a coalition to start working to move us forward. I cannot guarantee you that it will be successful, but if it is not successful, I can guarantee you that the MSRC will be making more investments in near zero natural gas trucks. It is important to really try to see if we can, within the next year or two, put together a program that if it will not be a final answer is going to be the start. In some conversations we have had with the MSRC and TAC members, we have heard an interest to ensure that the MSRC investments do not become stranded assets. For example, if the MSRC wants to take a role to work with organizations such as Luskin, to identify where charging stations for heavy-duty drayage trucks should be put, we want to make sure that is just the initial infrastructure and not something which is only for demonstration program which within the next couple of years is not being utilized.

MSRC-TAC Chair Dan York commented, an action from this group would probably be advantageous for staff to say that they are really on the right track. So, even though you have not asked for one, I think that might be valuable.

MSRC-TAC Member Tim Olson asked, is this focused only on drayage? Mr. Gorski replied, not necessarily. I will be honest, there is so much action in drayage area. Look at the Clean Air Action Plan, published by the Ports, and their goals for their cargo handling and then their drayage 2030-2035. If you look at the work that Metro is doing with the 710 Corridor, and their plans to have that electrified corridor. If you look at what organizations like the Los Angeles CleanTech Incubator (LACI) is doing relative to getting ready for the 2028 Olympics. If you look at the other advocacy and analysis papers which have been written, they are all saying that the Ports are a good place to start because 16,000 drayage trucks visit there. Mr. Olson commented, at our first meeting we recommended some other stakeholders that are a little more balanced with original equipment manufacturers and some of the host sites. Mr. Gorski replied, we have another category that we are working on.

PUBLIC COMMENT: Jason Lewis, JL Engineering, Inc., commented, I represent myself. I am a licensed professional engineer now in four states. I am the engineer on record who permitted the first heavy-duty hydrogen station in the state of California. I have done hydrogen stations now in three states. I am not the engineer of record for the Port of Los Angeles and Long Beach. I am here in support of all these efforts and it can be done. We have a hydrogen fuel vehicle. This is a good future. All efforts to reduce the consumption of petroleum are awesome. Clean up the air whether it be low NOx CNG or hydrogen vehicles. I would like to come help you spend that \$2 million left in hydrogen. If there is any effort to be made, if it be someone to talk to or connect the dots, I would like to put myself out there as a subject matter expert.

Mr. Gorski commented, at the last MSRC-TAC meeting you approved a Program Opportunity Notice (PON) for the Inland Ports. That is on the street. The MSRC concurred with your recommendation and they had it published. We have conducted one of the largest scale distributions ever. Staff mailed out over 3700 hard copies and we used the distribution list which was provided to us by the South Coast AQMD, which is using it for notification of the Indirect Source Rule for the warehouses and distribution centers in the Inland Empire. In addition, the MSRC's outreach coordinator has sent out over 500 targeted electronic copies. They've also

outreached directly to 100 local government agencies within the Inland Empire. We have also been working with industry and environmental organizations and agencies who have agreed to distribute it using their own distribution lists. It is safe to say that every effort is being put forth to make sure there is a high level of awareness. The Last Mile, this is our focus right now for the new year because this is the one we didn't spend as much effort on in the prior year because we are trying to work in coordination with other agencies and they have had their own time restrictions. There are a lot of options but what we could do next is a PON, or an RFP that is more specific. We could do the Last Mile Technical Working Group, a parallel to the one we talked about for the zero emission drayage trucks, or we can do all the above. That is what I believe we should do. We should convene a Last Mile Technical Working Group, we should have ready to go a broader Program Opportunity Notice and then collectively we should put our thinking caps on and have some specific ideas for an RFP.

ACTION: No further action required.

OTHER BUSINESS

Agenda Item #15 – Other Business

No other business.

PUBLIC COMMENTS:

No public comment.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC-TAC MEETING
ADJOURNED AT 2:57 P.M.

NEXT MEETING: Next meeting: Thursday, February 6, 2020, 1:30 p.m., at the South Coast Air Quality Management District.

(Minutes prepared by Penny Shaw Cedillo)

AGENDA ITEM #2

MSRC Contracts Administrator's Report

MSRC-TAC Agenda Item No. 2

DATE: October 1, 2020

FROM: Cynthia Ravenstein

SUBJECT: AB 2766 Contracts Administrator's Report

SYNOPSIS: This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from August 27 to September 23, 2020.

RECOMMENDATION: Receive and file report

WORK PROGRAM IMPACT: None

Contract Execution Status

2016-18 Work Program

On July 8, 2016, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On October 7, 2016, the SCAQMD Governing Board approved three awards under the Event Center Transportation Program and one award for a Regional Active Transportation Partnership Program. These contracts are executed.

On January 6, 2017, the SCAQMD Governing Board approved an award for development, hosting and maintenance of a new MSRC website. This contract is executed.

On April 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On June 2, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On July 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On September 1, 2017, the SCAQMD Governing Board approved one award under the Event Center Transportation Program and one award under the Natural Gas Infrastructure Program. These contracts are executed.

On October 6, 2017, the SCAQMD Governing Board approved two awards under the Event Center Transportation Program and one award under the Natural Gas Infrastructure Program. These contracts are executed.

On December 1, 2017, the SCAQMD Governing Board approved sole source awards for a Hydrogen Infrastructure Partnership Program, for a Southern California Future Communities Partnership Program, and for electric vehicle charging infrastructure planning analysis. These contracts are executed. The MSRC has replaced the award to the California Energy Commission with a Program Opportunity Notice for the Hydrogen Infrastructure Partnership Program.

On February 2, 2018, the SCAQMD Governing Board approved one award under the Event Center Transportation Program, two awards under the Natural Gas Infrastructure Program, four awards under the Local Government Partnership Program, and two awards under the County Transportation Commission Partnership Program. These contracts are executed.

On March 2, 2018, the SCAQMD Governing Board approved one award under the Major Event Center Transportation Program, two awards under the Natural Gas Infrastructure Program, and one award under the Local Government Partnership Program. These contracts are executed.

On April 6, 2018, the SCAQMD Governing Board approved one award under the Natural Gas Infrastructure Program and eight awards under the Local Government Partnership Program. These contracts are executed.

On May 4, 2018, the SCAQMD Governing Board approved twenty-seven awards under the Local Government Partnership Program and one award under the County Transportation Commission Partnership Program. These contracts are executed.

On June 1, 2018, the SCAQMD Governing Board approved six awards under the Local Government Partnership Program, one award under the Natural Gas Infrastructure Program, and one award under the County Transportation Commission Partnership Program. These contracts are executed.

On July 6, 2018, the SCAQMD Governing Board approved nine awards under the Local Government Partnership Program. These contracts are executed.

On September 7, 2018, the SCAQMD Governing Board approved nineteen awards under the Local Government Partnership Program, three awards under the County Transportation Commission Partnership Program, one award under the Major Event Center Transportation Program, and twenty awards under the Natural Gas Infrastructure Program. These contracts are with the prospective contractor for signature, with the South Coast AQMD Board Chair for signature, or executed.

On October 5, 2018, the SCAQMD Governing Board approved forty-eight awards under the Local Government Partnership Program and one award under the Hydrogen Infrastructure Program. These contracts are with the prospective contractor for signature or executed.

On November 2, 2018, the SCAQMD Governing Board approved two awards under the Local Government Partnership Program. These contracts are executed.

2018-21 Work Program

On April 5, 2019, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is executed.

On September 6, 2019, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is executed.

On December 6, 2019, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is undergoing internal review.

Work Program Status

Contract Status Reports for work program years with open and/or pending contracts are attached.

FY 2010-11 Work Program Contracts

One contract from this work program year is open; and 9 are in “Open/Complete” status. One contract closed during this period: City of Rancho Cucamonga, Contract #ML11023 – Expand Existing CNG Station and Purchase 2 Heavy-Duty CNG Vehicles.

FY 2010-11 Invoices Paid

No invoices were paid during this period.

FY 2011-12 Work Program Contracts

6 contracts from this work program year are open, and 13 are in “Open/Complete” status.

FY 2011-12 Invoices Paid

No invoices were paid during this period.

FYs 2012-14 Work Program Contracts

16 contracts from this work program year are open, and 32 are in “Open/Complete” status.

FYs 2012-14 Invoices Paid

One invoice in the amount of \$7,500.00 was paid during this period.

FYs 2014-16 Work Program Contracts

42 contracts from this work program year are open, and 30 are in “Open/Complete” status.

FYs 2014-16 Invoices Paid

3 invoices totaling \$544,655.42 were paid during this period.

FYs 2016-18 Work Program Contracts

119 contracts from this work program year are open, and 29 are in “Open/Complete” status.

8 invoices totaling \$1,023,565.55 were paid during this period.

FYs 2018-21 Work Program Contracts

2 contracts from this work program year are open.

No invoices were paid during this period.

Administrative Scope Changes

No administrative scope changes were initiated during this period.

Attachments

- FY 2007-08 through FYs 2018-21 (except FY 2009-10) Contract Status Reports
- FY 2007-08 through FYs 2018-21 (except FY 2009-10) Progress Report Tracking



AB2766 Discretionary Fund Program Invoices

August 27, 2020 to September 23, 2020

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2012-2014 Work Program</i>							
9/18/2020	9/18/2020	9/22/2020		MS14037	Penske Truck Leasing Co., L.P.	Final	\$7,500.00
Total: \$7,500.00							
<i>2014-2016 Work Program</i>							
9/15/2020	9/18/2020	9/22/2020		ML16034	City of Riverside	FINAL	\$500,000.00
9/1/2020	9/2/2020	9/4/2020	9/4/2020	ML16083	City of El Monte	67-000133	\$25,375.60
9/1/2020	9/2/2020	9/4/2020	9/4/2020	ML16126	City of Palm Springs	19000001-FIN	\$19,279.82
Total: \$544,655.42							
<i>2016-2018 Work Program</i>							
9/16/2020	9/18/2020	9/22/2020		MS18002	Southern California Association of Governments	318002-05, -C	\$293,332.00
9/16/2020	9/18/2020	9/22/2020		MS18024	Riverside County Transportation Commission	02347	\$103,285.00
9/15/2020	9/18/2020	9/22/2020		MS18023	Riverside County Transportation Commission	02348	\$33,845.55
9/8/2020				MS18003	Geographics	20-22156	\$373.00
9/2/2020	9/2/2020	9/4/2020	9/4/2020	ML18087	City of Murrieta	1-Final	\$143,520.00
9/1/2020	9/2/2020	9/4/2020	9/4/2020	ML18032	City of Arcadia	1-Final	\$24,650.00
9/8/2020	9/18/2020	9/22/2020		MS18120	City of Redondo Beach	FINAL	\$275,000.00
8/28/2020	9/2/2020	9/4/2020	9/4/2020	ML18072	City of Anaheim	32151-FINAL	\$149,560.00

Total: \$1,023,565.55

Total This Period: \$1,575,720.97

OPEN CONTRACTS SORTED BY EXPIRATION DATE

Contract #	Company	Assigned	Project Description	End Date	Extension Req.	Suspense Date	Comments
MS18025	Los Angeles County MTA	Matt	Special Bus and Train Service t	5/31/2019			FR Rec'd 7-15-19
MS18026	Omnitrans	Matt	Modify Vehicles Maintenance Fa	1/4/2020			Waiting for decline funds letter
ML18126	City of Lomita	Matt	Install bicycle racks and lanes	1/6/2020			FR Rec'd 12/20/19. Asked for invoice 12/24/19
MS16124	Riverside County Transport	Matt	Extended Freeway Service Patr	5/14/2020			FR Rec'd 9-2-20
MS18102	Orange County Transportati	Matt	Implement OC Flex Micro-Transi	5/31/2020			FR Rec'd 3/31/20
MS14037	Penske Truck Leasing Co.,	Matt	Vehicle Maint. Fac. Modification	6/6/2020			FR Rec'd 5/29/20
MS16029	Orange County Transportati	Matt	TCM Partnership Program - OC	6/11/2020			FR Rec'd 11/5/19
ML16032	City of Azusa	Matt	Implement a "Complete Streets"	7/8/2020	4/8/2021		
ML16034	City of Riverside	Leah	Implement a "Complete Streets"	7/10/2020			FR Rec'd 8-11-20
MS21001	Los Angeles County MTA	Matt	Implement Special Transit Servi	7/29/2020			FR Rec'd 4-3-20
MS18103	Orange County Transportati	Matt	Install Hydrogen Detection Syst	9/7/2020			
ML14021	Riverside County Regional	Leah	Bicycle Trail Improvements	9/30/2020	9/30/2024		7-23-20 Processing extension
MS16090	Los Angeles County MTA	Matt	Expansion of the Willowbrook/R	10/26/2020	2/26/2021	10/13/2020	
ML16126	City of Palm Springs	Leah	Install Bicycle Racks, and Imple	10/30/2020	12/30/2020		Processing extension; FR Rec'd 9-1-20
ML18133	City of Rancho Mirage	Matt	Traffic Signal Synchronization	11/6/2020			Self Insured
MS16125	San Bernardino County Tra	Matt	Traffic Signal Synchronization P	11/19/2020			Continued from MS16091
MS18009	Penske Truck Leasing Co.,	Matt	Modify Maintenance Facility & Tr	12/7/2020		9/8/2020	
ML16053	City of Claremont	Leah	Implement a "Complete Streets"	12/10/2020			WL 3-17-20
ML12091	City of Bellflower	Leah	EV Charging Infrastructure	12/30/2020			Replacement K ML12051; WL 4-3-20; 5-5
ML18022	City of Desert Hot Springs	Leah	Traffic Signal and Synchronizati	1/2/2021			FR Rec'd 9-1-20
ML14030	County of Los Angeles Inter	Leah	Bicycle Racks, Outreach & Educ	1/8/2021			WL 4-3-20
ML16057	City of Yucaipa	Leah	Implement a "Complete Streets"	1/26/2021			
MS18003	Geographics	Matt	Design, Host and Maintain MSR	2/20/2021			
ML16075	City of San Fernando	Leah	Install a Class 1 Bikeway	2/26/2021			WL 2-13-20
ML14023	County of Los Angeles Dep	Leah	Maintenance Fac. Modifications-	3/1/2021			WL 6-10-20; Pub Out Rec'd
MS18104	Orange County Transportati	Matt	Implement College Pass Transit	3/31/2021			
ML16052	City of Rancho Cucamonga	Leah	Install Two Class 1 Bikeways	3/31/2021			
MS18002	Southern California Associa	Matt	Regional Active Transportation	4/30/2021			
MS21003	Orange County Transportati	Matt	Provide Express Bus Service to	5/31/2021			
MS18023	Riverside County Transport	Matt	Weekend Freeway Service Patr	6/27/2021			
MS16096	San Bernardino County Tra	Matt	EV Charging Infrastructure	6/30/2021		5/30/2020	

Legend: WL - Warning Letter, DD - "Do or Die" Letter, FRL - Final Report Letter

Contract #	Company	Assigned	Project Description	End Date	Extension Req.	Suspense Date	Comments
ML16047	City of Fontana	Matt	Enhance an Existing Class 1 Bik	8/5/2021			
ML12014	City of Santa Ana	Leah	9 H.D. Nat. Gas & LPG Trucks,	8/7/2021			WL 8-12-20
MS18024	Riverside County Transport	Matt	Vanpool Incentive Program	8/27/2021			
ML18088	City of Big Bear Lake	Matt	Install Bicycle Trail	8/28/2021			
MS18015	Southern California Associa	Matt	Southern California Future Com	8/31/2021			
ML14024	County of Los Angeles Dep	Leah	Maintenance Fac. Modifications-	9/1/2021	9/30/2024		WL 6-10-20; Pub Out Rec'd; Processing extension
ML14097	County of Los Angeles Inter	Leah	Electric Vehicle Charging Infrast	9/5/2021			Replacement K for ML14060
MS16086	San Bernardino County Tra	Matt	Freeway Service Patrols	10/2/2021			
ML14012	City of Santa Ana	Leah	EV Charging and 7 H.D. LPG Ve	10/12/2021			WL 8-9-17; 8-12-20
ML12043	City of Hemet	Leah	One Heavy-Duty Nat. Gas Vehic	11/23/2021			WL 11-6-19; 1-21-20; 2-19-20 working on pub out, F
ML18139	City of Calimesa	Matt	Install Bicycle Lane	11/29/2021			
ML18137	City of Wildomar	Matt	Install Bicycle Trail	12/1/2021			Self Insured
ML16042	City of San Dimas	Matt	Install EV Charging Infrastructur	12/31/2021			
ML16071	City of Highland	Leah	Implement a "Complete Streets"	1/4/2022			
MS16094	Riverside County Transport	Matt	MetroLink First Mile/Last Mile M	1/24/2022		4/15/2020	
ML12057	City of Coachella	Leah	Purchase One Nat. Gas H.D. Ve	1/27/2022			Vehicle placed into service 9-6-16; WL 7-16-19; 8-15
MS14059	Riverside County Transport	Matt	Implement Various Signal Synch	3/4/2022			
MS14083	Hacienda La Puente Unified	Leah	New Limited Access CNG Statio	3/9/2022			WL 7/12/17; 7/16/19;1-21-20 working on FR; WL 2-2
MS14072	San Bernardino County Tra	Matt	Implement Various Signal Synch	3/26/2022			
ML16006	City of Cathedral City	Leah	Bicycle Outreach	4/26/2022			WL 4-16-20
ML16048	City of Placentia	Matt	Install a Bicycle Locker and EV	6/25/2022	6/26/2022	11/1/2020	
ML14072	City of Cathedral City	Leah	Install EV Charging, Bike Racks	7/12/2022			WL 4-16-20
ML18097	City of Temple City	Matt	Purchase Two Light-Duty ZEVs	7/28/2022			FR Rec'd 6-28-19. Asked for invoice 1/17/20
MS16119	Omnitrans	Matt	New Public Access CNG Station	8/20/2022			
ML16038	City of Palm Springs	Leah	Install Bicycle Lanes & Purchas	9/30/2022			
ML18130	City of Lake Forest	Matt	Install Twenty-One EVSEs	9/30/2022			Insurance via CA Joint Powers Authority
ML18083	City of San Fernando	Leah	Implement Traffic Signal Synchr	11/1/2022			Emailed 8-14-19; 2-13-20
ML18067	City of Pico Rivera	Matt	Instal EVSE	11/6/2022			
ML18168	City of Maywood	Matt	Purchase EV Charging Infrastru	11/28/2022			
MS21002	Better World Group Advisor	Matt	Programmatic Outreach Service	12/31/2022			
ML16018	City of Hermosa Beach	Matt	Purchase 2 M.D. Nat. Gas Vehic	1/6/2023			
ML16077	City of Rialto	Leah	Pedestrian Access Improvement	2/2/2023	2/2/2026		7-21-20 Processing extension
ML18090	City of Santa Clarita	Matt	Install Nine EV Charging Station	2/8/2023			
ML18173	City of Manhattan Beach	Leah	Purchase Two Light-Duty ZEVs	2/28/2023			Emailed 9-20-19; 6-17-20 Working on FR & Final Inv
ML18053	City of Paramount	Matt	Install EV Charging Infrastructur	3/6/2023			Not self-insured

Legend: WL - Warning Letter, DD - "Do or Die" Letter, FRL - Final Report Letter

Contract #	Company	Assigned	Project Description	End Date	Extension Req.	Suspense Date	Comments
ML11029	City of Santa Ana	Leah	Expansion of Existing CNG Stati	3/6/2023			WL 8-9-17; Conf Call 12-19-18; WL 8-12-20
ML18034	City of Calabasas	Matt	Install EVSE	3/7/2023			
ML18129	City of Yucaipa	Leah	Install Six EV Charging Stations	3/13/2023			WL 2-20-20
ML16007	City of Culver City Transpor	Matt	Purchase 7 H.D. Nat. Gas Vehic	4/5/2023			
ML16083	City of El Monte	Matt	Install EV Charging Infrastructur	4/30/2023			FR Rec'd
ML18036	City of Indian Wells	Leah	Install EV Charging Station	5/7/2023			Emailed 7-31-19, M. Parmer no lonnger w/City, emai
ML18138	City of La Canada Flintridge	Matt	Install Four EVSEs and Install Bi	5/7/2023			FR Rec'd 5/8/20
ML18099	City of Laguna Hills	Leah	Install Six EV Charging Stations	5/31/2023			WL 2-20-20; working on extension request
ML16046	City of El Monte	Matt	Install EV Charging Infrastructur	5/31/2023			FR Rec'd
MS16118	Omnitrans	Matt	Expansion of Existing CNG Infra	6/20/2023			FR Rec'd 2/18/20
ML16070	City of Beverly Hills	Leah	Purchase 3 H.D. Nat. Gas Vehic	6/20/2023			Rec'd inv, working on FR; Emailed 5-22-19; 7-16-19;
MS16117	Omnitrans	Matt	Expansion of Existing CNG Infra	6/20/2023			FR Rec'd 2/18/20
ML18057	City of Carson	Matt	Purchase 5 Zero-Emission Vehi	7/4/2023			
ML18091	City of Temecula	Matt	Install Sixteen EV Charging Stati	7/18/2023			Invoice Rec'd 3-27-20
ML18142	City of La Quinta	Leah	Install Two EV Charging Station	8/23/2023			Pub Outreach Rec'd 10-9-19
MS18065	San Bernardino County Tra	Matt	Implement Metrolink Line Fare	8/28/2023			
ML18154	City of Hemet	Leah	Purchase Two Light-Duty ZEV a	9/1/2023			9-2-20 will submit extension request once vehicles a
ML18132	City of Montclair	Matt	Install Eight EVSEs	9/4/2023			Self Insured
ML16039	City of Torrance Transit De	Matt	Install EV Charging Infrastructur	9/5/2023			
ML18084	City of South El Monte	Matt	EV Charging Infrastructure	9/17/2023			
ML18056	City of Chino	Matt	Install EV Charging Infrastructur	9/28/2023			FR Rec'd
ML18081	City of Beaumont	Leah	EV Charging Infrastructure	10/4/2023			WL 2-13-20; 9-18-20 Celina working on FR
MS14057	Los Angeles County MTA	Matt	Implement Various Signal Synch	10/6/2023			
ML18044	City of Malibu	Matt	Install EV Charging Infrastructur	10/7/2023			
MS16123	Orange County Transportati	Matt	Install La Habra Union Pacific Bi	11/6/2023			
ML18128	City of Aliso Viejo	Matt	Purchase Two Light-Duty ZEVs	11/29/2023			
ML18146	City of South Gate	Leah	Purchase Five Light-Duty ZEVs	11/30/2023			WL 2-20-20; 7-7 Working on extension
ML18144	City of Fontana Public Work	Matt	Install Twelve EVSEs	12/3/2023			Self Insured
ML18043	City of Yorba Linda	Matt	Install EV Charging Infrastructur	12/6/2023			Self-insured
ML18041	City of West Hollywood	Matt	Install EV Charging Infrastructur	12/7/2023			Self-insured
ML18080	City of Santa Monica	Leah	Install EV Charging Stations	12/9/2023	6/9/2025		Pub Outreach Plan Rec'd 6-26-19; WL 2-13-20; 9-18
ML18156	City of Covina	Matt	Purchase Four Light-Duty ZEVs	12/31/2023			Self Insured
ML16041	City of Moreno Valley	Leah	Install EV Charging Infrastructur	1/2/2024			
ML18147	City of Palm Springs	Leah	Install Eighteen EV Charging St	1/9/2024			
ML18141	City of Rolling Hills Estates	Matt	Purchase One Light-Duty ZEV a	1/13/2024			

Legend: WL - Warning Letter, DD - "Do or Die" Letter, FRL - Final Report Letter

Contract #	Company	Assigned	Project Description	End Date	Extension Req.	Suspense Date	Comments
ML18165	City of Baldwin Park	Leah	Expand CNG Station	1/30/2024			WL 9-20-19; 2-21-20
MS14079	Waste Resources, Inc.	Matt	New Limited Access CNG Statio	2/13/2024			
ML18098	City of Redondo Beach	Leah	Install Six EV Charging Stations	3/31/2024			
ML18020	City of Colton	Leah	Purchase One Medium-Duty an	4/2/2024			Emailed 7-16-19 will submit ext req after 8/19 when
ML16010	City of Fullerton	Leah	Expand Existing CNG Station, E	4/6/2024			
ML18101	City of Burbank	Matt	Install Twenty EV Charging Stati	4/30/2024			
ML18159	City of Rialto	Leah	Purchase Nine Light-Duty ZEVs	5/12/2024			1-28-20 working on invoice for vehicles
ML18136	City of Orange	Leah	Purchase Four Light-Duty ZEVs	8/11/2024			WL 8-21-19; 2-13-20
ML18096	City of Highland	Leah	Purchase Light-Duty ZEV and In	8/12/2024			WL 6-18-20
ML18169	City of Alhambra	Matt	Install EV Charging Infrastructur	8/13/2024			Self Insured
MS18029	Irvine Ranch Water District	Matt	Install New Limited Access CNG	10/7/2024			
ML16025	City of South Pasadena	Leah	Purchase H.D. Nat. Gas Vehicle	10/21/2024			2-21-20 working on progress reports and extension
ML18058	City of Perris	Matt	Purchase 1 Med. H.D. ZEV and	11/11/2024			Waiting for decline funds letter
ML18176	City of Coachella	Leah	Install EV Charging Stations	11/30/2024		9/2/2020	Emailed 9-20-19; Stations placed into service 2019,
ML18163	City of San Clemente	Matt	Purchase Four Light-Duty ZEVs	12/7/2024	12/7/2025		
ML18095	City of Gardena	Leah	Purchase Heavy-Duty Near-ZEV	12/8/2024			1-28-20 working on FR & invoice; WL 2-20-20
ML18094	City of Laguna Woods	Matt	Install Two EV Charging Station	12/11/2024			
ML18039	City of Redlands	Leah	Purchase 1 Medium/Heavy-Duty	1/27/2025			Pub Outreach Rec'd 8-23-18; 2-4-20 working on FR;
ML18092	City of South Pasadena	Leah	Procure Two Light-Duty ZEVs a	1/31/2025			WL 8-21-19; 2-12-20 project complete; 4-6-20 worki
ML18172	City of Huntington Park	Matt	Purchase One Heavy-Duty ZEV	2/28/2025			Self Insured
ML14069	City of Beaumont	Leah	Construct New CNG Infrastructu	3/2/2025	3/2/2026		Processing extension; WL 5-12-20
ML18030	City of Grand Terrace	Matt	Install EVSE	3/27/2025			
ML18087	City of Murrieta	Matt	Install Four EV Charging Station	3/28/2025			FR Rec'd 7/23/20
MS18110	Mountain View Unified Scho	Matt	Install New Limited-Access CNG	3/31/2025			FR Rec'd
ML18032	City of Arcadia	Matt	Purchase 1 Heavy-Duty Near-Z	4/30/2025			FR Rec'd 3/16/20 Asked for invoice 8/12/20
ML18171	City of El Monte	Matt	Purchase One Heavy-Duty ZEV	4/30/2025	4/30/2026		
ML14018	City of Los Angeles Dept of	Leah	Purchase 27 H.D. Nat. Gas Vehi	5/5/2025			
MS16120	Omnitrans	Matt	Repower 63 Existing Buses	5/6/2025			
ML16008	City of Pomona	Matt	Purchase 3 Medium-Duty and 1	5/19/2025			
MS18108	Capistrano Unified School	Matt	Expansion of Existing Infrastruct	5/30/2025			
ML12045	City of Baldwin Park DPW	Leah	Install New CNG Station	6/13/2025			5-29-20 Working on extension
ML18167	City of Beverly Hills	Leah	Purchase Two Heavy-Duty Near	6/28/2025			WL 9-20-19; 2-21-20
MS16115	City of Santa Monica	Leah	Repower 58 Transit Buses	7/13/2025			WL 2-25-20; 7-21-20
MS18118	City of Beverly Hills	Leah	Expansion of Existing CNG Infra	7/28/2025			WL 2-28-20
MS18175	Regents of the University of	Matt	Expansion of Existing Hydrogen	8/6/2025	8/6/2026		

Legend: WL - Warning Letter, DD - "Do or Die" Letter, FRL - Final Report Letter

Contract #	Company	Assigned	Project Description	End Date	Extension Req.	Suspense Date	Comments
MS18125	U.S. Venture	Leah	Install New Limited-Access CNG	8/8/2025			1-23-20 working on FR; 6-2 Rec'd new surety bond
ML16022	Los Angeles Department of	Leah	Purchase 12 H.D. Nat. Gas Vehi	9/4/2025			
ML12090	City of Palm Springs	Leah	EV Charging Infrastructure	9/8/2025			FR Rec'd 5-4-17; need to revise; 7-9-20 working on
ML18143	City of La Habra	Leah	Install Two EV Charging Station	9/17/2025	9/17/2027		6-30-20 Procesing scope change
MS18120	City of Redondo Beach	Leah	Install New Limited-Access CNG	9/30/2025			FR Rec'd 8-7-20
ML18161	City of Indio	Leah	Purchase 1 Light-Duty Zero Emi	10/2/2025			
ML18051	City of Rancho Cucamonga	Leah	Purchase 9 Light-Duty ZEVs, 2	10/31/2025			WL 8-6-19; 8-12-20
MS18117	City of San Bernardino	Matt	Expansion of Existing CNG Infra	11/6/2025			
ML18031	City of Diamond Bar	Matt	Install EVSE, Purchase up to 2-	11/6/2025	11/6/2026		
MS18112	Banning Unified School Dist	Leah	Install New CNG Infrastructure	11/28/2025			WL 2-28-20
ML18178	City of La Puente	Leah	Purchase One Heavy-Duty Near	11/30/2025			WL 4-1-20
ML14027	County of Los Angeles Dept	Leah	Construct New CNG Station in C	12/1/2025			
MS18115	City of Commerce	Matt	Expansion of Existing L/CNG Inf	12/6/2025			
ML16017	City of Long Beach	Leah	Purchase 50 Medium-Duty, 17 H	1/4/2026			
MS18106	R.F. Dickson Co., Inc.	Matt	Expansion of Existing Infrastruct	1/18/2026			Lauren D. is Dickson's consultant. Writing FR
MS16110	City of Riverside	Leah	Expansion of Existing CNG Stati	2/5/2026			Emailed 1-22-20
MS18066	El Dorado National	Matt	Install New Limited-Access CNG	2/5/2026			
MS18073	Los Angeles County MTA	Matt	Purchase 40 Zero-Emission Tra	2/9/2026			
ML18093	City of Monterey Park	Matt	Purchase Heavy-Duty Near-ZEV	2/28/2026			
MS18122	Universal Waste Systems, I	Leah	Install New Limited Access CNG I	3/31/2026			WL 2-28-20
ML18047	City of Whittier	Leah	Purchase 5 Heavy-Duty Near-Ze	4/7/2026			2 decals issued
ML18089	City of Glendora	Matt	Purchase a medium-duty ZEV	4/18/2026			
ML18064	City of Eastvale	Matt	Purchase 2 Light-Duty, One Me	4/28/2026			Not self-insured
ML18038	City of Anaheim	Leah	Purchase 5 Light-Duty ZEVs an	5/4/2026			
ML16040	City of Eastvale	Matt	Install EV Charging Infrastructur	7/5/2026			
ML18046	City of Santa Ana	Leah	Purchase 6 Light-Duty ZEVs, 9	7/8/2026			WL 8-1-19; WL 2-7-13
ML18162	City of Costa Mesa	Leah	Purchase Four Light-Duty ZEVs	7/9/2026			
ML18174	City of Bell	Leah	Purchase One Heavy-Duty ZEV	7/21/2026			WL 2-21-20
ML18059	City of Glendale Water & P	Matt	Install Electric Vehicle Charging	7/31/2026			
ML18060	County of Los Angeles Inter	Leah	Purchase 29 Light-Duty Zero E	8/4/2026			Emailed 8-6-19; Left VM for Laura 9-3-19
MS18027	City of Gardena	Leah	Install New Limited Access CNG	9/1/2026			
MS18116	Los Angeles County Depart	Leah	Install New Limited-Access CNG	11/14/2026			
MS18114	Los Angeles County Depart	Leah	Install New Limited-Access CNG	11/14/2026			
ML18072	City of Anaheim	Leah	Purchase 9 Light-Duty ZEVs & 2	11/17/2026			FR Rec'd 8-28-20
ML18055	City of Long Beach Fleet Se	Leah	Install EV Charging Stations	11/28/2026			

Legend: WL - Warning Letter, DD - "Do or Die" Letter, FRL - Final Report Letter

Contract #	Company	Assigned	Project Description	End Date	Extension Req.	Suspense Date	Comments
MS16121	Long Beach Transit	Leah	Repower 39 and Purchase 1 Ne	11/30/2026			Pub Outreach Plan Rec'd 6-27-19; WL 2-25-20
ML18177	City of San Bernardino	Matt	Purchase Medium- and Heavy-D	12/6/2026			
ML18063	City of Riverside	Leah	Expand Existing CNG Station	1/6/2027			WL 9-20-19; 2-7-20
MS18124	County Sanitation Districts	Matt	Install New Limited-Access CNG	2/28/2027			ORP subm 7/29/20
ML18145	City of Los Angeles Dept of	Leah	Provide One Hundred Rebates t	4/9/2027			
ML18157	City of Los Angeles Bureau	Leah	Purchase One Medium-Duty ZE	5/20/2027			9-16-20 Madeline Smith working on FR
ML18068	City of Mission Viejo	Leah	Purchase 2 Light-Duty ZEVs, In	6/30/2027			
ML18069	City of Torrance	Leah	Purchase 4 Heavy-Duty Near-Ze	7/31/2027			
ML18134	City of Los Angeles Dept of	Leah	Purchase Five Medium-Duty ZE	5/2/2028			WL 2-20-20; 9-4-20
ML18050	City of Irvine	Leah	Purchase 1 Medium/Heavy-Duty	8/6/2028			
ML18170	City of Laguna Niguel	Matt	Purchase Two Light-Duty ZEVs	8/9/2028			
ML18082	City of Los Angeles Bureau	Leah	Purchase Medium-Duty Vehicle	8/29/2028			
ML18078	County of Riverside	Leah	Purchase 17 Heavy-Duty Vehicl	10/4/2028			
ML18140	City of Bell Gardens	Matt	Purchase Two Heavy-Duty Near	12/13/2028			CJPIA Insured
ML18151	County of San Bernardino D	Matt	Purchase Eight Heavy-Duty Nea	10/24/2029			Self Insured
ML18135	City of Azusa	Matt	Purchase Three Light-Duty ZEV	12/5/2029			

Open Contracts: 187

Legend: WL - Warning Letter, DD - "Do or Die" Letter, FRL - Final Report Letter

2010-11 Subvention Fund Match Program Progress Reports

Cont#	Contractor	Start Date	Original	Amended	Reporting	Jan '20	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
			End Date	End Date										
Open Contracts														
ML11029	City of Santa Ana	09/07/12	03/06/20	03/06/23	Quarterly		WL						WL	
Total 1														

2011-12 Subvention Fund Match Program Progress Reports

Cont#	Contractor	Start Date	Original	Amended	Reporting	Jan '20	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
			End Date	End Date										
Open Contracts														
ML12014	City of Santa Ana	11/08/13	08/07/20	08/07/21	Quarterly			03/18/20					WL	
ML12043	City of Hemet	06/24/13	09/23/19	11/23/21	Quarterly	WL	02/19/20			WL			WL	
ML12045	City of Baldwin Park DPW	02/14/14	12/13/20	06/13/25	Quarterly		02/25/20				06/12/20			
ML12057	City of Coachella	08/28/13	08/27/19	01/27/22	Quarterly	01/22/20			WL					
ML12090	City of Palm Springs	10/09/15	10/08/21	09/08/25	Quarterly							07/09/20		
ML12091	City of Bellflower	10/05/18	10/04/19	12/30/20	Quarterly				WL	05/19/20				
Total 6														

2012-14 Subvention Fund Match Program Progress Reports

Cont#	Contractor	Start Date	Original End Date	Amended End Date	Reporting	Jan'20	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Open Contracts														
ML14012	City of Santa Ana	06/13/15	10/12/21		Quarterly		WL						WL	
ML14018	City of LA, General Services Dept	03/06/15	09/15/21	05/05/25	Quarterly		02/11/20							
ML14021	Riverside County Regional Park	07/24/14	12/23/16	09/30/20	Quarterly							07/23/20		
ML14023	County of LA Dept of Public Works	10/02/15	09/01/17	03/01/21	Quarterly						WL	07/21/20		
ML14024	County of LA Dept of Public Works	10/02/15	09/01/17	09/01/21	Quarterly						WL	07/21/20		
ML14027	County of LA Dept of Public Works	10/02/15	05/01/23	12/01/25	Quarterly									
ML14030	County of LA Internal Services Dept	01/09/15	03/08/18	01/08/21	Quarterly				04/08/20					
ML14069	City of Beaumont	03/03/17	03/02/25		Quarterly									
ML14072	City of Cathedral City	08/13/14	01/12/21	07/12/22	Quarterly						06/16/20			
ML14097	County of LA Internal Services Dept	09/06/19	09/05/20	09/05/21	Quarterly	WL				WL	06/09/20			
Total 10														

2012-14 AB2766 Contract Progres

Cont#	Contractor	Start Date	Original	Amended	Reporting	Jan '20	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
			End Date	End Date										
Open Contracts														
MS14037	Penske Truck Leasing Co., L.P.	04/07/17	06/06/20		Quarterly			WL		FR Rec'd				
MS14057	Los Angeles County MTA	11/07/14	10/06/19	10/06/20	Quarterly									
MS14059	Riverside County Transportation Commission	09/05/14	03/04/18	04/04/20	Quarterly	WL								
MS14072	San Bernardino Associated Governments	03/27/15	03/26/18	03/26/22	Quarterly									
MS14079	Waste Resources, Inc.	09/14/16	08/13/22	02/13/24	Quarterly	WL								
MS14083	Hacienda La Puente Unified School District (rbv)	07/10/15	03/09/22		Quarterly	WL	WL						WL	
Total: 6														

MS16121	Long Beach Transit	11/03/17	04/02/24	11/30/26	Quarterly			04/30/20			07/30/20		
MS16123	Orange County Transportation Authority	12/07/18	11/06/23		Quarterly			04/21/20			07/13/20		
MS16124	Riverside County Transportation Commission	12/14/18	12/14/19	05/14/20	Quarterly			06/12/20					FR Rec'd
MS16125	San Bernardino County Transportation Authority	09/20/19	11/19/20		Quarterly	02/10/20			04/21/20			07/08/20	

2016-18 AB2766 Contract Progress Reports

Cont#	Contractor	Start Date	Original End Date	Amended End Date	Reporting	Jan '20	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Open Contracts														
ML18020	City of Colton	05/03/18	04/02/24		Quarterly			04/16/20						
ML18022	City of Desert Hot Springs	05/03/18	01/02/20	01/02/21	Quarterly									
ML18030	City of Grand Terrace	06/28/18	03/27/22		Quarterly									
ML18031	City of Diamond Bar	09/07/18	11/06/25		Quarterly					05/28/20			08/10/20	
ML18032	City of Arcadia	02/01/19	04/30/25		Quarterly	01/28/20		FR Rec'd						
ML18034	City of Calabasas	06/08/18	03/07/22		Quarterly			04/30/20						
ML18036	City of Indian Wells	08/08/18	05/07/23		Quarterly									
ML18038	City of Anaheim	10/05/18	05/04/25	05/04/26	Quarterly	02/05/20			05/01/20			08/04/20		
ML18039	City of Redlands	06/28/18	07/27/24	01/27/25	Quarterly									WL
ML18041	City of West Hollywood	08/08/18	12/07/23		Quarterly									
ML18043	City of Yorba Linda	09/07/18	12/06/23		Quarterly					06/23/20				
ML18044	City of Malibu	08/08/18	10/07/22	10/07/23	Quarterly		WL							
ML18046	City of Santa Ana	11/09/18	07/08/26		Quarterly		WL							
ML18047	City of Whittier	08/08/18	04/07/26		Quarterly		03/19/20			07/16/20			09/04/20	
ML18050	City of Irvine	09/07/18	08/06/23		Quarterly		07/07/20			07/07/20				
ML18051	City of Rancho Cucamonga	03/01/19	10/31/25		Quarterly								08/12/20	
ML18053	City of Paramount	09/07/18	03/06/23		Quarterly		02/10/20							
ML18055	City of Long Beach	11/29/18	11/28/26		Quarterly	01/09/20							08/11/20	
ML18056	City of Chino	03/29/19	09/28/23		Quarterly				04/29/20					
ML18057	City of Carson	10/05/18	07/04/23		Quarterly		02/12/20							
ML18058	City of Perris	10/12/18	11/11/24		Quarterly		WL							
ML18059	City of Glendale	02/01/19	07/31/26		Quarterly		WL							
ML18060	County of Los Angeles Internal Services Dept	10/05/18	08/04/26		Quarterly	Rec'd								
ML18063	City of Riverside	06/07/19	01/06/27		Quarterly	02/19/20			04/16/20			07/16/20		
ML18064	City of Eastvale	11/29/18	04/28/26		Quarterly		WL							
ML18067	City of Pico Rivera	09/07/18	11/06/22		Quarterly	02/04/20								
ML18068	City of MissionViejo	07/31/19	06/30/27		Quarterly	01/24/20								
ML18069	City of Torrance	03/01/19	07/31/27		Quarterly	02/07/20			04/14/20			07/14/20		
ML18072	City of Anaheim	12/18/18	11/17/26		Quarterly			04/09/20					FR Rec'd	
ML18078	County of Riverside	10/05/18	10/04/28		Quarterly	06/16/20				07/01/20				
ML18080	City of Santa Monica	01/10/19	12/09/23		Quarterly		02/18/20		04/07/20					09/17/20
ML18081	City of Beaumont	10/05/18	10/04/22	10/04/23	Quarterly		02/13/20							

ML18082	City of Los Angeles	08/30/19	08/29/28		Quarterly			03/26/20			06/26/20		
ML18083	City of San Fernando	11/02/18	11/01/22		Quarterly		WL						
ML18084	City of South El Monte	10/18/19	09/17/23		Quarterly								
ML18087	City of Murrietta	03/29/19	03/28/25		Quarterly						FR Rec'd		
ML18088	City of Big Bear Lake	11/29/18	08/28/20	08/28/21	Quarterly				05/14/20				
ML18089	City of Glendora	07/18/19	04/18/25		Quarterly	WL							
ML18090	City of Santa Clarita	05/09/19	02/08/23		Quarterly	02/25/20							
ML18091	City of Temecula	01/19/19	07/18/23		Quarterly	WL							
ML18092	City of South Pasadena	02/01/19	01/31/25		Quarterly	Project complete							
ML18093	City of Monterey Park	02/01/19	02/28/26		Quarterly								
ML18094	City of Laguna Woods	07/12/19	12/11/24		Quarterly								
ML18095	City of Gardena	11/09/18	12/08/24		Quarterly	01/28/20	WL						
ML18096	City of Highland	12/13/19	08/12/24		Quarterly				06/18/20				
ML18097	City of Temple City	11/29/18	07/28/22		Quarterly								
ML18098	City of Redondo Beach	02/01/19	05/01/23	03/31/24	Quarterly								
ML18099	City of Laguna Hills	03/01/19	05/31/23		Quarterly		WL						
ML18101	City of Burbank	02/01/19	04/30/24		Quarterly								09/16/20
ML18126	City of Lomita	12/07/18	01/06/20		Quarterly								
ML18128	City of Aliso Viejo	08/30/19	11/29/23		Quarterly		02/04/20						
ML18129	City of Yucaipa	12/14/18	03/31/23		Quarterly		WL						
ML18130	City of Lake Forrest	03/01/19	09/20/22		Quarterly	WL							
ML18132	City of Montclair	04/05/19	09/04/23		Quarterly								
ML18133	City of Rancho Mirage	12/07/18	11/06/20		Quarterly								
ML18134	City of Los Angeles	05/03/19	05/02/28		Quarterly		02/26/20						WL
ML18135	City of Azusa	12/06/19	12/05/29		Quarterly								
ML18136	City of Orange	04/12/19	08/11/24		Quarterly		WL				06/09/20		
ML18137	City of Wildomar	03/01/19	05/31/21		Quarterly	01/09/20			04/01/20				
ML18138	City of La Canada Flintridge	02/08/19	05/07/23		Quarterly	01/31/20		03/04/20		FR Rec'd			
ML18139	City of Calimesa	08/30/19	07/29/20	11/29/21	Quarterly			03/30/20					
ML18140	City of Bell Gardens	12/14/18	12/13/28		Quarterly								
ML18141	City of Rolling Hills Estates	02/14/20	01/13/24		Quarterly								
ML18142	City of La Quinta	04/24/19	02/23/23	08/23/23	Quarterly		02/20/20						
ML18143	City of La Habra	10/18/19	09/17/25		Quarterly		02/18/20			05/15/20		08/18/20	
ML18144	City of Fontana	10/04/19	12/03/23		Quarterly								
ML18145	City of Los Angeles	01/10/20	04/09/27		Quarterly								
ML18146	City of South Gate	03/01/19	11/30/23		Quarterly		02/26/20						
ML18147	City of Palm Springs	01/10/19	01/09/24		Quarterly	02/05/20			05/05/20				
ML18151	County of San Bernardino Department of Public	08/25/20	10/24/29		Quarterly								
ML18152	County of San Bernardino Flood Control District	08/11/20	10/10/29		Quarterly								
ML18154	City of Hemet	11/22/19	09/01/23		Quarterly		WL	05/28/20			09/01/20		

MS18118	City of Beverly Hills	03/29/19	07/28/25		Quarterly		WL							
MS18120	City of Redondo Beach	02/01/19	10/31/25		Quarterly		WL						FR Rec'd	
MS18122	Universal Waste Systems Inc.	02/01/19	03/31/25	03/31/26	Quarterly		WL	03/03/20						
MS18124	County Sanitation Districts of LA County	07/31/19	02/28/27		Quarterly	02/21/20			06/02/20			07/29/20	09/03/20	
MS18125	US Gain	05/09/19	08/08/25		Quarterly	Wkg on FR								
MS18175	Regents of the University of California	06/07/19	12/06/26		Quarterly	06/18/20			06/18/20			07/10/20		

Total: 118

AGENDA ITEM #3

AB 2766 Discretionary Fund Financial Report

**AB 2766 Discretionary Fund
Financial Report - August 2020**

Available Funding as of August 31, 2020 (a)		\$	55,635,497
Less Awards by Work Program: (b)			
FY 2014-16	\$		(342,970)
FY 2016-18			(1,149,391)
FY 2018-21			(2,576,604)
Total Awards by Work Program:			(4,068,965)
Less Balance of FY 2016-18 & FY 2018-21 Work Programs (funding not yet awarded)			(24,235,258)
Sub-total - Surplus/(Deficit)		\$	27,331,275
Estimated Revenue (d)			16,200,000
Estimated Available for the FY 2018-2021 Work Program (e)		\$	<u>43,531,275</u>

Notes:

- (a) Cash less: open commitments on executed contracts, balance on administrative budget and \$500,000 reserve.
- (b) Information provided by MSRC contracts staff. (Awards = Board approved contracts pending execution)
- (c) FY 2016-18 & FY 2018-21 Work Program Summary:

FY 2016-18 Work Program	Total	Executed Contracts	Awarded	Balance
Major Event Center Transportation Program - (PA2015-13)	\$ 938,400	\$ 938,400	\$ -	\$ -
SCAG-Regional Active Transportation Program	2,500,000	2,500,000	-	-
MSRC Web-Site Development	58,753	58,753	-	-
Programmatic Outreach Coordinator	136,619	136,619		-
Major Event Center Transportation Program - (PA2017-05)	4,167,840	3,912,829	255,011	-
Natural Gas Infrastructure Program	2,945,000	2,945,000	-	-
Local Government Partnership	15,336,355	14,441,975	894,380	-
Technical Advisor - Work Program Portion	262,500	262,500	-	-
Hydrogen Infrastructure Projects	3,000,000	1,000,000	-	2,000,000
EV Charging Infrastructure Investments	254,795	254,795	-	-
SCAG-Future Communities Partnership Program	2,000,000	2,000,000	-	-
CTC Partnership Program	8,000,000	8,000,000	-	-
FY 2016-18 Totals	\$ 39,600,262	\$ 36,450,871	\$ 1,149,391	\$ 2,000,000

FY 2018-21 Work Program	Total	Executed Contracts	Awarded	Balance
Major Event Center Transportation Program	\$ 6,587,642	\$ 1,148,742	\$ 2,203,642	3,235,258
MSRC Website Hosting & Maintenance	6,000	6,000	-	-
Natural Gas Infrastructure Program	1,083,180	1,012,772	70,408	-
Programmatic Outreach Coordinator (MS16030 modification)	15,000	-	15,000	-
Programmatic Outreach Coordinator	265,079	250,000	15,079	-
Technical Advisor - Work Program Portion	272,475		272,475	-
Market Acceleration Program	4,000,000			4,000,000
VIP Plus Up Incentive Program	5,000,000			5,000,000
SCAG Last Mile Component of the MSRC Regional Goods Movement Program	10,000,000			10,000,000
FY 2018-21 Totals	\$ 27,229,376	\$ 2,417,514	\$ 2,576,604	\$ 22,235,258

- (d) Estimated Revenue is the FY2019-20 and FY 2020-21 full year estimates less revenue received. Any change to Health & Safety Code 44243 could affect future revenue. The potential economic impact of COVID-19 could change revenue projections.
- (e) Estimated Available for the FY 2018-2021 Work Program does not include the targeted funding level of \$20M for the Inland Ports Zero/Near-Zero Warehouse and Distribution Facilities PON.

AGENDA ITEM #4

Contract Modification request by
Los Angeles County Metropolitan Transportation Commission (Metro)

MSRC-TAC Agenda Item No. 4

DATE: October 1, 2020

FROM: Cynthia Ravenstein, MSRC Contracts Administrator

SUBJECT: Four-Month Term Extension by Los Angeles Metropolitan Transportation Authority (Metro), Contract #MS16090

SYNOPSIS: Greater than anticipated coordination and design requirements with Union Pacific Railroad and the County of Los Angeles have delayed project progress. Metro requests a four-month term extension as part of the FYs 2014-16 Transportation Control Measure Partnership Program.

FINANCIAL IMPACT: None

RECOMMENDATIONS: None

ATTACHMENTS: Contractor's letter requesting modification

DISCUSSION:

Contractor: Los Angeles County Metropolitan Transportation Authority

Project Title: Expansion of the Willowbrook/Rosa Parks Transit Station

MSRC Funding: \$2,500,000

Project Term: October 27, 2016 to October 26, 2020

Current Request: Four-month term extension

Previous Requests: Six-month term extension

Project Description: Metro was awarded \$2,500,000 under the MSRC's FYs 2014-16 Transportation Control Measure Partnership Program towards the expansion of the Willowbrook/Rosa Parks Transit Station. Construction of the Civic Plaza, new Metro buildings, A Line platform improvements, new pedestrian crossing and new mezzanine are substantially complete. The reconfiguration of the existing Park & Ride lot, construction of a new passenger pick-up/drop-off area, and upgrades to the existing bus depots are not yet complete. Nothing has been paid to date on this contract.

Previous Request: Metro indicated that reductions in Union Pacific Railroad (UPRR) staffing had delayed progress on the project. Additionally, security concerns dictated that certain

project elements be constructed sequentially, rather than concurrently as originally planned. Metro requested a six-month term extension. This request was processed administratively.

Contract Request: Metro indicates that the earlier delays necessitated the installation of a temporary station entrance to allow for A Line operation to open to the public in November 2019, as well as additional safety measures at the A Line South entrance. This has entailed unforeseen additional coordination with UPRR staff and additional design work. There is also unanticipated scope, time and cost to remove the temporary measures.

Additionally, in the course of final coordination with Caltrans and Los Angeles County Public Works, there was an unexpected change in the requirements related to stormwater release, increasing the required coordination, design, costs and time for this element of the project. Metro requests a four-month contract term extension to complete the work.



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

September 22, 2020

Cynthia Ravenstein
Contracts Administrator
MSRC
21865 Copley Drive
Diamond Bar, CA 91765

RE: MSRC Contract No. MS16090 – Request for Extension

Cynthia,

The purpose of this letter is to request MSRC Staff's concurrence with a four (4)-month extension to the contract period ending October 26, 2020, for the Willowbrook/Rosa Parks Station Improvement Project (Project). The majority of the work on the Project has been completed and construction is currently at 76%, highlighted by the opening of the new extended A line platform featuring a new canopy, digital screens, signage, security cameras, and LED lights. In October 2020, the new Customer Center & Security Building and Mobility Hub will be ready for occupancy and open to the public subject to COVID-19 restrictions.

Recent unanticipated conditions have resulted in delays to the Project; however, Metro is committed to completing the Project by February 2021. To provide context for the delays, it is important to first understand the phasing of the Project. Due to the various third-party agencies with jurisdiction on various areas of the Project and to ensure delays did not affect work starting or jeopardize the grant funds, the overall project was divided into three main phases and design packages:

- **Package A&C** – Consists of the Civic Plaza, new Metro buildings, A Line platform improvements and new pedestrian crossing and new mezzanine, respectively. The construction of these packages are substantially complete.
- **Package B** – Includes the reconfiguration of the existing Park & Ride lot, a new passenger pick-up/drop-off area and upgrades to the existing bus depots with new canopy shelters and lighting.

With this understanding, the following is a summary of the delays to the Project:

Union Pacific Railroad Coordination

As indicated in the first request for extension, the project team engaged Union Pacific Railroad (UPRR) in 2016 to coordinate their portion of the work for the new at-grade pedestrian crossing. Throughout the design development, consistent correspondence with UPRR was maintained, including approval of the UPRR crossing design. However, UPRR went through a significant reduction in staff. Unfamiliar with the project history, the new UPRR team advised Metro that their work would require a complete restart, pushing the schedule well past the public opening date of the station. Despite efforts to expedite, the start of UPRR work was not completed until August 2020.

To account for this delay, a temporary station entrance was required at the existing Northern Grade Crossing to allow for A Line operation to open to the public in November 2019. This unplanned entrance required additional design work, procurement of temporary ramp and stairs installation of temporary rail safety systems, fare collection equipment, and temporary security measures. In addition, the A Line South Entrance required additional safety measures – fencing, temporary signage, addition of egress gates – to

convert the original design into a safe and compliant egress for the A Line Platform.

As a result, while Package B did not originally consist of any scope that involved the A Line, the delay and aforementioned adjustments to both crossings will now add unanticipated scope, time and cost to Package B work to remove all of the temporary measures.

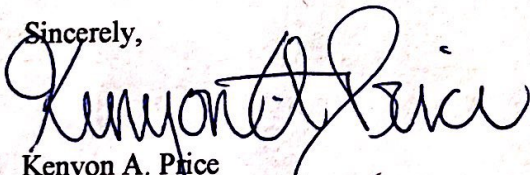
Additional third-party coordination

During the course of final coordination with Caltrans and the Los Angeles County Department of Public Works (County), the County is enforcing stricter requirements on the amount of stormwater allowed to be released into the main storm system. Thus, the County is restricting the amount of stormwater allowed to be released to the main system to less than 20% of what was released with the previous parking lot. Although it is projected that there will be no change to the amount of stormwater released than the previous configuration, the Project is still required to meet this requirement.

After extensive analysis, it was determined that the Project could not meet this reduced amount without a major re-design including adding a new Gross Solid Removal Device (GSRD), cistern, storm drain line, and connection to the County storm drain. The proposed cistern will be located in the County area and the GSRD will be located in the Caltrans right-of-way. Ultimately, this requirement will require additional design work and procurement of a new retention tank, resulting in unanticipated costs and substantial time to the Project.

Despite the conditions noted above, the project team is proud to announce the Grand Opening of Package A&C in November, and we're confident that construction of Package B will be completed by February 2021. Based on the summary above, Metro respectfully requests your concurrence with the proposed extension. Please do not hesitate to contact me should you have any questions or need additional information.

Sincerely,



Kenyon A. Price
Sr. Manager, Transportation Planning

cc. Paul Whang
Kathy Banh

AGENDA ITEM #5

Contract Modification request by City of Santa Monica

MSRC-TAC Agenda Item No. 5

DATE: October 1, 2020

FROM: Cynthia Ravenstein, MSRC Contracts Administrator

SUBJECT: Substitution of 40 Public Access Charging Ports for 32 Public Access Charging stations, Substitution of 10 Limited Access Charging Ports for 7 Limited Access Stations, Location Changes, Reallocation of Costs Between Tasks, and 19-Month Term Extension by City of Santa Monica, Contract #ML18080

SYNOPSIS: In order to better serve the needs of their residents and staff, the City requests to change some locations and use multi-port charging stations in some cases, substituting the installation of 40 total public access Level II charging ports for the installation of 32 Level II charging stations and substituting the installation of 10 limited access charging ports for 7 limited access stations. The City further requests to reallocate \$944 which was originally budgeted for limited access stations to the public access charging ports. Lastly, due to unforeseen project delays associated with budget and staff cuts and shifted City priorities due to COVID-19, the City requests a 19-month term extension, as part of the FYs 2016-18 Local Government Partnership Program.

FINANCIAL IMPACT: The requested cost reallocation would not impact the overall project award.

RECOMMENDATIONS: None

ATTACHMENTS: Contractor's letter requesting modification

DISCUSSION:

Contractor: **City of Santa Monica**
Project Title: Install EV Charging Stations
MSRC Funding: \$121,500
Project Term: January 10, 2019 to December 9, 2023

Current Request: Substitute 40 public ports for 32 public stations, substitute 10 limited access ports for 7 limited access stations, change locations, reallocate funds, and 19-month term extension

Previous Requests: None

Project Description: The MSRC awarded the City \$121,500 to install EV charging stations. Of this amount, \$106,077 was for the installation of 32 publicly accessible Level II charging stations, and \$15,423 was for the installation of 7 limited access Level II charging stations. One single-port public access station and five dual-port limited access stations have been completed and \$14,748.62 has been paid to date on this contract.

Contract Request: In order to better serve the needs of their residents and staff, the City requests to change some locations and use multi-port charging stations in some cases, substituting the installation of 40 total public access Level II charging ports for the installation of 32 Level II charging stations. Following the submission of the City's request, MSRC staff clarified with City representatives that they were also requesting to substitute the installation of 10 limited access charging ports for 7 limited access stations. These modifications would result in a greater number of charging ports overall, exceeding expectations for both public and limited access, for the same MSRC investment.

The City further requests to reallocate \$944 which was originally budgeted for limited access stations to the public access charging ports. The City was able to complete the limited access installations at a lower cost than anticipated, and seeks to direct the savings towards installing a larger number of public access ports than currently required.

Lastly, due to unforeseen project delays associated with budget and staff cuts and shifted City priorities due to COVID-19, the City requests a 19-month term extension.



Office of Sustainability and the Environment
1685 Main Street, City Hall East
Santa Monica, CA 90401
tel: (310) 458-2213
www.sustainablesm.org

September 18, 2020

Attn: Cynthia Ravenstein
Contracts Administrator
MSRC
21865 Copley Drive
Diamond Bar, CA 91765

Subject: Modification to MSRC Contract No. ML18080 – City of Santa Monica

To Whom it May Concern:

Due to unforeseen project delays and changes (including budget and staff cuts, and shifted City priorities due to COVID-19), the City of Santa Monica would like to request the following modifications to Contract No. ML18080 as part of the MSRC Clean Transportation Program:

- Substitute the installation of 39 public access ports for 32 public access stations;
- Reallocate unused balance of \$944 from limited access stations to public access stations;
- Extend the contract term by 19 months (stations operational by June 2022); and
- Update the location list with the following sites (all have 24-hour access):

Priority Sites	Address	Total Ports
Gandara Park	1819 Stewart St	3
Los Amigos Park	500 Hollister Ave	2
Lot 9	2725 Neilson Way	4
Reed Park	1133 7th Ave	2
Joslyn Park	633 Kensington Rd	4
Marine Park	1406 Marine St	4
620 Idaho	620 Idaho Ave	2
Lot 26	150 Strand St	2
Montana Library	1704 Montana Ave	1
Fairview Library	2101 Ocean Park Blvd	1
431- 525 Wilshire	431 and 525 Wilshire Blvd	4
Lot 27	1320 5th St	4
Lot 30	1657 Ocean Ave	2
1518 Idaho (Wilmont)	1518 Idaho	2

1050 California (Wilmont)	1050 California	2
Total		39

Thank you for supporting transportation electrification in Santa Monica.

Sincerely,

Ariana Vito

Ariana Vito, Sustainability Analyst

City of Santa Monica | Office of Sustainability & the Environment

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Santa Monica, CA 90401

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AGENDA ITEM #6

Consider RFP for Zero and Near-Zero Trucking/Cargo Handling Equipment to the Warehouse, Distribution and Intermodal Facilities in Riverside & San Bernardino Counties



Request for Proposals

For

Zero & Near-Zero Emission Trucking to Warehouse, Distribution, & Intermodal Facilities in Riverside & San Bernardino Counties

**Financial Assistance to Transition to Zero & Near-Zero
Emission Goods Movement Operations**

P2021-00

November 6, 2020

SECTION 1: INTRODUCTION

The ability to move goods efficiently across the South Coast basin is crucial to the economic vitality of Southern California. In Los Angeles County alone, goods movement dependent industries generate one third of the county's economy and support one third of all employment. Our region is also home to the largest container port complex in the United States. Forty percent (40%) of all containerized goods imported into the United States enter through the Ports of Long Beach and Los Angeles, known as the San Pedro Bay Ports.

However, the movement of goods does not stop at the maritime ports. Approximately 70% of the containerized cargo that moves through the San Pedro Bay Ports travels by heavy-duty diesel trucks through the South Coast basin, where 40% of it ends up at a vast network of warehouses, distribution centers, and logistics facilities located in Riverside and San Bernardino counties.

Each warehouse and logistics facility is – in and of itself – a small scale port. There are over 400 of these facilities currently within Riverside and San Bernardino counties (Inland Empire). Goods are delivered, trans-loaded, and depart each facility primarily by heavy-duty diesel trucks. While individually smaller in scale, when viewed collectively the hundreds of warehouses, distribution centers, and logistics facilities in the Inland Empire generate air pollutant emissions that endanger the health of the communities they are located in and adversely impact the entire South Coast region.

SECTION 2: PURPOSE OF THIS REQUEST FOR PROPOSALS

To reduce air pollutant emissions generated by heavy-duty diesel trucks that transport goods to the "Inland Ports", the MSRC Clean Transportation Funding™ Program is seeking to partner with trucking fleet owners to begin their transition to zero or near-zero emission goods movement.

Specifically, this Request for Proposals (RFP) seeks proposals from qualified businesses who frequently transport containerized or bulk goods to warehouses, distribution centers, logistics facilities, or intermodal freight transportation hubs located in Riverside or San Bernardino counties. MSRC Clean Transportation Funding™ is available to partially offset the cost of acquiring zero or near-zero emission heavy-duty trucks and associated refueling infrastructure and/or electric vehicle supply equipment (EVSE), as applicable.

A total of \$14 million in MSRC funding is available under this RFP. The following Sections outline the eligibility requirements, conditions, and other relevant information to assist fleets in developing a proposal.

SECTION 3: PROGRAM ELIGIBILITY REQUIREMENTS

3.1 Eligible Respondents to this RFP – the MSRC is seeking proposals from entities who, as a part of their business enterprise, frequently transport goods to warehouse and distribution facilities located in the Inland Empire using heavy-duty Class 7 or 8 trucks.

Eligible entities include licensed motor carriers, third party logistics companies, freight forwarding companies, truck leasing companies, and private businesses who own or lease trucks to transport goods to freight facilities located in San Bernardino and Riverside counties.

3.2 Minimum Operation within the South Coast AQMD Jurisdiction & Inland Empire – heavy-duty trucks that will be used in conjunction with a project submitted under this RFP must, at a minimum:

- Accrue at least 85 percent of their annual mileage within the geographical boundaries of the South Coast Air Quality Management District; and
- Demonstrate that at least 70 percent of annual trips include destinations within Riverside and/or San Bernardino County.

3.3 Eligible Project Elements – This RFP seeks proposals for the acquisition of heavy-duty zero or near-zero emission trucks and supporting infrastructure primarily used to transport goods within the South Coast AQMD region with destinations in the Inland Empire. The following are project elements eligible to receive MSRC Clean Transportation Funding™:

- **Acquisition of Zero-Emission or Near-Zero Emission (Z/NZE) Heavy-Duty On-Road Trucks**
 - Purchase or lease and deploy into revenue service new on-road heavy-duty Class 7 or Class 8 trucks (gross vehicle weight rating greater than 26,000 pounds) that are zero-emission (e.g., battery or fuel cell) or equipped with a “near-zero” emission natural gas engine¹. Under this RFP, “zero emission” is defined as having no tailpipe emissions and includes battery electric and hydrogen fuel cell technologies. “Near-zero” includes engines certified to the CARB Optional Low-NO_x standard of 0.02 grams per brake horsepower-hour or cleaner.

¹ “Near-Zero” engines compatible with Class 7 and Class 8 heavy-duty trucks currently include natural gas engines certified by the California Air Resources Board at the Optional Low-NO_x Certification Standard of 0.02 g/bhp-hr.

- **Electrification to Support Zero Emission Trucks**
 - Design and install Electric Vehicle Support Equipment (EVSE, i.e., chargers) to allow onsite recharging of battery electric on-road trucks. For the purpose of this RFP, “EVSE” includes vehicle chargers, solar canopies, charge management system hardware, and energy storage system hardware.
- **Development of Onsite Renewable Natural Gas Refueling Infrastructure**
 - Design and install natural gas refueling infrastructure to allow onsite fueling of near-zero emission natural gas on-road heavy-duty trucks.
- **Development of Onsite Hydrogen Refueling infrastructure**
 - Design and install hydrogen refueling infrastructure to allow fueling of hydrogen fuel cell heavy-duty on-road trucks.

IMPORTANT! Transportation companies seeking MSRC funding to buy down the capital cost of leased vehicles must partner with the truck leasing company and submit a joint proposal. Any Contract resulting from an MSRC funding award will require the Truck Leasing Company to act as the prime contractor and contract signatory.

IMPORTANT! A proposal may request funding for Infrastructure-Only, either EVSE, renewable natural gas refueling equipment, or hydrogen refueling equipment. However, the proposer must demonstrate that qualifying on-road vehicles intended to utilize the MSRC-funded infrastructure have or are in the process of being acquired. Documentation will be required to confirm vehicle acquisition has been initiated prior to execution by the MSRC of an Infrastructure-Only funding award.

SECTION 4: FUNDING AVAILABILITY

The total amount of MSRC Clean Transportation Funding™ allocated for this Program is \$14M². Funding will be awarded on a competitive basis in accordance with the proposal evaluation and scoring procedures outlined in Section 9 of this RFP.

² MSRC Clean Transportation Funding™ is derived from motor vehicle registration fees collected by the California Department of Motor Vehicles (DMV) in accordance with the California Health and Safety Code. The availability of MSRC Clean Transportation Funding™ is contingent upon the timely receipt of funds from the DMV. Neither the MSRC nor South Coast AQMD can guarantee the collection or remittance of registration fees by the DMV.

The MSRC reserves the right to increase the amount of total funding available. Additionally, if total funding requests are less than the amount currently allocated, or if proposals are deemed non-meritorious, the MSRC reserves the right to reduce the total funding available and reallocate funds to other Work Program categories.

4.1 Maximum Funding Award – The maximum funding award to any entity under this RFP shall not exceed 50% of the total available funding, or a current maximum award amount of \$6.5M. This maximum funding restriction can be waived by the MSRC in the event the MSRC does not receive meritorious proposals from other bidders or if the MSRC allocates additional funds to the program.

4.2 Funding Restrictions – The following funding restrictions have been imposed by the MSRC:

- MSRC funds must be applied towards the capital purchase/lease and installation costs of qualifying zero-near-zero heavy-duty vehicles and infrastructure.
- MSRC funds cannot be used to purchase real property, fuel, including electricity, or used to offset vehicle operations or maintenance costs.
- MSRC funds cannot be used to offset recurring fees associated with the operation and maintenance of EVSE charge management systems.

4.3 Earliest Date for an MSRC-Funded Project to Commence – The release date of this RFP, November 6, 2020, is the earliest date work on a project can commence and be potentially eligible for MSRC funding. Any expenditures made in anticipation of an award and prior to execution of a contract are solely at the proposer's risk. If no contract is executed, neither the MSRC nor South Coast AQMD is liable for payment of any funds expended in anticipation of a contract. Please note that in the event a contract is executed, reimbursement for any costs incurred by the proposer in anticipation of the contract is at the discretion of the MSRC and South Coast AQMD.

4.4 Additional Conditions on MSRC Funding

- MSRC funds will be distributed on a reimbursement basis only upon completion of approved project tasks and submission of all required reports and invoices;
- MSRC funds are not intended to fund staff salaries or administrative costs;
- Funding provided under this RFP opportunity cannot be comingled with funds from any other MSRC Program, i.e., no “double dipping”;
- Finally, in accordance with state law, all projects awarded MSRC Clean Transportation Funding™ are subject to audit. The provisions of the audit are discussed in the Sample

Contract, attached to this RFP. It is highly recommended that bidders employ Generally Accepted Accounting Principles (GAAP) when administering their MSRC co-funded project.

SECTION 5 - SCHEDULE OF EVENTS

This RFP will be administered in accordance with the timeline shown below in Table 6-1. Proposals may be submitted anytime during the period commencing November 6, 2020 and ending January 15, 2021.

Table 6-1 - Key Inland Port Program Dates

Program Event	Date
RFP Release	November 6, 2020
Online Bidders' Conference	November 18, 2020
Latest Date/Time to Submit a Proposal	January 15, 2021 @ 11:59 pm

IMPORTANT! Proposals must be submitted to the MSRC website no later than 11:59 pm on January 15, 2021. Late proposals cannot be accepted for any reason. Please refer to Section 7, below, for instructions on how to submit a proposal.

5.1 Online Bidders' Conference – this Zoom Webinar will further explain the goals and requirements of this RFP and provide an opportunity for participants to ask questions. Participation in the online bidders' conference is voluntary. **The webinar will take place on Wednesday, November 18th at 10:00 am and can be accessed using the following link:**

<Insert Link>

In addition, proposers seeking clarification to this RFP can contact the MSRC staff at any time – see Section 8, below, for a MSRC staff member contact information.

SECTION 6 PROPOSAL PREPARATION INSTRUCTIONS

The following instructions are intended to assist bidders in preparing a proposal for funding consideration under this RFP. Proposals should be concisely written, but include all necessary technical and financial detail requested in the following Subsections.

IMPORTANT! The MSRC seeks proposals that offer a “Complete Project” – meaning that the entire project scope - zero or near-zero vehicles to be demonstrated, essential infrastructure,

coordination with project partners, including utilities, and necessary co-funding - are all considered and discussed within the proposal narrative.

Questions regarding proposal preparation and submittal should be directed to the appropriate MSRC staff representative listed in Section 8 of this RFP.

6.1 Cover Letter – A cover letter should accompany the proposal, referencing RFP number P2021-X, specify contact person(s) for technical and contractual matters, and be signed by the person(s) authorized to contractually bind the bidding entity.

6.2 Project Partner Letters of Support, MOA, or MOU – The proposal must include a letter of support, Memorandum of Agreement (MOA), or Memorandum of Understanding (MOU) from all participating entities of a joint proposal acknowledging their participation in the proposed project.

6.3 Proposal Team Contact Information – Proposers may use the template provided (Attachment A to this RFP) or provide the requested information in another format.

6.4 Project Technical Description – The proposal should include a concise yet thorough description of the overall project scope. While the format is left to the discretion of the proposer, the technical description should include, to the extent currently known and applicable, the following key elements:

6.4.1 Zero & Near-Zero Emission Heavy-Duty Truck Project Component

- Host Fleet – the name and characteristics of the fleet that will be operating the vehicles associated with the proposed project, including the proposed vehicle and infrastructure domicile address. Links to existing websites that describe the host fleet may be included to augment information provided in the proposal;
- Zero/Near-Zero Emission Technical Specifications – to the extent available, include information on the vehicles associated with the proposed project. This may include, but is not limited to, technical specifications, manufacturer publications, etc. Links to existing websites that describe the vehicle characteristics may be included to augment the proposal;
- Vehicle Duty Cycle – the zero or near-zero vehicles associated with the project, provide information as it relates to average daily or weekly miles traveled per vehicle, anticipated route or destination location(s), total average annual miles per vehicle, and the percentage of truck trips that service freight facilities in the Inland Empire. To the extent feasible, identify specific Inland Empire facilities that the trucks are expected to frequent.

6.4.2 Infrastructure Components

Provide an overview and technical description of the infrastructure elements associated with the proposed project, including but not limited to the following:

- Technical Description & Specifications for the Proposed Infrastructure – This element of the proposal should include, to the extent available, technical specifications, equipment lists, preliminary designs, site plans, etc., as available;
- Infrastructure Accessibility – Discuss the near-term and future plans for infrastructure accessibility, i.e., whether the infrastructure will be private access only or offer limited access to other fleets;
- Utility Coordination – As applicable to the proposed project, discuss the status of coordination with the cognizant California Public Utility or municipal utility(s) that will have a role in the siting, utility service upgrades, and construction of proposed infrastructure.

6.5 Project Cost & Funding Sources – The MSRC strongly encourages the formation of partnerships and the leveraging of multiple funding sources to increase the scope of Inland Port projects and improve their economic feasibility. The proposal should discuss in detail the total project cost, funding requested from the MSRC, and the amounts and sources of additional project co-funding.

Specifically, proposers should specify the sources of all funding applied to the project, including contributions from the project partners, or funding either sought or in hand from local, state, and federal agencies, including but not limited to the South Coast AQMD (non-MSRC), Air Resources Board, Energy Commission, US Department of Energy, etc.

In addition, for projects that propose EVSE, proposers should discuss funding available through public or municipal electric utilities. For example, under the Southern California Edison Charge Ready Transport Program, warehouse, distribution centers, and logistics facilities located within the SCE service territory may be able to take advantage of “make ready” financial incentives for the installation of electric vehicle charging equipment to support heavy-duty battery electric trucks.

See <https://www.sce.com/business/electric-cars/charge-ready-transport> for more information regarding this program.

If utility incentives are being sought, the proposal should address the coordination status with the utility, i.e., whether and application for incentive funding has been submitted, is in preparation, or if discussions between the proposer team and utility have been initiated.

6.6 Project Implementation Schedule – The proposal should discuss key project milestones and their expected implementation dates. From a Project Readiness standpoint, the MSRC would

prefer that projects be initially deployed within 36 months from the date of contract execution and authority to proceed, with full project deployment no later than 48 months from contract execution. The MSRC does, however, have discretion in this regard; thus, it is requested that proposers provide accurate information regarding the project's implementation schedule.

6.7 Project Scalability – Limited availability of MSRC funding could result in the need to descope or scale-back a proposed project, including but not limited to reducing the number of vehicles funded, etc. In this event, the resulting award would be lower than the proposer's requested amount. The MSRC asks that proposers address this potential contingency in their proposal and provide the following information:

- Is the proposer amenable to project scaling? If Yes,
- What is the minimum project scope and cost offered by the proposer, with the understanding that anything less than this minimum would no longer represent a viable project?

IMPORTANT! Proposers should review the Evaluation & Scoring Criteria discussed below in Section 9 of this RFP and ensure their proposal provides all information necessary to maximize the proposal's scoring potential.

6.7 Certifications – All proposers must complete and submit the following forms, located in Section 8, as an element of their proposal:

- a) Internal Revenue Service Form W-9 – Request for Taxpayer Identification Number and Certification and California Form 590 – Withholding Exemption Certificate. If you are selected for an award, you cannot be established as a vendor without this information.
- b) Disadvantaged Business Certification - The South Coast AQMD needs this information for their vendor database. It will not be considered in proposal evaluation or the determination of any MSRC funding award.
- c) Certificates of Insurance - Bidders are required to provide a statement that upon notification of award, a certificate of insurance naming the South Coast AQMD as an additional insured will be provided within forty-five (45) days. The certificate of Insurance does not need to be submitted as an element of the proposal.

IMPORTANT! In the event a business enterprise is self-insured, a statement to that effect must be included in proposal.

SECTION 7 PROPOSAL SUBMITAL INSTRUCTIONS

Proposals must be submitted electronically in PDF format using the MSRC Website. We believe this benefits the proposer, the MSRC staff, and the environment. A tutorial has been developed to guide proposers step by step through the electronic proposal submittal process. This tutorial is available on the MSRC Website at www.cleantransportationfunding.org. Look for the tutorial on the **“Proposal Process – Proposal Upload Tutorial”** page:

<http://www.cleantransportationfunding.org/sites/default/files/downloads/Guide%20to%20Using%20the%20Website.pdf>

7.1 Proprietary and Trade Secret Information – to the extent feasible, proposals should avoid including information or data that is considered confidential, company proprietary, or a trade secret. If a proposal does include information that the proposer does not want publicly disclosed, that information must be clearly marked and identified as “Proprietary – Do Not Disclose”.

7.2 Addenda - The MSRC reserves the right to issue corrections, supplemental information, or revisions to this RFP during the proposal preparation period of November 6, 2020 to January 15, 2021.

7.3 Grounds for Rejection – A proposal will be rejected and not undergo further evaluation and scoring if:

- It is received after the proposal submittal deadline, January 15, 2021 at 11:59 pm;
- It is not prepared in the format described; or
- It is not signed by an individual authorized to represent the proposing entity.

7.4 Modification or Withdrawal - Once submitted, proposals cannot be altered without the consent of MSRC. All proposals shall constitute firm offers and may not be withdrawn for a period of ninety (90) days following the last day to accept proposals. All proposals become the property of the MSRC.

SECTION 8 IF YOU NEED HELP...

This RFP can be obtained by accessing the MSRC web site at www.cleantransportationfunding.org. MSRC staff members are available to answer questions during the proposal preparation period. In order to help expedite assistance, please direct your inquiries to the applicable staff person, as follows:

- For **General and Administrative Assistance**, please contact:

Cynthia Ravenstein

MSRC Program Administrator

Phone: 909-396-3269

Fax: 909-396-3682

E-mail: cynthia@cleantransportationfunding.org

- For **Technical Assistance**, please contact:

Ray Gorski

MSRC Technical Advisor

Phone: 909-396-2479

Fax: 909-396-3682

E-mail: ray@cleantransportationfunding.org

- For **Contractual Assistance**, please contact:

Dean Hughbanks

AQMD Procurement Manager

Phone: 909-396-2808

E-mail: dhughbanks@aqmd.gov

SECTION 9 - PROPOSAL EVALUATION & SCORING

Proposals received prior to the submittal deadline will be forwarded to an Evaluation Subcommittee comprised of members of the MSRC Technical Advisory Committee (MSRC-TAC). Proposals will be evaluated and scored against (3) evaluation criteria: Cost-Effectiveness, Project Readiness, and the percentage of trips that serve freight facilities in the Inland Empire. The total points available is 100, with each evaluation criterion weighted as follows.

1. **Criteria Air Pollutant Emissions Reduction Cost-Effectiveness** (40 points maximum score) – Reductions in criteria air pollutant emissions in the South Coast AQMD Region, and particularly the Inland Empire, are the primary motivation for releasing this Request for Proposals. Proposals will be evaluated based on the quantifiable reduction in reactive organic gases, oxides of nitrogen (NO_x), and diesel particulate matter exhaust pollution as compared to the current California Air Resources Board NO_x threshold of 0.2 grams per brake horsepower-hour (g/bhp-hr). Cost-effectiveness will be computed as the ratio of the quantified air pollutant reductions per MSRC funding requested. The quantification methodologies included in the Air Resources Board's 2017 Carl Moyer Memorial Air Quality

Standards Attainment Program Guidelines will be used to the extent applicable to ensure consistency in proposal evaluation.

As discussed in Section 3.3, proposals seeking MSRC funds for infrastructure-only are eligible but must include a co-funded zero/near-zero vehicle acquisition component. Cost-effectiveness will be calculated based on the co-funded zero/near-zero vehicle component of the overall project.

IMPORTANT! To facilitate proposal evaluation with respect to air pollutant cost-effectiveness, ensure that all requested information and documentation relating to the vehicles duty cycle and mileage accrual is provided.

2. **Project Readiness** (40 points maximum) – This evaluation criterion assesses a proposed project’s perceived ability to adhere to the proposed schedule and budget. Factors that will impact a project’s successful implementation within budget and schedule projections include:

- Zero/Near-Zero Vehicle Acquisition:
 - Have the zero/near-zero vehicles proposed for deployment under this project been specified?
 - Has the sales or leasing agent been contacted, and are negotiations underway?
 - Is the proposer ready to execute a vehicle purchase order upon MSRC funding award?
- Supporting Infrastructure Development:
 - Has an equipment specification for supporting EVSE or gaseous fuel infrastructure been prepared?
 - What is the stage of site planning, i.e., preliminary design, final design, etc.?
 - Has coordination begun with the cognizant utilities?
- Project Funding:
 - Has the necessary project co-funding been identified?
 - Is co-funding in hand or applied for?
 - Will final status of other pending funding awards be known within the first quarter of calendar year 2021?

IMPORTANT! Proposers should address the Project Readiness criteria listed above within the narrative of their Project Description. The MSRC is less concerned with project implementation

immediacy as compared to understanding the true status of a project’s state of readiness. Thus, it is requested that proposers provide accurate information regarding the project’s state of readiness in a forthcoming manner.

3. **Percentage of Truck Trips that Serve Facilities Located in the Inland Empire** (20 points maximum) – The MSRC seeks to reduce air pollutant emissions from heavy-duty diesel trucks that transport goods within the South Coast Air Basin with destinations to the Inland Empire. This evaluation criterion recognizes fleets who commit to utilize the zero or near-zero vehicles associated with this project on a frequent basis to serve destinations within the Inland Empire. The following rubric will be used to assign points:

<i>Estimated Percentage of Project Vehicle Trips that Serve Inland Empire Goods Movement Facilities</i>	<i>Point Allocation</i>
95% or Greater	20
90% - 94%	15
80% - 89%	10
75% - 80%	5
74% or Less	0

IMPORTANT! Proposers should ensure their Project Description addresses the intended routes for the project vehicles and provides sufficient data to estimate the percentage of overall trips that will serve goods movement facilities within Riverside and San Bernardino counties.



Request for Proposals

For

Zero & Near-Zero Emission Cargo Handling Equipment & Infrastructure at Warehouse, Distribution, & Intermodal Facilities in Riverside & San Bernardino Counties

**Financial Assistance to Transition to Zero & Near-Zero
Emission Goods Movement Operations**

P2021-00

November 6, 2020

**Clean Transportation Funding™ from the
Mobile Source Air Pollution Reduction Review Committee (MSRC)**

SECTION 1: INTRODUCTION

Riverside and San Bernardino counties are home to a vast network of warehouses, distribution centers, and logistics facilities. Over 400 of these facilities are currently in operation, where shipping containers arriving through the San Pedro Bay Ports are delivered, de-aggregated, and transloaded for destinations across the United States. Containerized cargo is moved using heavy-duty diesel cargo handling equipment such as yard tractors and heavy-duty container lifting equipment – the same equipment utilized at the maritime ports. While individually smaller in scale, when viewed collectively the hundreds of warehouses, distribution centers, and logistics facilities in the Inland Empire generate air pollutant emissions that endanger the health of the communities they are located in and adversely impact the entire South Coast region. It is for this reason that the local and State air pollution regulatory agencies are promulgating new rules and regulations to reduce air pollution generated by goods movement activities at these “Inland Ports”.

To reduce air pollutant emissions generated by warehouse, distribution, and logistics center operations within the South Coast AQMD portions¹ of Riverside and San Bernardino counties, the MSRC Clean Transportation Funding™ Program is seeking to partner with these facilities to begin the transition to zero or near-zero emission onsite goods movement.

Partnering with the MSRC Clean Transportation Funding™ Program offers the potential for owners and operators of eligible Inland Empire freight facilities to receive incentives for the early implementation of key air pollution reduction strategies and potentially go “above and beyond” future air quality obligations on the horizon from State and local air quality regulators. This also affords an opportunity for warehouses, distribution centers, and logistics facilities to implement “good neighbor” policies and practices to reduce air pollution exposure to adjacent residences, your community, and the region as a whole.

SECTION 2: PURPOSE OF THIS REQUEST FOR PROPOSALS

To reduce air pollutant emissions generated at Inland Empire freight facilities, the MSRC Clean Transportation Funding™ Program is seeking to partner with owners and/or operators of warehouses, distribution centers, logistics facilities, and intermodal hubs located in Riverside or San Bernardino county to implement air pollution reduction strategies that reduce emissions generated during shipping container movement and bulk material processing.

¹ See <https://www.aqmd.gov/nav/about/jurisdiction> for a listing of zip codes that fall within the South Coast AQMD jurisdiction.

MSRC Clean Transportation Funding™ is available to partially offset the cost of acquiring zero or near-zero emission cargo handling equipment and supporting infrastructure.

A total of \$6 million in MSRC funding is available under this RFP. The following Sections outline the eligibility requirements, conditions, and other relevant information to assist Inland Empire freight facilities in developing a proposal.

SECTION 3: PROGRAM ELIGIBILITY REQUIREMENTS

3.1 Eligible Respondents to this RFP – Eligible bidders include owners or lessees of freight facilities located in San Bernardino and Riverside counties. For the purposes of this RFP, freight facilities include warehouse, distribution, logistics, and intermodal transportation hubs that receive containerized goods or bulk materials.

3.3 Eligible Project Elements – This RFP seeks proposals for the acquisition of heavy-duty zero or near-zero emission cargo handling equipment and supporting infrastructure used to move shipping containers or bulk material onsite at freight facilities in the Inland Empire. The following vehicles and supporting infrastructure are eligible to receive MSRC Clean Transportation Funding™:

- **Off-Road Zero or Near-Zero Emission Cargo Handling Equipment**
 - Purchase and deploy into revenue service off-road heavy-duty cargo handling equipment that are zero-emission or equipped with a near-zero emission engine. This would include, but is not necessarily limited to, zero and near-zero emission yard tractors (hostlers), top picks, side loaders, and other types of equipment typically used to reposition shipping containers or bulk commodities at an Inland Empire freight facility. Under this RFP, “zero emission” is defined as having no tailpipe emissions and includes battery electric and hydrogen fuel cell technologies. “Near-zero” includes engines certified to the CARB Optional Low-NO_x standard of 0.02 grams per brake horsepower-hour.
- **Facility Electrification to Support Zero Emission Off-Road Cargo Handling Equipment**
 - Design, perform site modifications, and install Electric Vehicle Support Equipment (EVSE) to allow onsite recharging of battery electric on-road trucks or off-road cargo handling equipment. For the purpose of this RFP, “EVSE” includes vehicle chargers, solar canopies used in conjunction with EV charging, charge management system hardware, and energy storage system hardware.

- **Onsite Renewable Natural Gas Refueling Infrastructure**
 - Design, perform site modifications, and install natural gas refueling infrastructure to allow onsite fueling of near-zero emission natural gas off-road cargo handling equipment or on-road natural gas trucks that dray to the freight facility. The use of renewable natural gas is required.

- **Onsite Hydrogen Refueling infrastructure**
 - Design, perform site modifications, and install hydrogen refueling infrastructure to allow fueling of hydrogen fuel cell off-road cargo handling equipment or on-road fuel cell trucks that dray to the freight facility.

IMPORTANT! A proposal may request funding for Infrastructure-Only, either EVSE, renewable natural gas, or hydrogen refueling equipment. However, the proposer must demonstrate that vehicles intended to utilize the MSRC-funded infrastructure have been or are in the process of being acquired, or identify a specific fleet that will commit to utilize the MSRC-funded infrastructure once commissioned.

Documentation will be required to confirm that: a) vehicle acquisition has been initiated; or b) a refueling agreement is in place with an identified fleet prior to contract execution by the MSRC of an Infrastructure-Only funding award.

IMPORTANT! Vehicles and infrastructure receiving MSRC funds are required to be retained by the awardee for a minimum of five (5) years from the date MSRC co-funded vehicles or infrastructure enters revenue service. Please refer to the Sample Contract, attached to this RFP, for specific information regarding vehicle and infrastructure retention requirements.

SECTION 4: FUNDING AVAILABILITY

The total amount of MSRC Clean Transportation Funding™ allocated for this Program is \$6M². Funding will be awarded on a competitive basis in accordance with the proposal evaluation and scoring procedures outlined in Section 9 of this RFP.

² MSRC Clean Transportation Funding™ is derived from motor vehicle registration fees collected by the California Department of Motor Vehicles (DMV) in accordance with the California Health and Safety Code. The availability of MSRC Clean Transportation Funding™ is contingent upon the timely receipt of funds from the DMV. Neither the MSRC nor South Coast AQMD can guarantee the collection or remittance of registration fees by the DMV.

The MSRC reserves the right to increase the amount of total funding available. Additionally, if total funding requests are less than the amount currently allocated, or if proposals are deemed non-meritorious, the MSRC reserves the right to reduce the total funding available and reallocate funds to other Work Program categories.

4.1 Maximum Funding Award – The maximum funding award to any entity under this RFP shall not exceed 50% of the total available funding, or a current maximum award amount of \$3M. This maximum funding restriction can be waived by the MSRC in the event the MSRC does not receive meritorious proposals from other bidders or if the MSRC allocates additional funds to the program.

4.2 Funding Restrictions – The following funding restrictions have been imposed by the MSRC:

- MSRC funds must be applied towards the capital purchase/lease and installation costs of qualifying zero-near/zero emission heavy-duty vehicles and infrastructure.
- MSRC funds cannot be used to purchase real property, fuel, including electricity, or used to offset vehicle operations or maintenance costs.
- MSRC funds cannot be used to offset recurring fees associated with the operation and maintenance of EVSE charge management systems.

4.3 Earliest Date for an MSRC-Funded Project to Commence – The release date of this RFP, November 6, 2020, is the earliest date work on a project can commence and be potentially eligible for MSRC funding. Any expenditures made in anticipation of an award and prior to execution of a contract are solely at the proposer’s risk. If no contract is executed, neither the MSRC nor South Coast AQMD is liable for payment of any funds expended in anticipation of a contract. Please note that in the event a contract is executed, reimbursement for any costs incurred by the proposer in anticipation of the contract is at the discretion of the MSRC and South Coast AQMD.

4.4 Additional Conditions on MSRC Funding

- MSRC funds will be distributed on a reimbursement basis only upon completion of approved project tasks and submission of all required reports and invoices;
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- Funding provided under this RFP opportunity cannot be comingled with funds from any other MSRC Program, i.e., no “double dipping”;
- Finally, in accordance with state law, all projects awarded MSRC Clean Transportation Funding™ are subject to audit. The provisions of the audit are discussed in the Sample

Contract, attached to this RFP. It is highly recommended that bidders employ Generally Accepted Accounting Principles (GAAP) when administering their MSRC co-funded project.

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Latest Date/Time to Submit a Proposal	January 15, 2021 @ 11:59 pm

IMPORTANT! Proposals must be submitted to the MSRC website no later than 11:59 pm on January 15, 2021. Late proposals cannot be accepted for any reason. Please refer to Section 7, below, for instructions on how to submit a proposal.

5.1 Online Bidders' Conference – this Zoom Webinar will further explain the goals and requirements of this RFP and provide an opportunity for participants to ask questions. Participation in the online bidders' conference is voluntary. **The webinar will take place on Wednesday, November 18th at 11:00 am and can be accessed using the following link:**

<Insert Link>

In addition, proposers seeking clarification to this RFP can contact the MSRC staff at any time – see Section 8, below, for MSRC staff contact information.

SECTION 6 PROPOSAL PREPARATION INSTRUCTIONS

The following instructions are intended to assist bidders in preparing a proposal for funding consideration under this RFP. Proposals should be concisely written, but include all necessary technical and financial detail requested in the following Subsections.

IMPORTANT! The MSRC seeks proposals that offer a “Complete Project” – meaning that the entire project scope - zero or near-zero vehicles to be demonstrated, essential infrastructure,

coordination with project partners, including utilities, and necessary co-funding - are all considered and discussed within the proposal narrative.

Questions regarding proposal preparation and submittal should be directed to the appropriate MSRC staff representative listed in Section 8 of this RFP.

6.1 Cover Letter – A cover letter should accompany the proposal, referencing RFP number P2021-X, specifying the contact person(s) for technical and contractual matters, and be signed by the person(s) authorized to contractually bind the bidding entity.

6.2 Project Partner Letters of Support, MOA, or MOU – The proposal must include a letter of support, Memorandum of Agreement (MOA), or Memorandum of Understanding (MOU), as applicable, from all participating entities of a joint proposal acknowledging their participation in the proposed project.

6.3 Proposal Team Contact Information – Proposers may use the template provided (Attachment A to this RFP) or provide the requested information in another format.

6.4 Project Technical Description – The proposal should include a concise yet thorough description of the overall project scope. While the format is left to the discretion of the proposer, the technical description should include, to the extent currently known and applicable, the following key elements:

6.4.1 Zero & Near-Zero Emission Cargo Handling Equipment (CHE)

- Freight Facility – the name, location, and description of the Inland Empire freight facility that will purchase and operate the CHE. Links to existing websites that describe the freight facility may be included to augment information provided in the proposal;
- Zero/Near-Zero Emission CHE Technical Specifications – provide technical information on the CHE. This may include, but is not limited to, technical specifications, manufacturer publications, etc. Links to existing websites that describe the vehicle specifications may be included to augment the proposal;
- Vehicle Duty Cycle – For each piece of zero or near-zero CHE, provide information as it relates to the anticipated average daily or weekly hours of operation, anticipated operations profile, and total average annual hours of operation per CHE. Please address any unique duty-cycle requirements specific to the freight facility in the technical discussion.

6.4.2 Infrastructure Components

Provide an overview and technical description of the infrastructure elements associated with the proposed project, including but not limited to the following:

- Technical Description & Specifications for the Proposed Infrastructure – This element of the proposal should include, to the extent available, technical specifications, equipment lists, preliminary designs, site plans, etc., as available;
- Utility Coordination – As applicable to the proposed project, discuss the status of coordination with the cognizant California Public Utility or municipal utility(s) that will have a role in the siting, utility service upgrades, and construction of proposed infrastructure.

6.5 Project Cost & Funding Sources – The MSRC strongly encourages the formation of partnerships and the leveraging of multiple funding sources to increase the scope of Inland Port projects and improve their economic feasibility. The proposal should discuss in detail the total project cost, funding requested from the MSRC, and the amounts and sources of additional project co-funding.

Specifically, proposers should specify the sources of all funding applied to the project, including contributions from the project partners, or funding either sought or in hand from local, state, and federal agencies, including but not limited to the South Coast AQMD (non-MSRC), Air Resources Board, Energy Commission, US Department of Energy, etc.

In addition, for projects that propose EVSE, proposers should discuss funding available through public or municipal electric utilities. For example, under the Southern California Edison Charge Ready Transport Program, warehouse, distribution centers, and logistics facilities located within the SCE service territory may be able to take advantage of “make ready” financial incentives for the installation of electric vehicle charging equipment to support heavy-duty battery electric trucks.

See <https://www.sce.com/business/electric-cars/charge-ready-transport> for more information regarding this program.

If utility incentives are being sought, the proposal should address the coordination status with the utility, i.e., whether and application for incentive funding has been submitted, is in preparation, or if discussions between the proposer team and utility have been initiated.

6.6 Project Implementation Schedule – The proposal should identify key project milestones and their expected implementation dates. From a Project Readiness standpoint, the MSRC would prefer that projects be initially deployed within 36 months from the date of contract execution and authority to proceed, with full project deployment no later than 48 months from contract

execution. The MSRC does, however, have discretion in the regard; thus, it is requested that proposers provide accurate information regarding the project's implementation schedule.

6.7 Project Scalability – Limited availability of MSRC funding could result in the need to descope or scale-back a proposed project, including but not limited to reducing the number of CHE, etc. In this event, the resulting award would be lower than the proposer's requested amount. The MSRC asks that proposers address this potential contingency in their proposal and provide the following information:

- Is the proposer amenable to project scaling? If Yes,
- What is the minimum project scope and cost offered by the proposer, with the understanding that anything less than this minimum would no longer represent a viable project?

IMPORTANT! Proposers should review the Evaluation & Scoring Criteria discussed below in Section 9 of this RFP and ensure their proposal provides all information necessary to maximize the proposal's scoring potential.

6.7 Certifications – All proposers must complete and submit the following forms, located in Section 8, as an element of their proposal:

- a) Internal Revenue Service Form W-9 – Request for Taxpayer Identification Number and Certification and California Form 590 – Withholding Exemption Certificate. If you are selected for an award, you cannot be established as a vendor without this information.
- b) Disadvantaged Business Certification - The South Coast AQMD needs this information for their vendor database. It will not be considered in proposal evaluation or the determination of any MSRC funding award.
- c) Certificates of Insurance - Bidders are required to provide a statement that upon notification of award, a certificate of insurance naming the South Coast AQMD as an additional insured will be provided within forty-five (45) days. The certificate of Insurance does not need to be submitted as an element of the proposal.

IMPORTANT! In the event a business enterprise is self-insured, a statement to that effect must be included in proposal.

SECTION 7 PROPOSAL SUBMITAL INSTRUCTIONS

Proposals must be submitted electronically in PDF format using the MSRC Website. We believe this benefits the proposer, the MSRC staff, and the environment. A tutorial has been developed

to guide proposers step by step through the electronic proposal submittal process. This tutorial is available on the MSRC Website at www.cleantransportationfunding.org. Look for the tutorial on the **“Proposal Process – Proposal Upload Tutorial”** page:

<http://www.cleantransportationfunding.org/sites/default/files/downloads/Guide%20to%20Using%20the%20Website.pdf>

7.1 Proprietary and Trade Secret Information – to the extent feasible, proposals should avoid including information or data that is considered confidential, company proprietary, or a trade secret. If a proposal does include information that the proposer does not want publicly disclosed, that information must be clearly marked and identified as “Proprietary – Do Not Disclose”.

7.2 Addenda - The MSRC reserves the right to issue corrections, supplemental information, or revisions to this RFP during the proposal preparation period of November 6, 2020 to January 15, 2021.

7.3 Grounds for Rejection – A proposal will be rejected and not undergo further evaluation and scoring if:

- It is received after the proposal submittal deadline, January 15, 2021 at 11:59 pm;
- It is not prepared in the format described; or
- It is not signed by an individual authorized to represent the proposing entity.

7.4 Modification or Withdrawal - Once submitted, proposals cannot be altered without the consent of MSRC. All proposals shall constitute firm offers and may not be withdrawn for a period of ninety (90) days following the last day to accept proposals. All proposals become the property of the MSRC.

SECTION 8 IF YOU NEED HELP...

This RFP can be obtained by accessing the MSRC web site at www.cleantransportationfunding.org. MSRC staff members are available to answer questions during the proposal preparation period. In order to help expedite assistance, please direct your inquiries to the applicable staff person, as follows:

- For **General and Administrative Assistance**, please contact:

Cynthia Ravenstein

MSRC Program Administrator

Phone: 909-396-3269

Fax: 909-396-3682

E-mail: cynthia@cleantransportationfunding.org

- For **Technical Assistance**, please contact:

Ray Gorski

MSRC Technical Advisor

Phone: 909-396-2479

Fax: 909-396-3682

E-mail: ray@cleantransportationfunding.org

- For **Contractual Assistance**, please contact:

Dean Hughbanks

AQMD Procurement Manager

Phone: 909-396-2808

E-mail: dhughbanks@aqmd.gov

SECTION 9 - PROPOSAL EVALUATION & SCORING

Proposals received prior to the submittal deadline will be forwarded to an Evaluation Subcommittee comprised of members of the MSRC Technical Advisory Committee (MSRC-TAC). Proposals will be evaluated and scored against (3) evaluation criteria: Cost-Effectiveness, Project Readiness, and the percentage of trips that serve freight facilities in the Inland Empire. The total points available is 100, with each evaluation criterion weighted as follows.

1. **Criteria Air Pollutant Emissions Reduction Cost-Effectiveness** (50 points maximum score) – Reductions in criteria air pollutant emissions in the South Coast AQMD Region, and particularly the Inland Empire, are the primary motivation for releasing this Request for Proposals. Proposals will be evaluated based on the quantifiable reduction in reactive organic gases, oxides of nitrogen (NO_x), and diesel particulate matter exhaust pollution as compared to the current Tier 4 Final off-road diesel emission standards and CARB on-road heavy-duty emissions standard. Cost-effectiveness will be computed as the ratio of the quantified air pollutant reductions per MSRC funding requested. The quantification methodologies included in the Air Resources Board's 2017 Carl Moyer Memorial Air Quality Standards Attainment

Program Guidelines will be used to the extent applicable to ensure consistency in proposal evaluation.

As discussed in Section 3.3, proposals seeking MSRC funds for infrastructure-only are eligible but must include the information requested under Section 6.4.1, above, to allow co-funded zero/near-zero CHE emission reductions to be quantified. Cost-effectiveness will be calculated based on the co-funded zero/near-zero vehicle component of the overall project.

IMPORTANT! If the infrastructure to be constructed at the freight facility is intended to support on-road heavy-duty trucks that dray goods to that facility, provide information as it relates to the number of on-road heavy-duty trucks, the average daily or weekly miles traveled per vehicle, anticipated routes, and total average annual miles per vehicle.

IMPORTANT! To facilitate proposal evaluation with respect to air pollutant cost-effectiveness, ensure that all requested information and documentation relating to the CHE duty cycle and hours of operation/mileage accrual is provided.

2. **Project Readiness** (50 points maximum) – This evaluation criterion assesses a proposed project’s perceived ability to adhere to the proposed schedule and budget. Factors that will impact a project’s successful implementation within budget and schedule projections include:

- Zero/Near-Zero Vehicle Acquisition:
 - Have the zero/near-zero vehicles proposed for deployment under this project been specified?
 - Has the sales or leasing agent been contacted, and are negotiations underway?
 - Is the proposer ready to execute a vehicle purchase order upon MSRC funding award?
- Supporting Infrastructure Development:
 - Has an equipment specification for supporting EVSE or gaseous fuel infrastructure been prepared?
 - What is the stage of site planning, i.e., preliminary design, final design, etc.
 - Has coordination begun with the cognizant utilities?
- Project Funding:
 - Has the necessary project co-funding been identified?
 - Is co-funding in hand or applied for?

- Will final status of other pending funding awards be known within the first quarter of calendar year 2021?

IMPORTANT! Proposers should address the Project Readiness criteria listed above within the narrative of their Project Description. The MSRC is less concerned with project implementation immediacy as compared to understanding the true status of a project's state of readiness. Thus, it is requested that proposers provide accurate information regarding the project's state of readiness in a forthcoming manner.

DRAFT

AGENDA ITEM #8

Clean Fuels/Clean Technologies Conference Calendar for 2020-2021

Clean Fuels and Clean Technologies Conference Calendar for 2020 - 2021

September 2020

- Sept 11** California Air Quality Awards, Los Angeles, CA. Website: <https://www.ccair.org/events/california-air-quality-awards/>
- Sept 14-17** North America Smart Energy Week, Anaheim, CA. Website: <https://www.solarpowerinternational.com/>
- Sept 14-17 Hydrogen + Fuel Cells International, Anaheim, CA., Website: <https://10times.com/hydrogen-fuel-cells-international>
- Sept 15-17** Zero Emission Bus Conference, **On Line/Virtual**, Website: <https://www.zebconference2020.com/>
- Sept 15-17 Electric & Hybrid Vehicle Technology Expo, Novi, MI., Website: <https://evtechexpo.com/>
- Sept 15-17 The Battery Show, Novi, MI., Website: <https://thebatteryshow.com/>
- Sept 26-Oct 4 National Drive Electric Week, Website: <https://driveelectricweek.org/events.php>

October 2020

- Oct 7 California Clean Air Day, Website: <https://cleanairday.org/>
- Oct 21-22 2020 Battery & Energy Storage Conference, New York, NY., Website: <https://www.aiche.org/cei/conferences/battery-and-energy-conference/2020>
- Oct 22** Green California Schools & Community Colleges Summit, Pasadena, CA. Website: <https://10times.com/>
- Oct 28-29 American Assoc. of Port Authorities – Energy & Environment, New Orleans, LA., Website: https://my.aapa-ports.org/Public/Events/Event_Display.aspx?EventKey=20ENERGY
- Oct 29-30 International Conference on Hydrogen Fuel Cell, Los Angeles, CA., Website: <https://www.conferenceindex.org/event/international-conference-on-hydrogen-and-fuel-cell-technology-ichfct-2020-october-los-angeles-us>

November 2020

- Nov 2-5** Advanced Automotive Battery Conference, San Francisco, CA. Website: <https://www.advancedautobat.com/us>
- Nov 18-19 Electric Vehicles: Everything is Changing-Conference, Santa Clara, CA., Website: <https://www.idtechex.com/electric-vehicles-usa/show/en/>

December 2020

- Dec 1-3 Air Quality Measurement Methods & Tech Conference, San Diego, CA., Website: https://www.awma.org/ev_calendar_day.asp?date=12/1/2020&eventid=146
- Dec 6-9 Behavior, Energy & Climate Change 2020 Conference, Washington D.C. (**Registration on Hold**) Website: <https://beccconference.org/>

February 2021

- Feb 16-18 SAE Hybrid & Electric Vehicle Technologies Symposium, Pasadena, CA. Website: <https://eventsinamerica.com/events/2021-sae-hybrid-electric-vehicle-technologies-symposium/transportation/cars-trucks/h7ijheii9sj1gseq>**

April 2021

- Apr 27-30 Air Sensors International Conference, UC Riverside, Pasadena, CA., Website: <https://asic.agrc.ucdavis.edu/>**

September 2021

- Sept 12-15 International Hydrogen Conference, Grand Teton National Park, Wy., Website: <http://conferences.illinois.edu/hydrogen/registration.html>**
- Sept 14-16 Motion + Power Technology Expo, St. Louis, MO., Website: <https://motionpowerexpo.com/about-the-show/>**

For the latest updates on the listed conferences, please call the conference contact person directly

Last updated 6/9/2020 (**Items in bold were recently added**).