



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE**  
**THURSDAY, MAY 16, 2019 MEETING MINUTES**  
21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8

**MEMBERS PRESENT:**

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

**MEMBERS ABSENT:**

Ben Benoit, representing SCAQMD  
Rex Richardson, representing SCAG  
Steve Veres, representing Los Angeles County MTA

**MSRC-TAC MEMBERS PRESENT:**

Rongsheng Luo, representing SCAG  
Kelly Lynn, representing SBCTA

**OTHERS PRESENT:**

Rubin Aronin, Better World Group Advisors (via v/c)  
Denise Arriana, OCTA  
Lauren Dunlap, SoCalGas/Sempre  
Sam Emmerson, Better World Group Advisors (via v/c)  
Ric Teano, OCTA  
Terenig Topjian, Have-A-Go  
Louis Zhao, OCTA

**SCAQMD STAFF & CONTRACTORS**

Leah Alfaro, MSRC Contracts Assistant  
Naveen Berry, Asst. Deputy Executive Officer  
Ray Gorski, MSRC Technical Advisor-Contractor  
Daphne Hsu, Senior Deputy District Counsel  
John Kampa, Financial Analyst  
Cynthia Ravenstein, MSRC Contracts Administrator  
Paul Wright, Information Technology Specialist

**CALL TO ORDER**

- Call to Order

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

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

- Opening Comments

MSRC Vice Chair Greg Winterbottom stated for the record that for Agenda Item #6, he does not have any financial interest, but is required to identify that he is a member of the Board of Directors for the Orange County Transportation Authority, which is involved in this item.

- Election of MSRC Chair and Vice-Chair

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

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

No further nominations were offered, so nominations for Chair were closed.

THE MSRC UNANIMOUSLY VOTED TO APPROVE THE ABOVE NOMINATION. AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE. NOES: NONE.

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

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

THE MSRC UNANIMOUSLY VOTED TO APPROVE THE ABOVE NOMINATION. AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE. NOES: NONE.

**CONSENT CALENDAR (Items 1 through 3)****Receive and Approve Items****Agenda Item #1 – Minutes for the March 21 and April 18, 2019, MSRC Meetings**

The minutes of the March 21 and April 18, 2019, MSRC meetings were not yet ready and therefore were pulled from the agenda.

**Agenda Item #2 – MSRC Contracts Administrator's Report**

The MSRC AB 2766 Contracts Administrator's Report for March 28 through April 24, 2019 was included in the agenda package.

ON MOTION BY MSRC MEMBER BRIAN BERKSON AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #3, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR MARCH 28 THROUGH APRIL 24, 2019.

AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE.

NOES: NONE.

**ACTION:** Staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the June 7, 2019, SCAQMD Board meeting.

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

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

ON MOTION BY MSRC MEMBER BRIAN BERKSON AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #2 THROUGH #3, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING APRIL 2019.

AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**For Approval – As Recommended****Agenda Item #4 – Consider Nine-Month Term Extension for the City of Riverside, Contract #ML16034 (\$500,000 - Implement “Complete Streets” Project)**

The City of Riverside requests a nine-month extension due to delays associated with an unusually heavy rain season and multiple design change requests from property owners. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BRIAN BERKSON AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE NO-COST TERM EXTENSION FOR THE CITY OF RIVERSIDE, CONTRACT # ML16034.  
AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE.  
NOES: NONE.

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

**Agenda Item #5 – Consider Engine Retention in Lieu of Scrapping for the City of Santa Monica, Contract #MS16115 (\$870,000 – Repower Transit Buses with Near-Zero Engines)**

Rather than scrapping all 58 engines, the City requests to retain one engine to be used for training purposes. THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL.

ON MOTION BY MSRC MEMBER BRIAN BERKSON AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE ENGINE RETENTION IN LIEU OF SCRAPPING FOR THE CITY OF SANTA MONICA, CONTRACT #MS16115.  
AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE.  
NOES: NONE.

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

**Agenda Item #6 – Consider Reduced Scope and Value for the Orange County Transportation Authority (OCTA), Contract #MS16029 (\$851,883 – Regional Bikeway Projects)**

For the San Juan Capistrano Bicycle Lanes Gap Closure Project, OCTA requests to reduce the number of segments supported by the MSRC from seven to five, with a corresponding reduction in funding from \$66,360 to \$61,113. Additionally, for the Lambert Road Bikeway, OCTA requests to eliminate the lighting and bicycle locker elements with a corresponding reduction in funding from \$51,023 to \$40,800. EXCEPT FOR AN ABSTENTION BY MEMBER CARDOSO, THE MSRC-TAC UNANIMOUSLY RECOMMENDS APPROVAL

ON MOTION BY MSRC MEMBER BRIAN BERKSON AND SECONDED BY MSRC VICE-CHAIR GREG WINTERBOTTOM, MSRC UNANIMOUSLY VOTED TO APPROVE THE SCOPE AND CONTRACT VALUE REDUCTION.

AYES: BERKSON, KITOWSKI, MCCALLON, ROYBAL SALTARELLI, SAHLI-WELLS, WINTERBOTTOM, YAMARONE.

NOES: NONE.

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

**ACTION CALENDAR (Item 7)**

**FYs 2018-21 WORK PROGRAM**

**Agenda Item #7 – Update on Landscape for MSRC’s Regional Goods Movement Program (Better World Group Advisors)**

Rubin Aronin, Better World Group Advisors, reported that Phase I took about six weeks to do a landscape analysis around this Regional Goods Movement Clean Corridor effort. The Ports of Los Angeles and Long Beach account for close to 40% of all the goods entering the U.S., despite the China tariffs. In California, the transportation of freight is the single largest contributor to diesel pollution NOx emissions. One of the challenges is that an increasing number of the trucks are delivering to these bigger and bigger warehouses throughout the Inland Empire. There is a need and opportunity to reduce truck emissions from those that are idling and doing last mile transport. We want to really dig into the warehouses and trucking companies in the Inland Empire as part of our Phase II recommendations.

For Phase I, we drilled in with some of the MSRC members and partner state and local regional agencies to get a better sense of the policy landscape. This was almost follow-up work from what we presented to you at the Retreat with regards to where state policy is going. Then we spent some time with some of the senior executives at the Ports of LA and Long Beach, Naveen Berry from South Coast AQMD, and staff from Edison. We also touched base with

my former boss, Matt Peterson and Michelle Kinman. Under the Los Angeles Cleantech Incubator (LACI), they are running the Transportation Electrification Partnership initiative supported by Mayor Garcetti and Mary Nichols and many other folks looking at how they can advance clean transportation in advance of the 2028 Olympics.

To set the table of where ARB is and where they're going, the Innovative Clean Transit Rule passed last December. This is mandating purchase of zero-emission transit buses over time, beginning in 2029. We wanted to really highlight the Advanced Clean Truck Rule that was just presented in a preliminary fashion in April. ARB staff will be formalizing a proposal that will come out in mid-October. It will be presented for information purposes at the December meeting and then likely the Board would be voting on it next year. It looks at almost all medium- and heavy-duty classes of trucks and takes different prescribed pathways with mandated percentage of vehicle sales requirements on the manufacturers, just like the light-duty ZEV mandate currently functions. That would begin to kick in 2024. In our conversations with Jack Kitowski and some of his staff, showcasing zero-emission trucks and the infrastructure that will be needed to support them would be particularly valuable in advance of the 2024 first compliance period, presuming that moves forward. In other activities, the zero-emission airport shuttle regulation is nearly finalized. They did not have a lot of current year funding plans that were still going to be identified from all of the agencies; they're fairly well cooked at this point. One recommendation for an opportunity for the MSRC, beyond the direct investments that you choose to make, is that all of the agencies that we talked to wanted to have a regular dialogue speaking about 2020 and beyond. In that time frame budgets are not yet set for various programs and the MSRC could provide a really compelling perspective of funding needs and also of your priorities where you are looking to invest and where you are needing additional state or other regional dollars. With regards to opportunities for engagement, first of all, across the board, there aren't sufficient incentives to mobilize the transition of heavy-duty vehicles to zero and near-zero-emission. In particular, there are gaps for off-road heavy-duty vehicles or truck refrigeration unit infrastructure, where there may be some constraints currently for MSRC funding. We want to do an analysis of current zero-emission forklift projects in the Inland Empire, both hydrogen and electric. Also there were a few recommendations to really look at where your dollars can benefit disadvantaged communities. Three of the ten designated AB 617 communities are within MSRC's jurisdiction and there could be some real opportunities to collaborate with South Coast and ARB around that.

With regards to the California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program, that is largely developed for this year but they would welcome your input in an ongoing way. There is an investment plan opportunity going forward. The new Transportation Energy Commissioner, Patty Monahan, who we've worked with extensively for the last ten years in her capacity at the Energy Foundation, will be leading a lot of this thinking effort at the CEC as well. So there are some good opportunities in the future but probably not in the near-term.

I really want to thank Naveen Berry and his colleagues for teeing up some of the current and prospective South Coast programs, many of which were one-time funded, that could provide an interesting template for the MSRC immediately to help disadvantaged small operator truckers that don't have access to the capital to make some of these transitions. Naveen, with MSRC Member Rex Richardson, shared two meetings ago this idea of the triple trade down. The Carl Moyer Program currently prevents you from doing this triple trade, where you actually get a newer truck into the hands of a big operator and their 2014 or better truck could get stepped down to a small operator operating a pre-2008 truck and get commensurate emission benefits all through the supply chain. As your outreach coordinator, it was an appealing element of what we were looking at. If AB 216, called Gianni's Bill, gives more latitude to the Carl Moyer Program, there may be more discretion there, but it sounds like it's always an oversubscribed program generally and this may be something to look into.

With regards to the VW Mitigation Program, there are a couple of programs to highlight. The South Coast will be administering the Zero Emission Class 8 Freight and Port Drayage Trucks as well as this combustion freight initiative that's in development, looking at Class 7 and 8 Low NOx trucks. There's a thought leadership component where we want to figure out how MSRC can have some fingerprints on the design of future initiatives that could leverage additional dollars, whether or not the MSRC ultimately decides that that's a core element of your program design. Naveen also pointed out that the Bay Area Air Quality Management District is managing another Statewide VW Program, the Zero Emission Freight Program that's happening concurrently, that is another opportunity to further explore. Certainly, there are opportunities to continue to partner and collaborate and think through opportunities where the MSRC and South Coast AQMD are funding sources.

With regards to the California Transportation Commission, SB 1 funded the Trade Corridor Enhancement Program. Applications aren't coming up until 2020. Similarly, the Solutions for Congested Corridors Program has four years of funding. We think there's an opportunity if the MSRC was interested in looking at developing some of those post-2020 plans. With the opportunity to help the Transportation Commission think through some of those realistic sustainability initiatives, the MSRC could be a value-added regional voice in those discussions.

At the Ports of Los Angeles (LA) and Long Beach, we're actually waiting for a joint proposal of projects from them. You are aware of the greening of the Ports' commitments and there's lots of attention and lots of dollars that have been going towards that, but lots of gaps that still remain. It may be an area that you choose to begin on. Mary Leslie, the head of the Los Angeles Business Council, has been talking to the head of the LA Port about creating some new private sector financial instruments that could help with low-interest loans. Could we create a revolving incentive pool, as opposed to just the one-time incentives that aren't sufficient to the number of Port projects? So potentially that innovative financial product or research around something like that is something that we wanted to throw in the mix, in addition to the litany of projects that are happening: everything from the hydrogen fuel-cell truck demonstration project that Toyota is pioneering, battery-electric heavy-duty truck with Daimler, the low NOx natural gas truck deployment, warehouse solar arrays that are going to

power on-site electrical equipment and vehicles, and a host of projects at the Port of Long Beach. A lot of the off-road equipment at the Ports doesn't seem to have sufficient funding identified. That was one area that was particularly flagged as an opportunity to look at and we look forward, hopefully within the next week or two, to being able to provide a full list.

We briefly connected with Southern California Edison. They've got several hundred million dollars for Make Ready EV Infrastructure Programs, but there are many gaps. It's also unclear whether there is a plan along the 710 Corridor to look at where there could be charging outside the portfolio of Edison investments. They invited us to do some follow-up conversations to better understand their plan of attack for dispersing those dollars, particularly at the warehouses, and where there are gaps from the utility funding.

As I mentioned we met with Los Angeles Cleantech Incubator (LACI), and they just completed an analysis with manufacturers and with many of the state and regional agencies on the state of the market. On the electric side of it, there are different rates of progress from existing and startup companies. And a lot of pilot projects are going to be needed to prove the concepts and these should begin to evolve the marketplace. They've invited the MSRC to potentially be a formal or an informal stakeholder and we'll be connecting in the next week or so. As we think about the prism of the 28th Olympics and what the investment portfolio in the South Coast could look like, that's an interesting prism to look at. Generally they're trying to make investments in our region to reduce air pollution by 25% in the next ten years, which is an aggressive heavy lift. But it's a great pool of local and state thought leadership and manufacturers that are at the table and we think would be a useful peek, to get a snapshot on real-time technology developments from the zero-emission sector in particular.

We spent six weeks and we wanted to spend about twelve more really digging into some of these preliminary findings and the gaps in the outreach interview and research that we were able to conduct. The conclusions which start on page 16 of our report are more in-depth than these cursory pieces. We want to get this project list and a timeline over the next five years from the Ports of LA and Long Beach. We think there's an opportunity to get into that more significantly and see if there isn't a unique niche that the MSRC can fill, perhaps to elevate investments that would really benefit local truck drivers and the communities that are so impacted by truck traffic. The Clean Truck Trade program and the opportunities that could exist there were mentioned. We were encouraged by ARB, South Coast AQMD, and the Ports to look especially at off-road vehicles and equipment where there seems to be a big gap and a big delta of emissions reductions that can get closed if the technology can be deployed. We think it could pay off to spend time exploring opportunities beyond the agencies. So, beyond the LACI work, we would also work closely with John Boesel and the team at CalStart. Their members are most of the major manufacturers along with the California Electric Transportation Coalition, whose membership is the manufacturers and the utilities. They are both aggressive advocates in the space to help push state policy further but they also have their thumb on the pulse of a lot of gaps where there could be a need for funding, so that's one of the areas where we want to make sure that we spend more time. We've also poised to follow up both with advocates and electeds in the AB 617 communities. We think that there's a real opportunity to

tease out what particular investments could be made there. Amazon and other warehouses are other areas that we're really anxious to dig into, also, with your TAC. The Inland Empire is where the pollution resides and where more and more of these warehouses are going. Investing in refueling infrastructure and charging infrastructure is going to need to be figured out as well. So that's certainly something to dig into further.

There's follow-up that we recommend doing with the CEC, Edison, and Southern California Gas Company as well as the Los Angeles Department of Water and Power. And then through both the LACI project and some of our own outreach, there are charging and manufacturer companies that were not in the first phase of discussions. We have shared these findings with you and of course with your TAC and we're excited to work with them in the kind of division of priorities that they identified at their last meeting: Inland Ports, the Last Mile, Maritime Ports, and the Near-Zero Truck Cooperative.

MSRC Member Jack Kitowski asked regarding the discussion of that pilot program, how far along is that at this point? Has it launched or have you replaced vehicles in that program? Naveen Berry, Asst. Deputy Executive Officer replied we're doing the trade down with some U.S. EPA funds at the moment and we're looking at also EPA funds in combination with Carl Moyer to do the locomotive project. We have not implemented yet using state funds for that. Mr. Kitowski commented it's challenging. We've tried, it's a bit of the Holy Grail. Because what you're getting at here is the economics. Those who can afford a new truck, where the incentives are really focused, don't have the old truck that needs to be scrapped. If you want to get SIP credit from federal government, you have to scrap a truck at the end of this, so somehow you have to put those together and it is highly desirable to try and do that. We've tried to do it twice for trucks and once for particulate filters. All three of those had much less than we had hoped for results. It's just so administratively heavy and expensive. Basically, if anybody's giving up the truck, that first one, there are usually issues associated with it and you don't want to pass it down to the next user, so we've had a lot of challenges. We have a tractor trade down in San Joaquin Valley we're doing now and that has some fairly good success. So maybe there is an ability to turn the corner, but it is very labor-intensive to do that. Mr. Berry commented he couldn't agree more. We've gone through that exercise and what we're trying to do is to establish a protocol that can be followed and make sure that we can validate and verify that indeed the oldest truck has been scrapped. Our direction has been to explore this because there's remaining economic life left and the engine life as well. We want to make sure we explore an opportunity to not let that remaining economic life product be scrapped or destroyed, that's the motivation behind it. So, we're trying to establish a protocol where we can go back and verify and validate and then with the goal down the road to be able to demonstrate to ARB that we have the system down now.

MSRC Chair Larry McCallon asked what kind of program do you have for taking the trucks? Mr. Berry replied we're using U.S. EPA grants; they don't have the same type of concerns today. So, what we're doing is establishing our initial protocol based on that program. We started with 10 trucks were 2012 and newer trucks acquired locally. Those local fleets received brand-new near zero emission trucks with the 12 liter engine and those 2013 trucks

are now displacing 1998 to 2000, 2001 trucks up around the Seattle ports. It has not been easy, but certainly we're starting to learn some lessons on how to track and verify those. We ended up actually sending staff out there to verify and validate even though we contracted out with Puget Sound and trained their staff to do it, but we just want to make sure that everything was done. Mr. Kitowski added we're going to have to think strategically on how that multi-step program would work going forward. You may remember the Truck and Bus Rule starts a phase-out of anything that's older than 2010 starting in 2020 and it's going to be reinforced by DMV checks. So, they won't be able to register these vehicles and will basically need to be replaced all of them between 2020 and 2023. There is a kind of limited life on the much older ones they'll be scrapped or moved out of state on their own anyway. Mr. Berry added that's precisely what's motivating us to focus these efforts into the small independent owner-operators or mom and pop companies that have less than five trucks because they don't have a mechanism today or financing capability to start accelerating replacements to meet those requirements. So that's why it's really important that we look at this aspect, sooner rather than later. Mr. Kitowski added that the infrastructure which you mentioned is one of the areas to move on, that's an area that has certainly the utilities in that space, the Public Utilities Commission and CEC are in the space but it's the infrastructure that worries me more these days than the vehicles themselves. The vehicles and the technology seems to be evolving, and costs seem to be coming down. It looks like over the life cycle of the vehicle, the zero-emission electric vehicles will pay for themselves because they're cheaper to operate, there are Low Carbon Fuel Standard credits, and we have incentive programs to help bridge the gap in the upfront cost. It looks like over the life cycle of the vehicle, the zero-emission electric vehicles will pay for themselves because they're cheaper to operate, there are Low Carbon Fuel Standard credits, and we have incentive programs to help bridge the gap in the upfront cost. There are all these reasons why the vehicle and its higher initial upfront cost is not as big of a burden but fleets just don't know what to do about infrastructure, how to handle it, the time frame involved. There are a lot of people in the space, but it's still really intimidating and I'm guessing there are still going to be a lot of gaps and we're trying to figure out what to do ourselves in this space.

Mr. McCallon added being from San Bernardino County, I'm always interested in the warehousing, the trucks and the impact of things dealing with the warehouses such as the equipment used in the warehouses or infrastructure supporting the refueling at the warehouses. It certainly impacts the Inland Empire because South Coast AQMD is proposing an indirect source rule, which I oppose because of its impact on the warehouses. The business model and its ownership for each warehouse is a little different, so, it's a nightmare trying to deal with them.

Ray Gorski, MSRC Technical Advisor-Contractor commented to set the stage for your next meeting, your TAC heard the presentation from The Better World Group and had quite a robust discussion. During this month, your TAC is having additional, more internal discussions setting the stage for the material which will be presented to your committee next month. It's going to take this overall goods movement, broad air quality issue and try to break it down into more manageable pieces. There have been four which have been preliminarily

identified, but your TAC hasn't formally voted on them. Since they were already shown publicly, the four areas where we're looking to focus at least research attention to determine if there are viable partnerships that can be forged are: (1) the inland ports, that's looking at the warehouse distribution centers which are primarily in the Inland Empire.; (2) the maritime ports, as was alluded to, most the containers come in through the San Pedro Bay ports. They're doing a lot of work but there are other opportunities; (3) the last mile, that's looking mainly at those trucks which come into everyone's neighborhood to deliver goods, once the goods are broken down at the warehouse distribution centers; and (4) continuation of what the discussion has been with Naveen Berry and Jack Kitowski, looking at an issue, smaller truck owner operators, which was brought up by MSRC Member Rex Richardson a few months ago. Is there a program that can be put together to assist some of these smaller independent owner-operators of trucks that primarily do drayage out of San Pedro Bay ports? Is there an opportunity to collaboratively work with independent owner-operators of trucks to put them in a cleaner near-zero emission truck? Those are the four areas which will have subcommittees or working groups participate and come up and present some viable partnership opportunities. All groups would be looking at the vehicle technology, infrastructure and any operational improvements that can be made to make the operations more efficient. Next month, we will also be bringing forward for consideration this whole concept of working groups. Historically, the MSRC and the TAC have operated with subcommittees, typically comprised of members of the MSRC-TAC. Sometimes we have had members of the MSRC participate. What we're thinking, given the complexity, is we may want to open up to other participants. We will outreach to the members of the MSRC. We'll also probably have recommendations for inviting other key stakeholders, who bring specific expertise to the program and then additional South Coast AQMD staff, like John Kampa, who we believe can be extremely valuable on subcommittees, looking from the economic viability perspective.

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

### **Agenda Item #8 – Other Business**

No other business was introduced.

### **PUBLIC COMMENT PERIOD**

**PUBLIC COMMENT:** Terenig Topjian, founder of Have-A-Go. I'm working with LA Commotion and the Culver City Arts District. We're working on an Art Walk and Roll. It's an art and micro mobility festival. Last year, we had 15,000 folks attending. It was a major street closure. We're really interested in promoting first mile/last mile transportation. I wanted to throw out two ideas: (1) listening to some of the conversations about the last mile freight and goods movement, URB-E is a scooter company based in Pasadena. They're working with UPS to pilot a last mile kind of transportation for parcels and packages, in places where freight trucks or vans would have a hard time parking and delivering, making this much more

efficient, quicker and cost-effective. This is a potential idea for future consideration and funding; and (2) for the Art Walk, we're thinking about having a zero-emission fleet perhaps helping bring folks to the event because it's such a large event. There's local emissions concerns and parking concerns. We're thinking about how to get folks from the Metro to our event and from outside parking lots into the event.

### **ADJOURNMENT**

There being no further business, the MSRC meeting adjourned at 2:48 p.m.

### **NEXT MEETING**

Thursday, June 20, 2019, at 2:00 p.m., Room CC8.

[Prepared by Penny Shaw Cedillo]