



MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, MARCH 20, 2025 MEETING MINUTES
21865 Copley Drive, Diamond, Bar, CA 91765

MEMBERS PRESENT:

(Chair) Larry McCallon, representing San Bernardino County Transportation Authority (SBCTA)
(Vice-Chair) Brian Berkson, representing Riverside County Transportation Commission (RCTC)
Curt Hagman, representing South Coast Air Quality Management District
William Robertson, representing California Air Resources Board (CARB)
Patrick Harper, representing Orange County Transportation Authority (OCTA)
Mark Henderson, representing Southern California Association of Governments (SCAG)
Linda Krupa, representing Regional Rideshare Agency
Rena Lum (Alt.), representing Los Angeles County Metropolitan Transportation Authority (Metro)

MEMBERS ABSENT:

Cindy Allen (Alt.), representing SCAG
Steve Veres, representing Metro
John Dutrey (Alt.), representing SBCTA
Peter Christensen (Alt.), representing CARB

MSRC-TAC MEMBERS PRESENT:

Steven Lee, Metro
David Leyzerovsky, Metro
Brian Cunanan RCTC/Regional Rideshare Agency
Lijin Sun, SCAG

OTHERS PRESENT:

Claire Garcia	Jennifer, Sierra Club
Lauren Dunlap	Mariany Anaya, SBCTA
Sam Emmersen, Better World Group	Victor Lopez, City of Carson
Erika Pinto, LA Metro	Paul Macias
Moses Huerta	SBCCOG Office

SOUTH COAST AQMD STAFF & CONTRACTORS PRESENT:

Cynthia Ravenstein, MSRC Contracts Administrator
Daphne Hsu, Principal Deputy District Counsel
Donna Vernon, Administrative Assistant
Ghislain Muberwa, Information Technology Specialist
Hay Lo, Air Quality Specialist
Jeffrey Inabinet, Senior Staff Specialist
Karen Sandoval, Financial Analyst
Lane Garcia, Program Supervisor
Laurence Brown, Air Quality Specialist
Leticia Allie Ramirez, MSRC Contracts Assistant
Marjorie Eaton, Administrative Assistant
Ray Gorski, MSRC Technical Advisor-Contractor
Yuh Jiun Tan, Acting Planning & Rules Manager

CALL TO ORDER

- Chair McCallon called the meeting to order at 2:00 p.m.
- Roll call was taken at the start of the meeting.

STATUS REPORT

Clean Transportation Policy Update

The Environmental Protection Agency (EPA) has submitted vehicle waivers concerning three specific California regulations to Congress for review: the Advanced Clean Trucks regulation, Advanced Clean Cars 2, and the Omnibus Low NOx regulation. If the waivers were to be disallowed, California would lose the authority to implement its more stringent regulations.

- Chair McCallon asked for disclosures.

Items Nos. 6, 8, 9, and 10 – MSRC Member Curt Hagman said he does not have a financial interest in Item No. 6, but is required to identify for the record that he is a member of the Governing Board for the South Coast AQMD, which is involved in this item. In addition, for Item Nos. 8, 9, and 10 he does not have a financial interest but is required to identify for the record that he is a member of the Board of Directors for San Bernardino County Transportation Authority, which is involved in these items.

Items Nos. 8, 9, and 10 – MSRC Member Patrick Harper said he does not have a financial interest in Item Nos. 8, 9, and 10, but is required to identify for the record that he is a Director for the Orange County Transportation Authority, which is involved in these items.

Items Nos. 8, 9, and 10 – MSRC Vice Chair Brian Berkson said he does not have a financial interest in Item Nos. 8, 9, and 10, but is required to identify for the record that he is a Commissioner for the Riverside County Transportation Commission, which is involved in these items.

Items Nos. 8, 9, and 10 – MSRC Alternate Member Rena Lum said she does not have a financial interest in Item Nos. 8, 9, and 10 but is required to identify for the record that she is an employee for the Los Angeles County Metropolitan Transportation Authority, which is involved in these items.

Items Nos. 8, 9, and 10 – MSRC Member Linda Krupa said she does not have a financial interest in Item Nos. 8, 9, and 10, but is required to identify for the record

that she is a Commissioner for the Riverside County Transportation Commission, which is involved in these items.

Items Nos. 6, 8, 9, and 10 – MSRC Chair Larry McCallon said he does not have a financial interest in Item No. 6, but is required to identify for the record that he is a member of the Governing Board for the South Coast AQMD, which is involved in this item. In addition, for Item Nos. 8, 9, and 10 he does not have a financial interest but is required to identify for the record that he is a member of the Board of Directors for San Bernardino County Transportation Authority, which is involved in these items.

- Chair McCallon asked for public comment on the Consent Calendar.

No public comment.

CONSENT ITEMS (Items 1 through 4):

1. Minutes of September 19, 2024 MSRC Meeting

September 19, 2024, MSRC meeting minutes were included in the agenda package.

Moved by Hagman; seconded by Henderson; under approval of Consent Calendar Items #1-4, item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Staff will include the MSRC minutes with the MSRC Committee Report for the April 2025 South Coast AQMD Board meeting.

2. Summary of Final Report by MSRC Contractor

- Volvo Financial Services, Contract #MS21019 – Electrified Freight Delivery for the QCD Fleet

Moved by Hagman; seconded by Henderson; under approval of Consent Calendar Items #1-4, item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Staff will release any remaining retention on the contract

3. MSRC Contracts Administrator's Report

The MSRC AB2766 Contracts Administrator's Report for January 1 through February 26, 2025 was included in the agenda package.

Moved by Hagman; seconded by Henderson; under approval of Consent Calendar

Items #1-4, item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the April 2025 South Coast AQMD Board meeting.

4. Financial Report on AB 2766 Discretionary Fund

A financial report on the AB2766 Discretionary Fund for February 2025 was included in the agenda package.

Moved by Hagman; seconded by Henderson; under approval of Consent Calendar Items #1-4, item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: No further action is required.

ACTION CALENDAR (Items 5 through 10)

FY 2016-18 Work Program

5. Consider One-Year Term Extension by City of Long Beach, Contract

#ML18055 – Install EV Charging Stations

Cynthia Ravenstein, MSRC Contracts Administrator, presented that the City of Long Beach was awarded \$622,220 under the MSRC's FY 2016-18 Local Government Partnership Program to install electric vehicle charging stations. Initially, the City planned to install 50 charging stations but later requested an increase to 74 stations. To date, they have successfully deployed 47 stations, with 43 of those being reimbursed by the program. There have been some challenges including issues with their contractor and staffing shortages, which led them to request a one-year term extension to complete the project. Despite not being able to assure 100% completion within this timeframe, the City believes there is a reasonable chance of success. The MSRC Technical Advisory Committee (TAC) discussed the possibility of extending the term to 18 months but ultimately suggested granting only a one-year extension due to the age of the contract and a reluctance to approve further extensions.

MSRC Member Curt Hagman expressed concern regarding the completion of the contract. Hagman questioned why they should be granted an additional year for completion.

MSRC Vice-Chair Brian Berkson suggested that funds allocated for this project might be better utilized elsewhere.

MSRC Member Mark Henderson expressed uncertainty about whether the staffing issues have been fully resolved, despite indications of improvement. He emphasized the importance of receiving definitive answers rather than vague responses.

MSRC Member William Robertson highlighted the potential financial risks associated with funding the installation of electric vehicle charging stations. Robertson contrasted the risks of continuing to invest in this project versus reallocating the funds to another project.

Ravenstein acknowledged the risks involved in the potential return of unspent funds to the MSRC, and suggested that a reduced contractual value might make sense. Additionally, Ravenstein noted the need to fulfill a three-year operational timeline, so that the requested extension would have stations operational by November 2026.

Chair McCallon asked for public comment on Item Number 5.

No public comment.

Moved by Harper for a one-year extension, with the condition this be the final extension, reduce the scope from 74 to 63 chargers and reduce the funding proportionately, seconded by Henderson; item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Staff will amend the above contract accordingly.

FY 2021-24 Work Program

6. Update and Next Steps for Partnerships in Seeking Funding Under the South Coast AQMD Carl Moyer Program

Cynthia Ravenstein, MSRC Contracts Administrator, presented that in September 2022, the MSRC launched a Request for Information (RFI) for zero emission goods movement infrastructure with an allocation of \$50 million in funding. There was an impressive response. In December 2023, the South Coast AQMD announced a Carl Moyer Program aimed at supporting zero emission infrastructure, presenting

opportunities for collaboration. Three selected RFI respondents were approached to partner in their Carl Moyer applications. Conditional awards were authorized, stipulating that if these applicants secured funding from the South Coast AQMD Carl Moyer program, they would qualify for funding from the MSRC. The awards totaled almost \$27 million and included \$6 million to Southern California Gas Company for hydrogen fueling, \$3 million to Pilot Travel Centers for hydrogen fueling, and nearly \$18 million to Penske Truck Rental initiative to develop a fast-charging EV network across approximately 20 sites.

The Southern California Gas Company and Pilot Travel projects have received Carl Moyer Program funding awards, and contracts for these projects are currently in development. The Penske Truck Leasing situation is more complex due to multiple locations involved, each requiring separate applications under the Carl Moyer program. Some locations have successfully received funding from either the Carl Moyer program or the Community Air Protection Program (CAPP), while others remain on the backup list of the Carl Moyer program. This backup list serves as a contingency for projects that may receive funding if higher-priority projects do not move forward.

Specifically, the MSRC had allocated \$273,130 for the Anaheim location. As this location did not receive either a Carl Moyer Program or CAPP award, and was not on the backup list, MSRC staff recommended to de-obligate these funds. Additionally, it was recommended that the MSRC re-evaluate its allocations to projects on the backup list in six months.

MSRC Member Curt Hagman discussed the uncertainty surrounding the projects on the backup list. He considered that it might be better to defund these projects to potentially pursue better opportunities that may emerge in the next six months.

MSRC Vice Chair Brian Berkson asked what portion of the MSRC's allocation for Penske is associated with the locations on the Carl Moyer backup list. Ravenstein answered that the amount on the backup list is \$4.4 million of the 17 million.

MSRC Member William Robertson expressed concerns about the implications of a backup list. He noted that if certain projects fall through, funds that were designated for them might not automatically be redirected to projects on the backup list in any particular order. He suggested a cautious outlook on how many projects will eventually be funded.

Berkson asked what staff foresees happening within the next six months; whether it is typical for the Carl Moyer program in a six-month period to kick out some projects and add some new ones. Ravenstein answered that the times are not typical. She thinks that there may be more projects failing to go forward than there normally

would have been. Berkson then indicated he wouldn't mind waiting six months.

Hagman expressed his concerns regarding the status of federal funding and its impact on upcoming projects, particularly in light of regulatory changes and uncertainties in government support. He suggested a pragmatic approach of waiting to see how circumstances evolve over the next six months.

Chair McCallon asked for public comment on Item Number 6.

No public comment.

Moved by Berkson to de-obligate \$273,130 from Penske Anaheim Project location and review status of projects on Carl Moyer backup list in six months, seconded by Henderson; item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon
Noes: None

Action: Staff will reflect the above change in the MSRC's financial report.

Berkson discusses the need for organizations and stakeholders to adapt to an evolving and uncertain funding landscape, particularly in the context of environmental initiatives. He emphasizes the importance of proactive planning in order to navigate this complex situation, as new information from sources like EPA and CARB will clarify the available funding. There is a call for reevaluating funding sources, noting that traditional reliance on public funds may need to be supplemented with private investments. He suggests considering new partnerships and innovative approaches that prioritize infrastructure, like charging stations, as part of future grant initiatives. The overarching message encourages thinking outside the box to prepare for foreseeable challenges in funding and implementation of environmental projects.

FY 2024-27 Work Program

7. Consider Selection of New MSRC Website Host

Cynthia Ravenstein, MSRC Contracts Administrator, presented that the MSRC authorized release of an RFP for hosting and maintaining its existing online platform. As of the deadline of January 16, 2025, a total of eight proposals were submitted. A Website Evaluation Subcommittee of the MSRC-TAC was formed and was responsible for scoring and ranking each proposal. After thorough evaluation, they recommended awarding the contract to Exemplify LLC with a budget set at a maximum of \$20,200 for the initial two-year period.

Exemplify LLC demonstrated a comprehensive understanding of the requirements, as

well as good visibility for addressing service requests. Their proposal provided a high level of monitoring, risk reduction strategies, and detailed performance tracking. Furthermore, the South Coast AQMD Information Management department reviewed the proposal and found no significant concerns.

Chair McCallon asked for public comment on Item Number 7.

No public comment.

Moved by Hagman, seconded by Krupa; item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: This award will be placed on the South Coast AQMD Board agenda for approval

8. Consider Issuing an Invitation to Negotiate to County Transportation

Commissions within the South Coast AQMD jurisdiction to Implement a Transportation Demand Management (TDM) – CTC Partnership Program to Improve Air Quality and Enhance Clean Mobility

Ray Gorski, MSRC Technical Advisor, presented that this item addresses the solicitation of proposals from certain entities, specifically focusing on a request for the MSRC to authorize the release of an Invitation to Negotiate (ITN). Notably, there is no funding appropriation involved at this stage; the MSRC would simply be requesting proposals for evaluation later in the year. The completion of this request will allow for an examination of projects, and the MSRC-TAC is anticipated to bring forward recommendations regarding funding decisions for MSRC consideration in August and September.

Gorski presented a transportation demand management initiative proposed to be part of the 2024-27 Work Program. The proposal focuses on collaborating with county transportation commissions (CTCs) to devise innovative strategies aimed at reducing commuter and discretionary vehicle trips and vehicle miles traveled. This initiative builds on an earlier program implemented by the MSRC in 2015, where funds were allocated to CTCs to develop effective strategies for minimizing vehicle use.

The timing to enhance TDM strategies is seen as particularly apt in light of major upcoming events in the South Coast region, such as the 2028 Olympics, the Super Bowl, and the World Cup Soccer. The rationale behind focusing on CTCs includes their primary role in implementing TDM strategies, their understanding of regional transportation needs, and the urgency created by upcoming large-scale events. Each of the four CTCs within South Coast AQMD would be granted autonomy to devise

customized strategies and apply for funding from the MSRC. A total funding allocation of \$16 million is proposed, equally distributed among the four CTCs, allowing each to receive up to \$4 million.

Gorski discussed the recommendation for an ITN solicitation mechanism directed specifically towards the CTCs. Each CTC would be required to present a full proposal detailing how they plan to allocate the proposed funding. The original submission deadline of July 1 has been recommended for extension to August 1 to allow more time for proposal preparation, following feedback from the MSRC-TAC.

Proposals submitted by the CTCs would undergo an evaluation process conducted by the MSRC-TAC subcommittee. While the CTCs are encouraged to consider strategies to manage upcoming disruptive events over the next three years in the South Coast region, they are not mandated to do so. The primary focus of the submitted proposals must be on air pollution and emission reductions, which will be the key criterion for assessing the effectiveness of the suggested strategies. Following the submission and evaluation of proposals, the MSRC will determine whether the proposed projects are viable and likely to yield cost-effective improvements in air quality.

Chair McCallon asked for public comment on Item Number 8.

No public comment.

Moved by Hagman, seconded by Berkson; item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: The proposed ITN will be placed on the South Coast AQMD Board agenda for approval.

9. Consider Issuing an Invitation to Negotiate to the San Bernardino County Transportation Authority (SBCTA) for Implementation of a Regional Rideshare Integration and Enhancement Project

Ray Gorski, MSRC Technical Advisor, presented that similar to the preceding item, this action would release an Invitation to Negotiate (ITN). The focus of the ITN would seek a proposal for implementing an expansion and improvements to the current regional rideshare database, which is used to reduce the number of motor vehicle trips by matching commuters with alternative commute options, such as transit services and van pools.

The proposed ITN would seek to incorporating commuters who may commute to or

from San Diego County into the regional database. The intent is to collaborate with the San Diego Association of Governments to better integrate the San Diego County commuters.

Gorski outlined that the ITN would be targeted towards SBCTA given its role in regional transportation coordination for the South Coast region. \$725,000 is the proposed funding amount.

If the MSRC and South Coast AQMD approve the proposed ITN, the next step would be SBCTA assembling a proposal that would be sent back to the MSRC-TAC for evaluation. Should the proposal be regarded as meritorious, it would then be recommended for funding consideration to the MSRC. Gorski clarified that no financial allocations are being made currently.

Robertson asked about the expected duration of the project. Gorski answered 18 months.

Chair McCallon asked for public comment on Item Number 9.

No public comment.

Moved by Hagman, seconded by Berkson; item unanimously approved.

Ayes: Hagman, Krupa, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: The proposed ITN will be placed on the South Coast AQMD Board agenda for approval.

10. Consider Issuing an Invitation to Negotiate to the Riverside County Transportation Commission (RCTC) for Implementation of a Regional Worksite Transit Trainer Program

Daphne Hsu, Principal Deputy District Counsel, indicated that there was a divided vote at the MSRC-TAC on this item. She expressed the intent to address the need for establishing a clear policy regarding voting recommendations within the MSRC-TAC in a future meeting. The default standard typically provides that a majority of members' votes signify approval, but a formal policy would provide clarity. Chair McCallon states that it is a good idea to raise at a future meeting.

Ray Gorski, MSRC Technical Advisor, presented that this item proposes the release of an Invitation to Negotiate (ITN) for the implementation of a transit trainer program by the RCTC in collaboration with four other county transportation commissions. The primary aim of the program is to address and diminish the barriers

to public transit usage, particularly the hurdles stemming from unfamiliarity with transit systems. It is recognized that many individuals avoid using public transit due to perceived complexities and uncertainties about the scheduling and logistics involved. The transit trainer program would facilitate a one-on-one training approach where trained transit specialists will assist employees from various companies. The trainers would guide these individuals through the entire process of planning and executing their transit trips. This would include assessing their starting point and destination, detailing available transit options, and offering personal support to ensure that they feel comfortable navigating the public transit system. The project is designed to boost public transit adoption within the region and aims to create a more user-friendly commuting alternative.

Gorski outlined a proposed funding allocation of \$1.275 million for the program. The program is envisioned as being scalable and accessible across various regions. The implementation would occur in three distinct phases: design and development, integration with a regional transit database, and promotion and measurement of the program's effectiveness. By onboarding consultant staff, RCTC would coordinate efforts with other transportation agencies to ensure the successful deployment of this initiative, focusing on matching trainers with commuters in a more efficient manner to encourage a shift from single-occupant vehicle use to public transit options.

Chair Larry McCallon expressed concern as to whether this would be an appropriate use of MSRC funds. He referenced a program in San Bernardino County run by Omnitrans, the local bus operator, which already addresses the issue at hand. Due to this existing solution, he cannot support the proposed initiative.

MSRC Member Patrick Harper expressed agreement with the Chair's views, indicating that it may be unnecessary given existing operations at OCTA. He referenced the just-completed allocation of \$4 million per county transportation commission for transportation demand management, suggesting that agencies have the discretion to use these funds as they see fit.

MSRC Member Linda Krupa recounted receiving a presentation on public transportation systems in Riverside County. While the attendees deemed the systems beneficial, they expressed concerns about their lack of knowledge and experience in using them, particularly how to transition between bus routes and Metrolink. She suggested that other counties may already have training programs in place.

Harper discussed the challenges in promoting public transit usage, particularly for employees in workplaces. He pointed out that while a lot of information is made available through different channels, such as websites and public outreach, there are still issues regarding engagement and effective utilization by potential users. Harper expressed uncertainty about the primary goals of this proposed program. He also

conveyed skepticism regarding the value of providing basic transit training when several organizations already address that need.

MSRC Member Brian Berkson questioned the program's primary goals and the specific strategies it aims to implement. He sought clarification on whether the program was intended as solely educational or if it would encompass a more systemic approach involving collaboration with employers. Chair McCallon answered his understanding is that RCTC would hire some consultants to establish the program to teach people how to use transit. Krupa stated she must agree with Brian.

Brian Cunanan, MSRC-TAC Member representing the Regional Rideshare Agency and RCTC staff member, further detailed that the program is designed to enhance the experience of new riders using the Metrolink transit system. By utilizing existing transit riders as voluntary trainers, the initiative aims to alleviate the intimidating nature of navigating Metrolink for first-time users. The program, which has undergone successful piloting, would seek to provide a more personal touch by having experienced commuters guide their coworkers through the features and operations of the train service. This approach not only makes the experience less daunting for new riders but also allows for a broader reach across various lines and time frames without incurring the higher costs associated with hiring consultants.

Chair McCallon asked for public comment on Item Number 10.

No public comment.

Moved by McCallon to deny the Regional Worksite Transit Trainer Program, seconded by Hagman; item denied.

Ayes: None

Noes: Hagman, Krupa, Henderson, Harper, Lum, Berkson, McCallon

Abstain: Robertson

Action: No action necessary

OTHER BUSINESS:

Chair Larry McCallon asked if anyone has other business.

No other business

PUBLIC COMMENT PERIOD

No public comments.

ADJOURNMENT

The meeting adjourned at 3:13 p.m.

[Prepared by Marjorie Eaton]