

AB 617: SAN BERNARDINO / MUSCOY

CO-HOSTS:
ANGIE BALDERAS
DANIEL WONG

August 11, 2022

CSC MEMBER “RE-INTRODUCTION”
INTRODUCCIÓN MIEMBRO DE CSC

Safe Routes to Schools Partnership
Los Programas de Rutas Escolares Seguras

COMMUNITY EMISSIONS REDUCTION PLAN (CERP) IMPLEMENTATION / IMPLEMENTACIÓN DEL PLAN COMUNITARIO DE REDUCCIÓN DE EMISIONES (CERP)

- **Indirect Source Rule (ISR) Update /
Actualización de las Reglas de Fuente Indirecta**
- **AB 617 Annual Progress Report /
Informe De Progreso Anual de AB 617**



AB 617 Community Steering Committee

Recap PR 2306 Working Groups
*Indirect Source Rule for
New Intermodal Facilities*

Background

❑ Rail Yard Indirect Source Rule direction from Governing Board

- March 2017: Approval of 2016 AQMP
 - Consider voluntary and regulatory approaches
- May 2017: Board vote on Facility-Based Mobile Source Measures
 - Focus on ISR approach rather than voluntary
- September 2019: Adoption of AB 617 CERPs
 - Approve CSC recommendations to pursue ISR for rail yards

❑ Two new rail yards proposed in late 2020 / early 2021

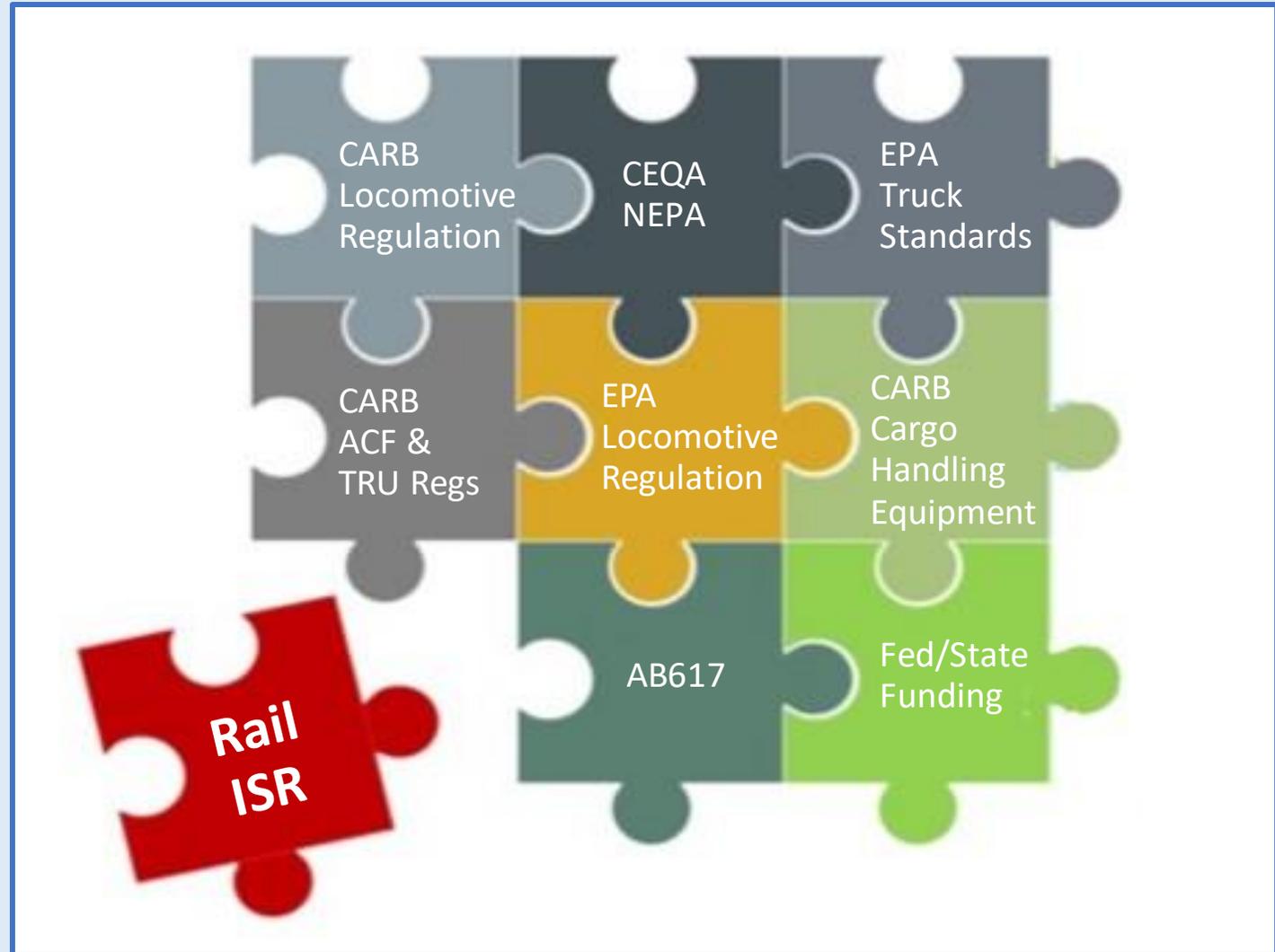
- Rulemaking approach updated in mid-2021 to focus on new rail yards first

11 Working Group Meetings covering Rail Yards since March 2017

Goal of Indirect Source Rule for New Intermodal Rail Yards

(Proposed Rule 2306)

- ❑ Protect public health from rail yard emissions sources and assist in meeting federal and state air quality standards
- ❑ Reduce air quality impacts to adjacent environmental justice communities near new rail yards
- ❑ Potentially establish framework for existing rail yards rule (PR 2306.1)



Two New Proposed Intermodal Facilities in the South Coast Air Basin

Colton
Intermodal
Facility

(SCIG)
Southern
California
International
Gateway

Unique opportunity for ISR to ensure new intermodal facilities:

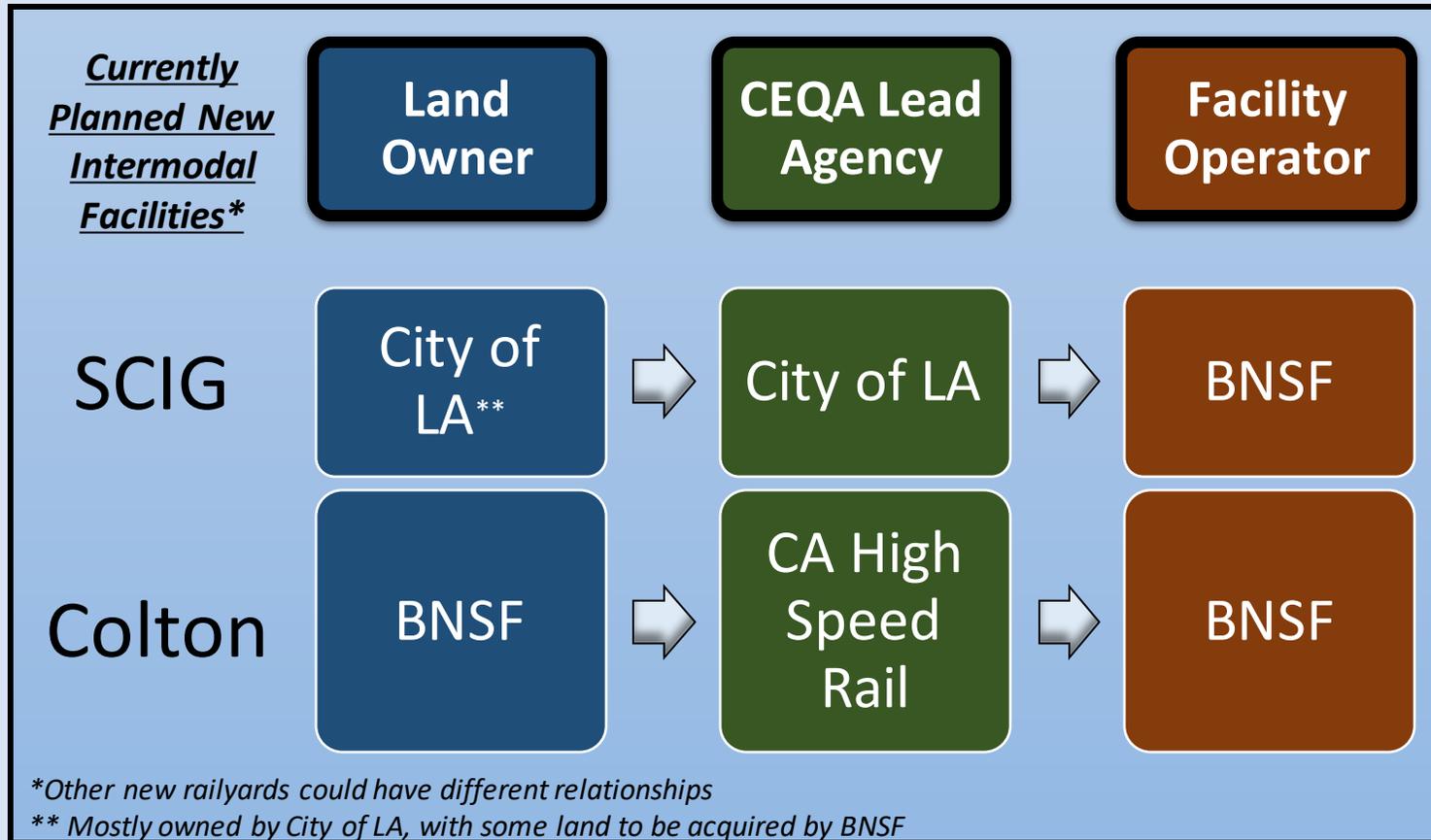
Implement
cleanest
technologies
feasible

Incorporate
infrastructure to
support ZE
technologies

Include
measures that
minimize air
quality and
public health
impacts

Address
community air
quality priorities
identified in
AB 617 CERPs

Entities Involved in New Intermodal Facility Development



Each entity can have a role in planning and implementing ZE technologies



Key Emission Sources for Rail Yards

New intermodal facilities have the potential to have substantial NOx and PM emissions



Locomotives

US EPA & CARB

Switchers and Line-Haul Locomotives



Cargo Handling Equipment

US EPA & CARB

Yard Trucks, Gantry Cranes, Top/Side Picks, Forklifts, etc.



Drayage Trucks

US EPA & CARB

Heavy-Duty Trucks in the Drayage Truck Registry



Transportation Refrigeration Unit

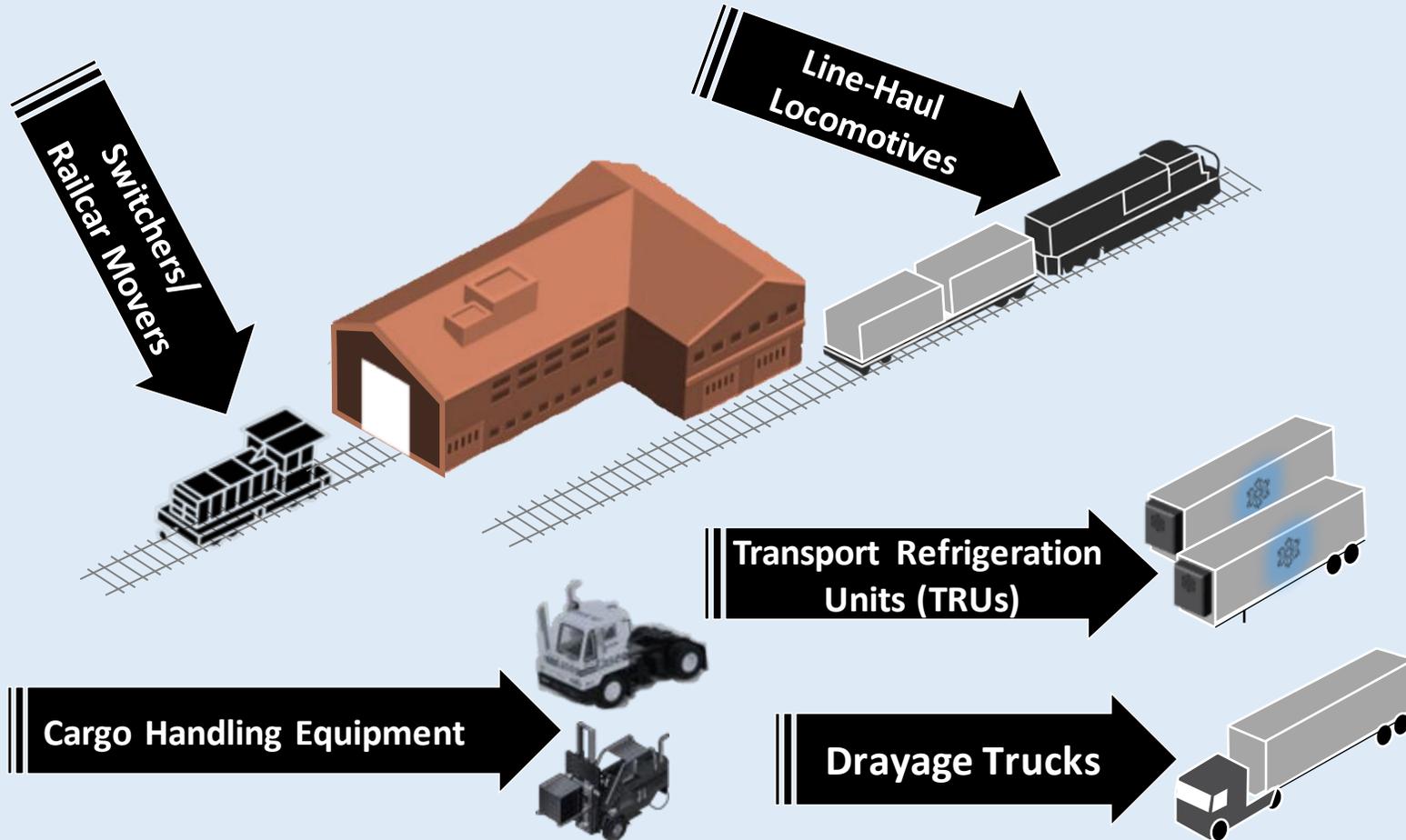
US EPA & CARB

Trailer and Railcar TRUs

South Coast AQMD Indirect Source Authority

Understanding of Facility Operations is Key to PR 2306 Rule Design

Key Intermodal Railyard Emission Sources



Who can decide or influence:

- Facility siting and design?
- Fleet turnover for each emission source?
- Carriers' dispatching decisions?
- On- and off-site infrastructure development?

Key Considerations for Zero Emissions Infrastructure



On-site

- Air quality benefit
- Safety
- Costs
- Lead time to construct
- Designated space for ZE charging of cargo handling equipment
- Integration of ZE locomotive fueling points with rail network
- Appropriateness of site for ZE fueling of different vehicle types (e.g., drayage trucks)



Off-site

- Air quality benefit
- Availability and feedstocks of hydrogen fuel
- Availability of adequate electrical power and upstream grid hardware
- Availability of zero emission fuels during a power outage
- Availability of charging/fueling stations for drayage trucks

Potential Pathways for Reducing Emissions from Locomotives

Near Term

Tier 4 Locomotives

Up to 85% Lower NO_x Compared to Tier 2

Renewable Diesel Fuels

Minimal NO_x Reductions (≤5%)*

Medium Term

Battery Electric Short Distance Line Haul Locomotive

Zero Emission

Battery Electric Combined with Diesel

About 10% Lower Fuel Consumption and Emissions

Long Term

Full Commercialization of Zero Emission Locomotives

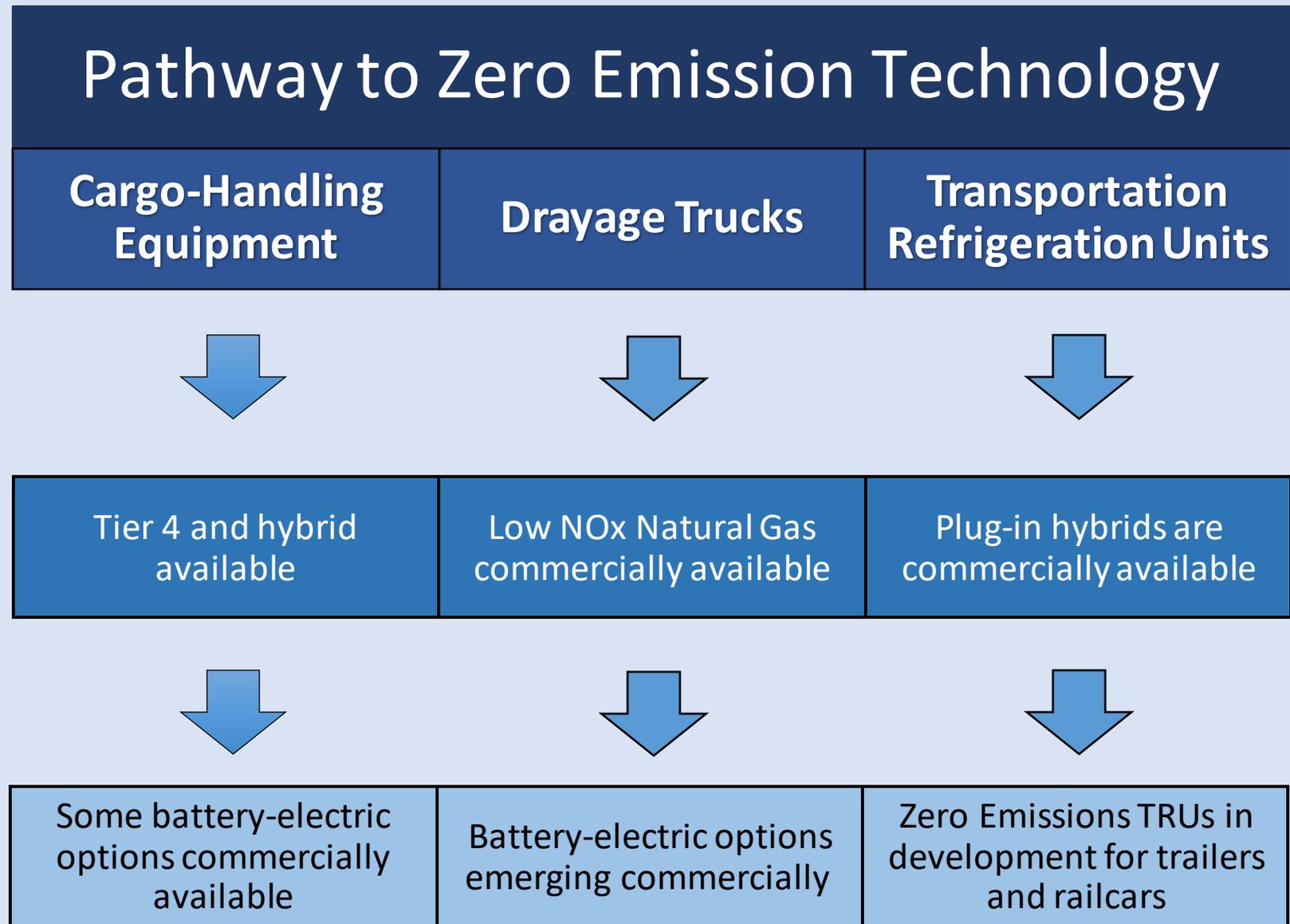
Zero Emission

- South Coast AQMD co-funding short-haul ZE locomotive demonstration project
 - Los Angeles to Barstow

Low and Zero Carbon Fuel Sources

- 
Renewable Diesel
- 
Hydrogen Fuel Cell
- 
Battery-Electric

Potential Pathways for Reducing Emissions from Other Rail Yard Emission Sources



CARB Low NOx Omnibus and ACT regulations and tech assessments:

<https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>, <https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks>

CARB Draft TRU Tech Assessment: <https://ww2.arb.ca.gov/sites/default/files/2022-05/DRAFT%202022%20TRU%20Tech%20Assessment.pdf>

San Pedro Bay Ports Draft CHE Tech Assessment: https://cleanairactionplan.org/download/239/cargo-handling-equipment/5151/2021-che-report-v21-final-master-draft_3-01-22.pdf

ISR Must be Compatible with Upcoming Proposed CARB Regulations

- ❑ Each rule from CARB is in various stages of development
 - Potential timelines for implementation varies for each rule
- ❑ Key proposed rules and potential CARB Board Hearing dates
 - Advanced Clean Fleets (fleet rule for in-use drayage trucks)
 - 1st CARB Board Hearing - Oct. 2022
 - Locomotives (fleet rule for in-use locomotives)
 - 1st CARB Board Hearing - Nov. 2022
 - TRUs (trailers and railcars)
 - CARB Board Hearing – 2025
 - Cargo Handling Equipment
 - CARB Board Hearing - 2024

Next Steps for Proposed Rule 2306 Development



Estimate emissions inventory for new facilities



Develop draft rule concept/rule design



Continue to hold working group meetings and receive stakeholder feedback



Prepare staff report, socioeconomic report, and environmental assessment



Bring rule package to Governing Board for consideration in first quarter, 2023

Staff Contacts

Proposed Rule 2306

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Sign up for the mailing list at: <https://www.aqmd.gov/sign-up> (select “Proposed Rule 2306”)
Email us at: RailyardISR@aqmd.gov. For more information, visit: www.aqmd.gov/fbmsm (click into “Railyard and Intermodal Facilities”)



Indirect Source Rule Update: Rule 2305 – Warehouse Action and Investments to Reduce Emissions (WAIRE) Program

COMMUNITY STEERING COMMITTEE (CSC) 3RD QUARTER AB 617
IMPLEMENTATION UPDATE

AUGUST 11, 2022

Rule 2305



- ❑ Adopted by South Coast AQMD Board on May 7, 2021
- ❑ Includes requirements for warehouse owners/operators
- ❑ Approximately 3,000 warehouses are subject to the rule

Overview of WAIRE Program

Applicability

- Owners and operators of new and existing warehouses $\geq 100,000$ sf
- Owners are only subject to reporting, but they can voluntarily earn points

Phase-In

- Starting Jan. 1 2022, warehouses introduced into program over 3 years
 - Largest are first
- Once in, stringency increases over 3 years

Requirements

Annually Earn WAIRE Points

Warehouse Actions and Investments to Reduce Emissions (WAIRE) Menu

Mitigation Fee

Custom WAIRE Plan

Limited transferring/banking with early or over-compliance

Funds projects in communities near warehouses that paid the mit. fee

Reporting

Warehouse Operations Notification

Initial Site Information Report

Annual WAIRE Report

Early Implementation Efforts

Early Annual WAIRE Report (eAWR)

- Early action provision that allows for earning WAIRE Points ahead of their initial compliance period

Warehouse Operations Notification (WON)

- Only required reporting obligation for warehouse owners under Rule 2305 due 9/1/2021

Initial Site Information Report (ISIR)

- One-time reporting obligation for warehouse operators (Phase 1 due 7/5/2022)

Annual WAIRE Report (AWR)

- Annual report obligation for warehouse operators (Phase 1 due 1/31/2023)

WAIRE MENU INCLUDES MANY OPTIONS

WAIRE Menu Item

Acquire ZE/NZE Trucks

Visit from ZE/NZE Truck

Acquire ZE Yard Truck

Use ZE Yard Truck

Install Onsite ZE Charging or
Fueling Infrastructure

Use Onsite ZE Charging or
Fueling Infrastructure

Install and Energize Onsite
Solar Panels

Use Onsite Solar Panels

Install or Replace Air Filters
for Sensitive Receptors



WAIRE Program Reporting Overview

Owners

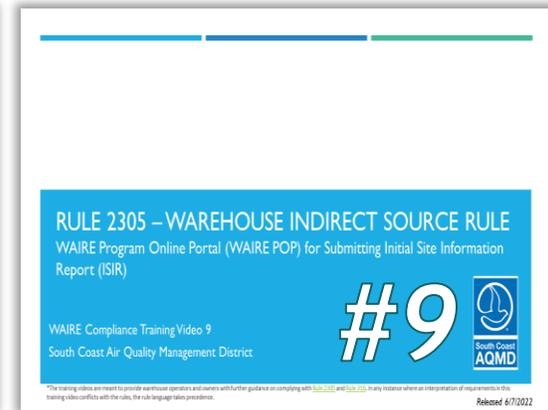
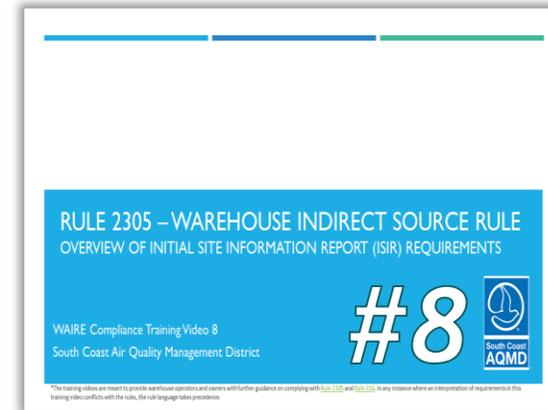
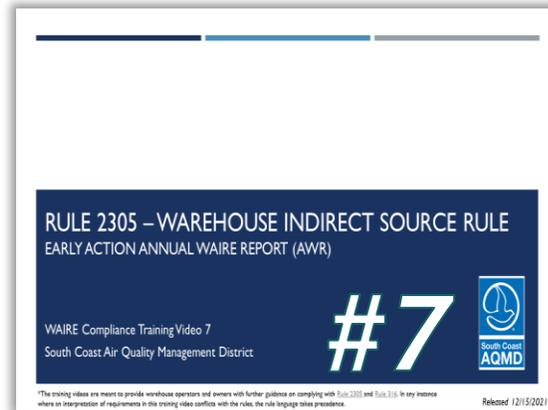
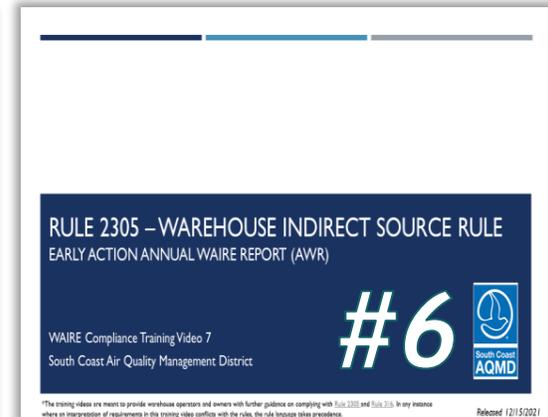
Operators

Operators

Phase	Warehouse Building Size (Square Feet)	Warehouse Operations Notification (WON) Due Date	Initial Site Information Report (ISIR) (One-Time)		Annual WAIRE Report (AWR)	
			Reporting Period	Due Date	1 st Compliance Period	1 st Due Date
1	≥250,000		Previous 12 Months and Anticipated for AWR	July 1, 2022	January 1, 2022 – December 31, 2022	January 31, 2023
2	≥ 150,000 - <250,000	September 1, 2021	Previous 12 Months and Anticipated for AWR	July 1, 2023	January 1, 2023 – December 31, 2023	January 31, 2024
3	≥100,000 - <150,000		Previous 12 Months and Anticipated for AWR	July 1, 2024	January 1, 2024 – December 31, 2024	January 31, 2025

WAIRE Program Website: 9 Training Videos

- ❑ Each video is ~5 to 15 minutes
- ❑ Available at: www.aqmd.gov/waire
- ❑ Additional videos under development





WAIRE POP Sign In

Sign in to your account to continue

Email Address

Password

Remember me

Sign In

[Forgot Password](#)

[Create Account](#)

WAIRE Program Online Portal (WAIRE POP)

- ❑ Staff developed an online portal to facilitate reporting and compliance with the rule
- ❑ Built-in WAIRE Calculator and Site Information Report Builder to assist operators
- ❑ Portal went live 8/6/2021
- ❑ Accessible through WAIRE Program website
www.aqmd.gov/waire

Outreach Statistics



- Compliance advisory sent to >5,000 warehouse properties and owners
- 1,600+ calls and emails to WAIRE Program Hotline (909) 396-3140 and waire-program@aqmd.gov
- 11,100+ visits to www.aqmd.gov/waire
- 1,500+ views of training videos (outside of webinars)
- 600+ attendees to webinars and presentations to external groups
- 20,000+ informational emails sent about WAIRE Program resources

Questions?



waire-program@aqmd.gov



(909) 396-3140



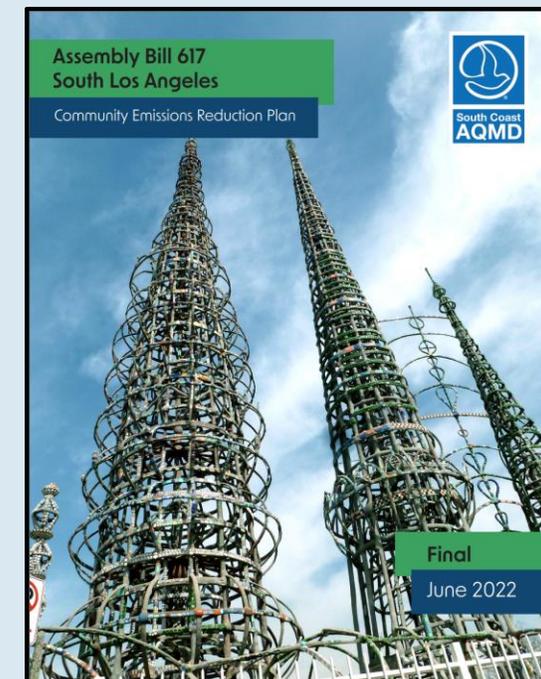
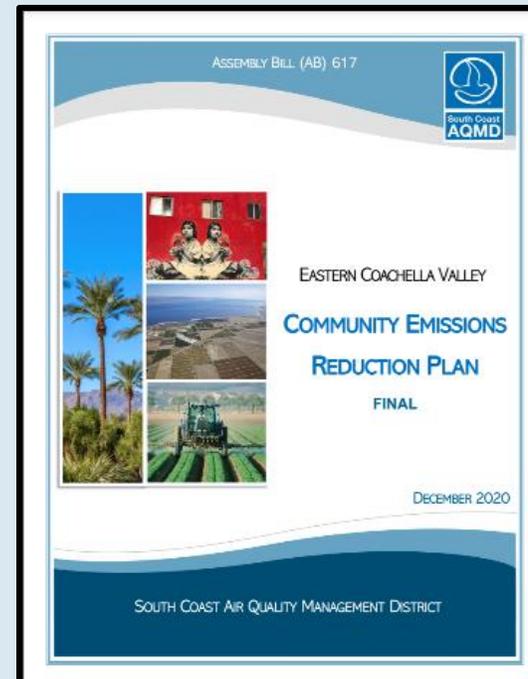
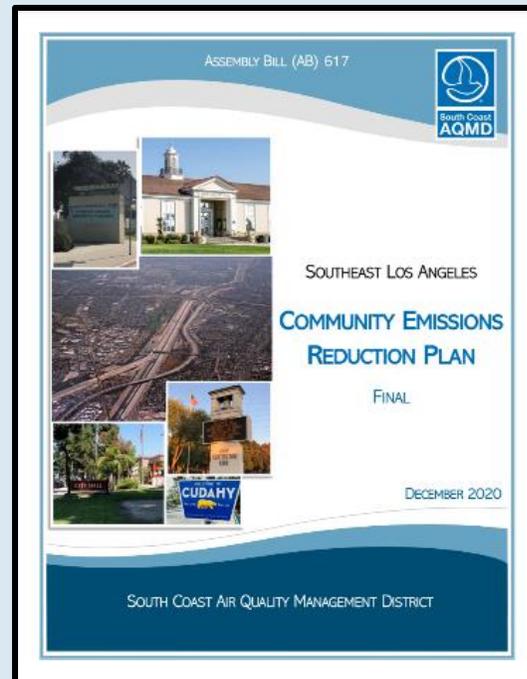
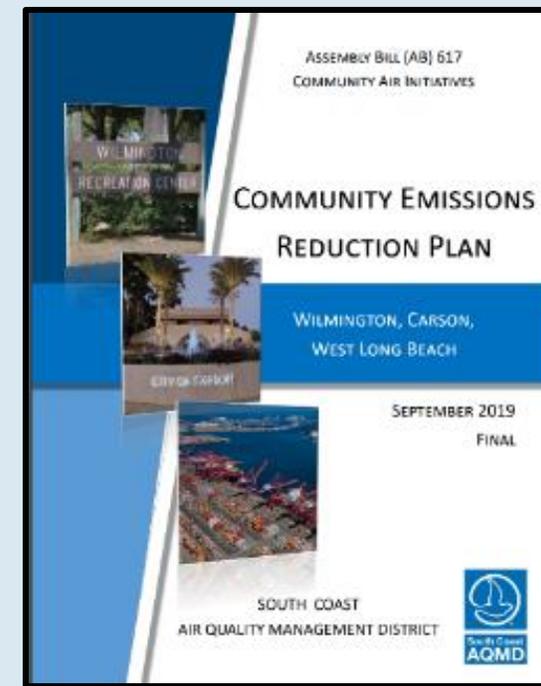
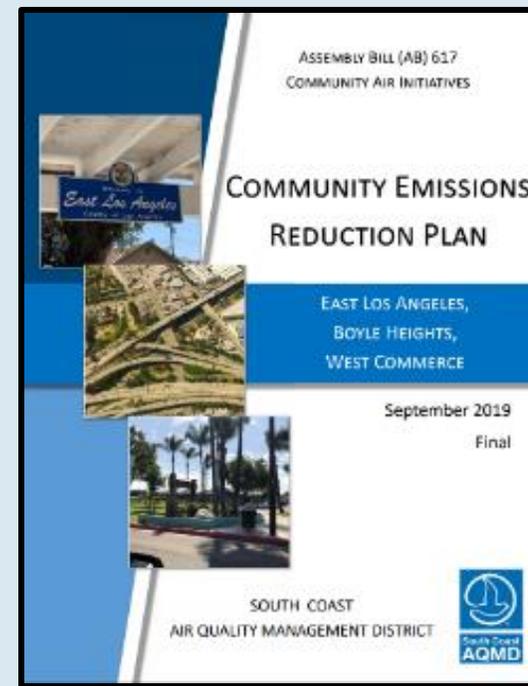
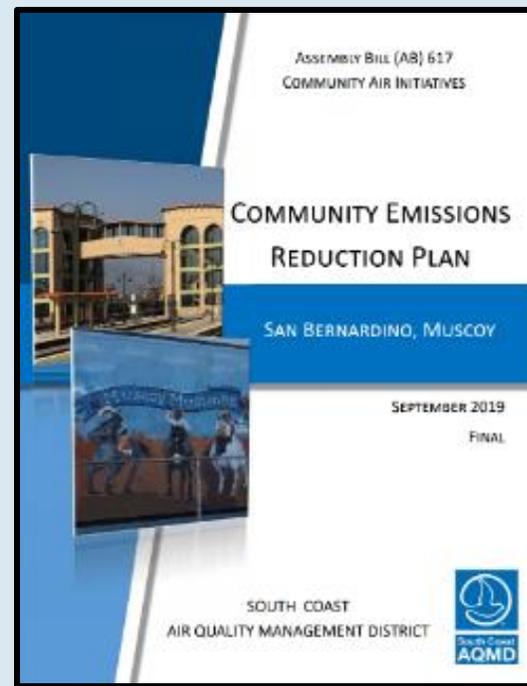
www.aqmd.gov/waire



www.aqmd.gov/sign-up → WAIRE Program Compliance

2022 ANNUAL PROGRESS REPORT

ROBERT DALBECK
AIR QUALITY SPECIALIST



OVERVIEW



Assembly Bill 617 (AB 617)* requires an annual report on the progress of CERP implementation



Annual Progress Report (Report) will be updated to include implementation totals to-date



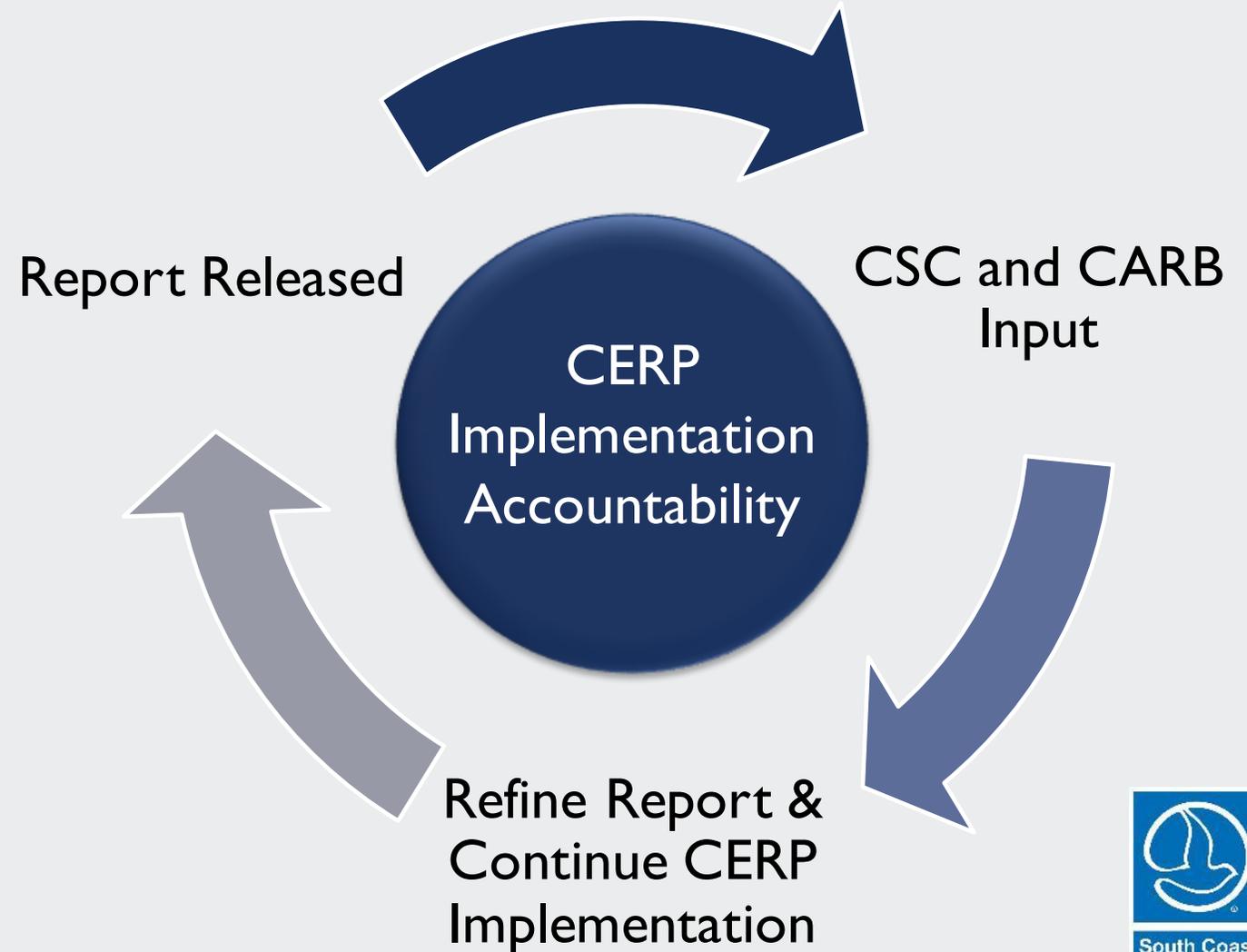
Report sent to each CSC and CARB for review



CARB may provide suggestions on CERP implementation

*Health and Safety Code §44391.2(c)(7)

PURPOSE



OVERVIEW OF ANNUAL PROGRESS REPORT ELEMENTS

ANNUAL PROGRESS REPORT FOR
ASSEMBLY BILL 617
COMMUNITY EMISSIONS
REDUCTION PLANS

October 2022



South Coast Air Quality Management District

Community Profile Updates

Overview of CERP Framework

Status of CERP Actions, Goals, and Strategies

Metrics for Tracking Progress

Qualitative Assessment

Summary of Key Plan Adjustments

SBM CERP IMPLEMENTATION HIGHLIGHTS BY STRATEGY

Rule Development

- Adopted **Rule 2305 - Warehouse Indirect Source Rule (ISR)- Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program***; Began WAIRE Program implementation
- Initiated **Proposed Rule 2306 – Railyard ISR for New Intermodal Facilities****, conducted 5 Working Group Meetings

Enforcement

- Continued CARB/South Coast AQMD **quarterly truck idling sweeps**, totaling 421 inspections, resulting in 12 Violations
- Conducted 13 **inspections at concrete batch plant facilities**, resulting in 4 Notices to Comply

Monitoring

- **Air monitoring conducted** by South Coast AQMD and a contractor (Aclima, Inc.); released **air monitoring data dashboards and progress reports**
- Worked with CSC members to identify locations for **sensor deployment**; deployed 6 sensors

*<http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf?sfvrsn=15>

**<http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-2306>

SBM CERP IMPLEMENTATION HIGHLIGHTS BY STRATEGY (CONT.)



Incentives

- \$10 million distributed for **mobile source projects** (e.g., OmniTrans buses, off-road equipment, charging stations)
- \$5 million allocated to school air filtration systems; CARB approved **Reducing Air Pollution Exposure in Schools and Other Facilities (2022-14CIP-SC)** project plan*
- \$5 million allocated to zero-emission trucks; held 3 Truck Incentives Workshops; released **Draft AB 617 Truck Incentives Workplan****
- \$2 million allocated to **zero-emission infrastructure and equipment** at warehouses



Outreach

- Provided 6 **Why Healthy Air Matters (WHAM)** presentations, at San Bernardino High School and Arroyo Valley High School
- Continued incentive program **outreach; participation and/or presentations** at multiple events (e.g., San Bernardino Valley College, 7th Annual Route 66 Rendezvous)



Collaboration

- Worked with CSC and City of San Bernardino to identify locations for **“No Idling” signs**
- Collaborated with City and County of San Bernardino to discuss **potential truck routes**; City of San Bernardino City Council approved a truck route study for their General Plan

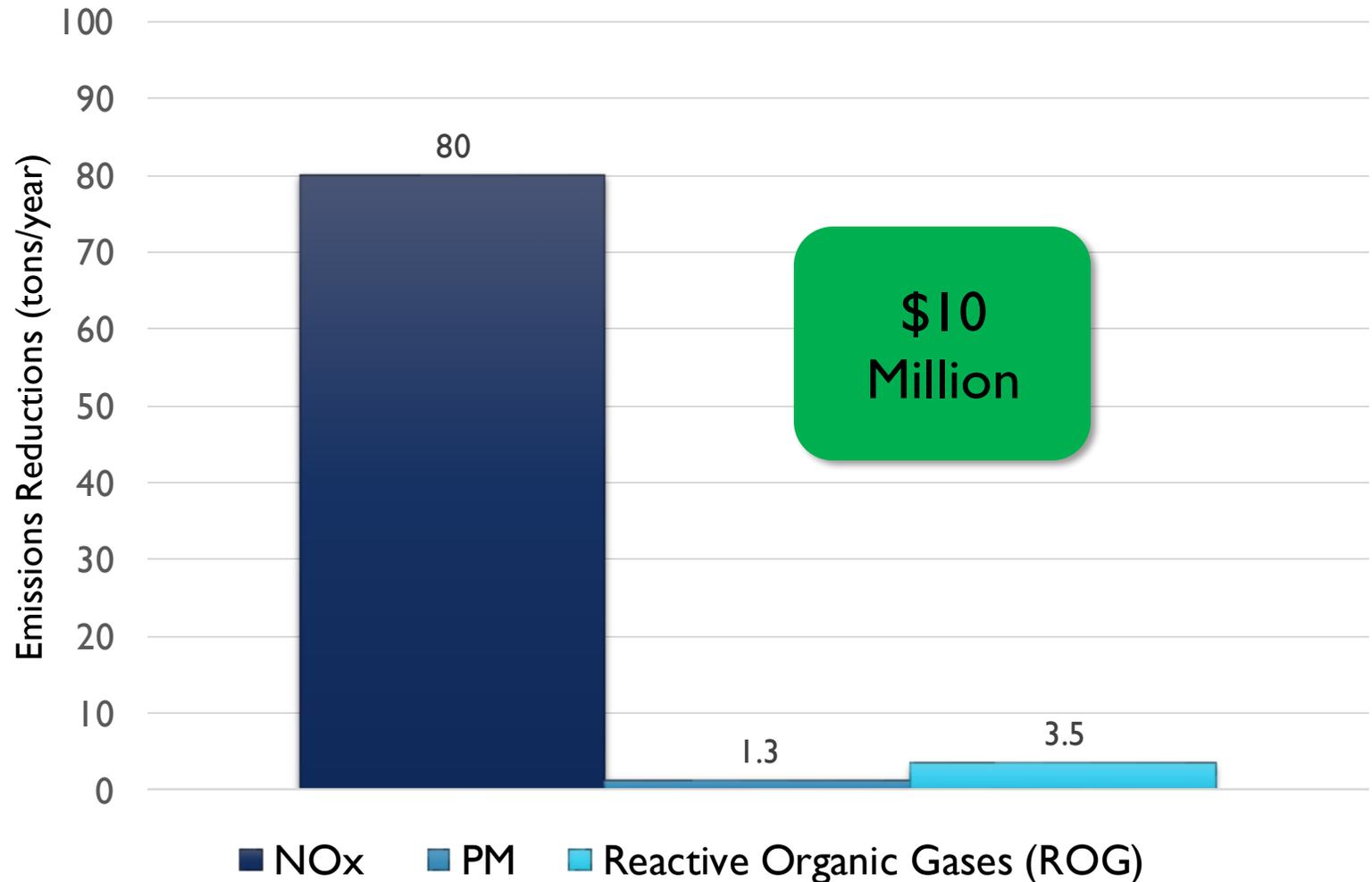
*<http://www.aqmd.gov/docs/default-source/tao-capp-incentives/ab617---school-air-filtration-project-plan.pdf?sfvrsn=8>

**http://www.aqmd.gov/docs/default-source/tao-capp-incentives/truck_incentives-draftfinal-ws.pdf?sfvrsn=17

TOTAL INVESTMENT IN INCENTIVES

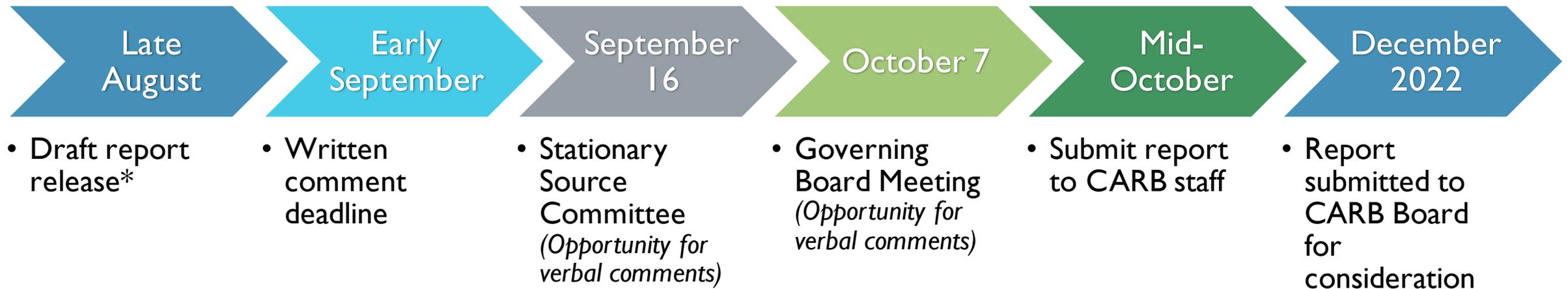
- Future incentive-based emissions reductions dependent on amount of program funding

Approximate Emissions Reductions* Based on Total Investment



*Emissions reductions resulting from community-identified projects will be quantified at a later time, where feasible

ANNUAL PROGRESS REPORT TIMELINE



*2022 Draft Annual Progress Report will be available online at:
<http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/san-b>

Questions and/or Comments?

Please submit questions and comments to
ab617@aqmd.gov

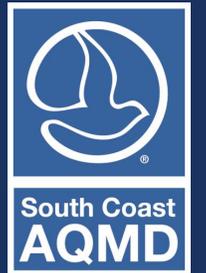
**COMMUNITY AIR MONITORING PLAN (CAMP) IMPLEMENTATION /
IMPLEMENTACIÓN DEL PLAN COMUNITARIOS DE MONITOREO DEL AIRE (CAMP)**

**Community Air Monitoring Plan (CAMP) Implementation /
Implementación del Plan Comunitarios de Monitoreo del Aire
(CAMP)**

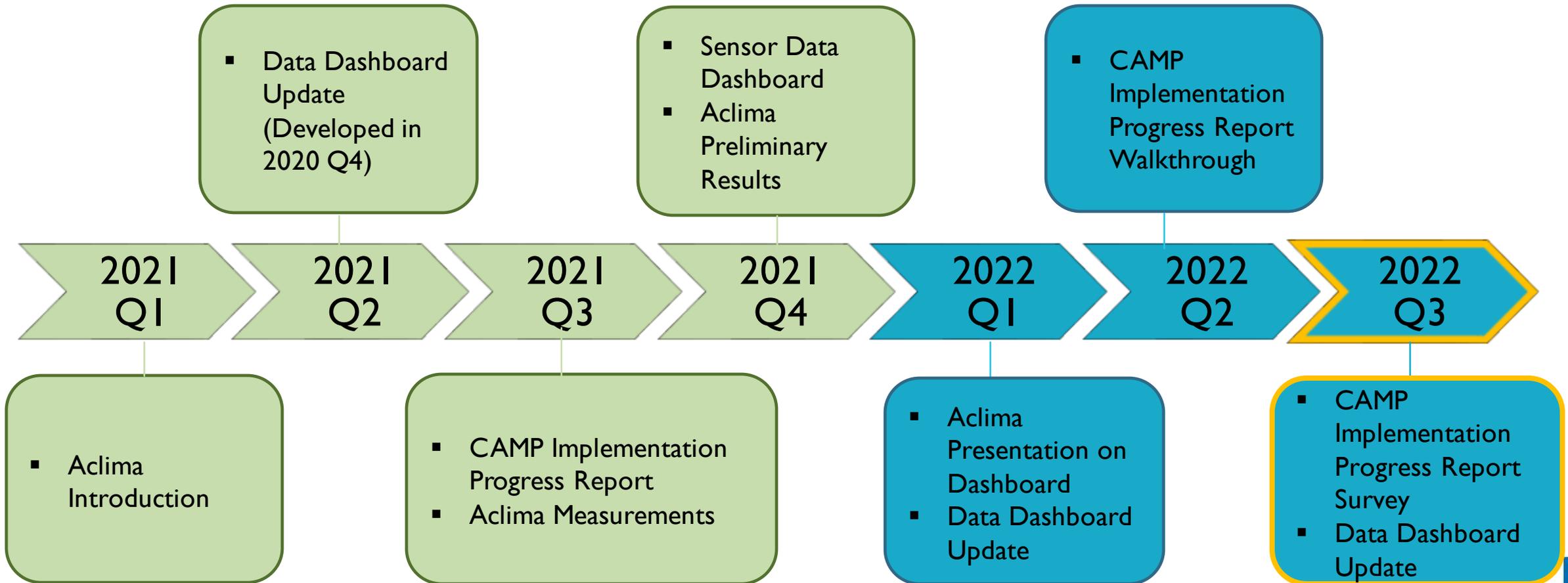


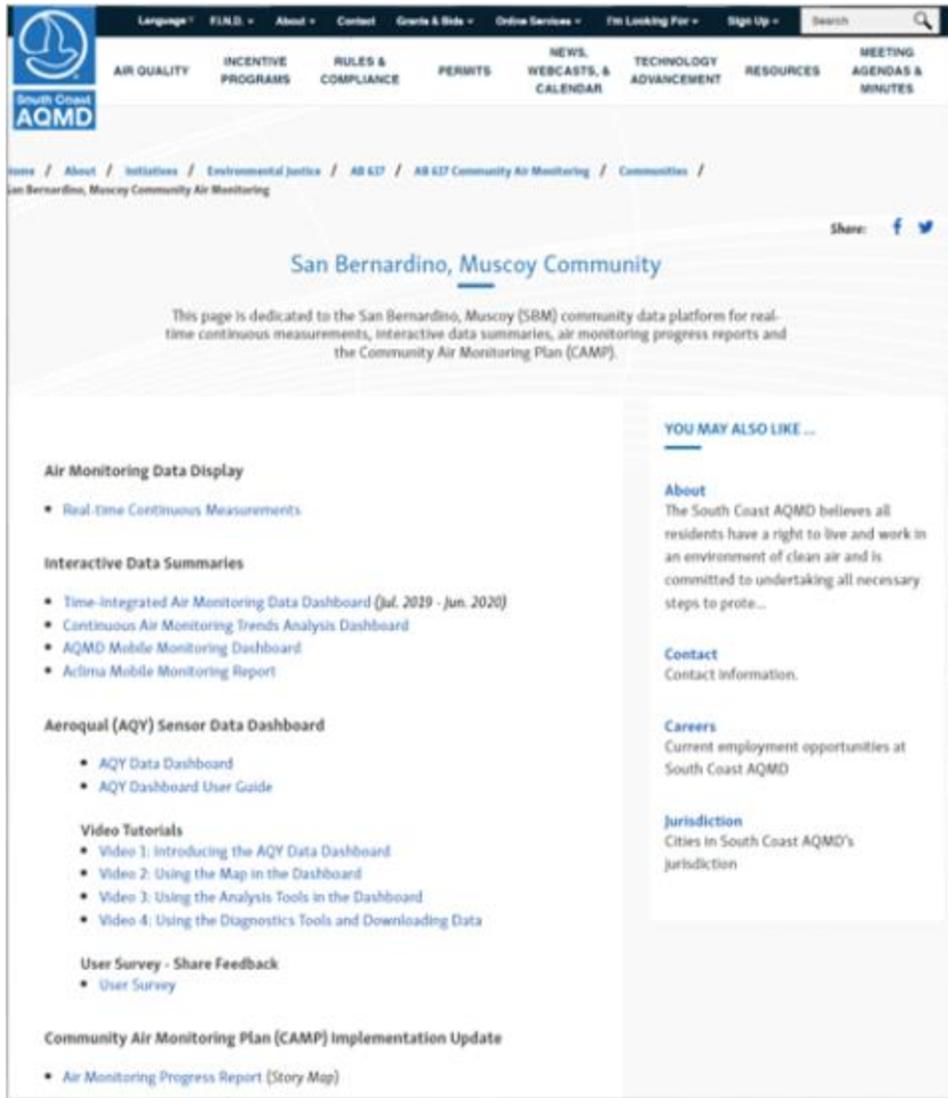
CAMP IMPLEMENTATION UPDATE

Faraz E. Ahangar, PhD
Air Quality Specialist



2021-2022 CAMP HIGHLIGHTS





AB 617 AIR MONITORING PAGE FOR SBM COMMUNITY



<http://www.aqmd.gov/ab617/monitoring/sbm>

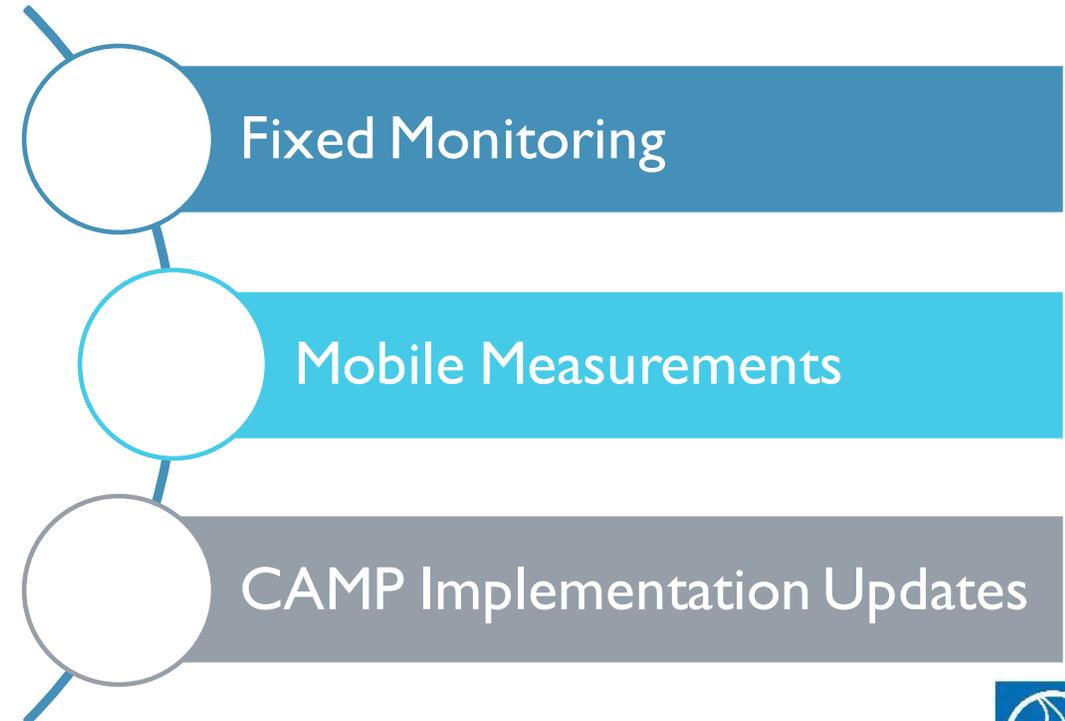
INTERACTIVE PROGRESS UPDATE

Air Monitoring Progress Update - San Bernardino, Muscoy Community

An interactive explanation of AB 617 monitoring activities in the San Bernardino, Muscoy community

South Coast AQMD has been conducting community air monitoring in San Bernardino, Muscoy (SBM) since July 1st, 2019 as part of the AB 617 program. The air monitoring strategies, including locations and types of pollutants monitored were determined through close collaboration with the Community Steering Committee (CSC) during the development of the Community Air Monitoring Plan (CAMP) and Community Emission Reduction Plan (CERP). The CAMP supports the actions and the goals in the CERP.

Fixed Air Monitoring



SURVEY

Help us improve the Interactive Progress Report!

Air Monitoring Progress Report (Story Map) User Survey

Complete the survey below and help us improve the Air Monitoring Progress Report (Story Map) for San Bernardino, Muscoy Community.

Your feedback will help us optimize this interactive report, focus on topics more important to the community, and shape the development of future data visualization and reporting.

As a reminder, you can find this interactive report here: <https://scaqmd-online.maps.arcgis.com/apps/MapJournal/index.html?appid=f8bbfa504abc4081bd72eb8fd70171d3>

1

Name

3

Please indicate how much you agree with each statement below.

The Air Monitoring Progress Report is easy to understand and navigate.

Strongly agree

Agree

Neutral

4

Which feature(s) of this report have you interacted with? Please mention all that apply:

"Find address or place" or "search" box on the maps

Zooming feature on the map

Clickable content in the text

"More details and concentration maps" link at the bottom of each air quality priority page.



<https://forms.office.com/g/iAFTGaTSkz>

Q&A

- Comments, Questions, Concerns?

Please contact:
Payam Pakbin
ppakbin@aqmd.gov
909-396-2122



2022 DRAFT AIR QUALITY MANAGEMENT PLAN



South Coast Air Quality
Management District

2022 Air Quality Management Plan (AQMP)

- AQMP is a blueprint to improve air quality and achieve federal air quality standards in the South Coast Air Basin and Coachella Valley
- In 2015, the U.S. EPA tightened the ozone air quality standard to 70 parts per billion (ppb), triggering the need to develop an AQMP
- The 2022 AQMP addresses control strategy to meet the ozone standard by 2037
- The 2022 Draft AQMP and all supporting documents are available online at: <http://www.aqmd.gov/2022aqmp>



Our Challenge



Los Angeles c. 1950

Our region has historically suffered from some of the worst air quality in the United States

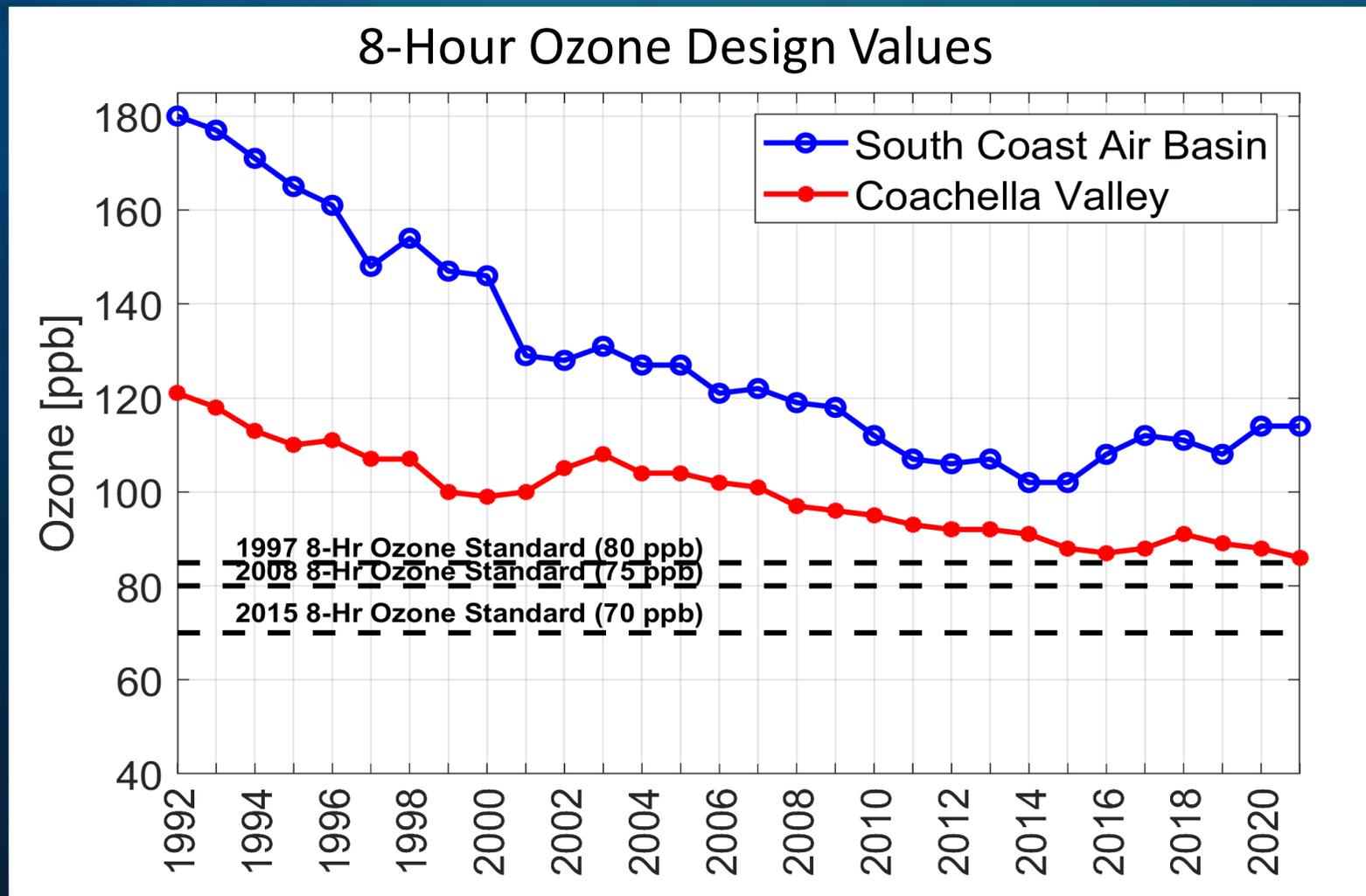


Los Angeles Recent Condition (2018)

We have made significant progress, but still suffer from poor air quality

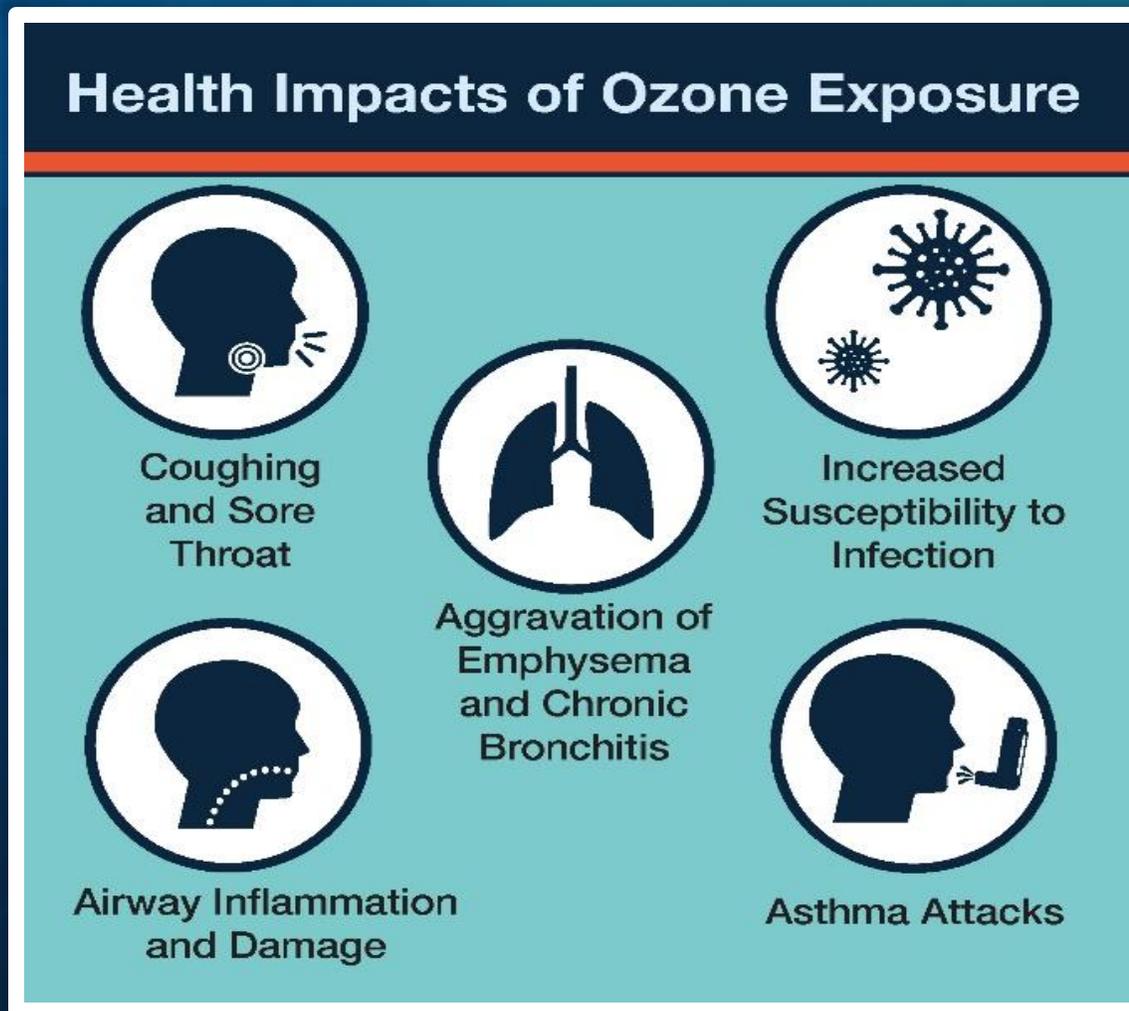
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM2.5)

Ozone Trends in the South Coast Air Basin



- Overall air quality has dramatically improved
- High ozone in recent years were due to adverse meteorology. Continued emission reductions will improve ozone

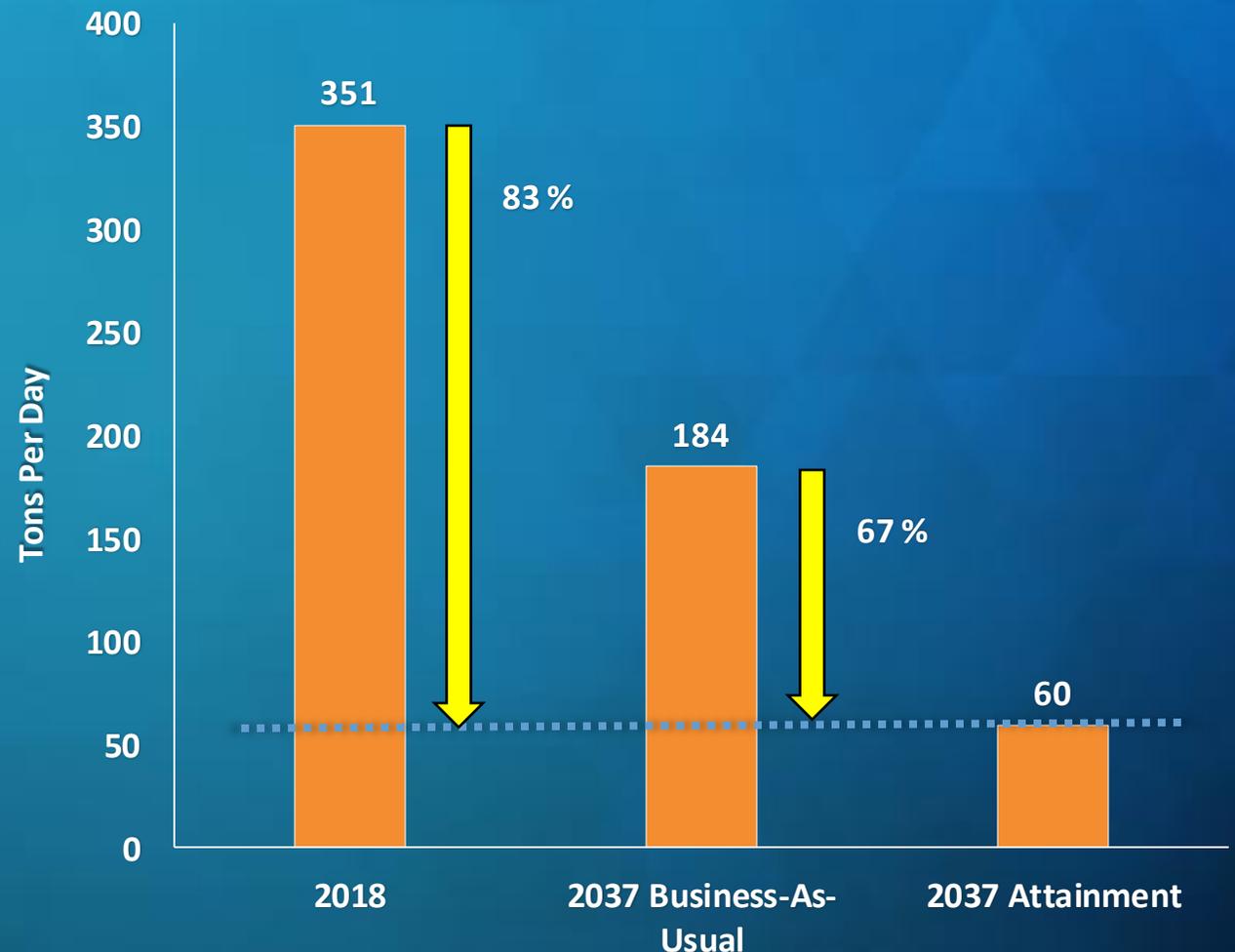
Health Impacts of Ozone



- Ozone precursor pollutants also increase fine particulate (PM2.5) pollution
- PM2.5 can cause **premature death** in addition to other serious health effects

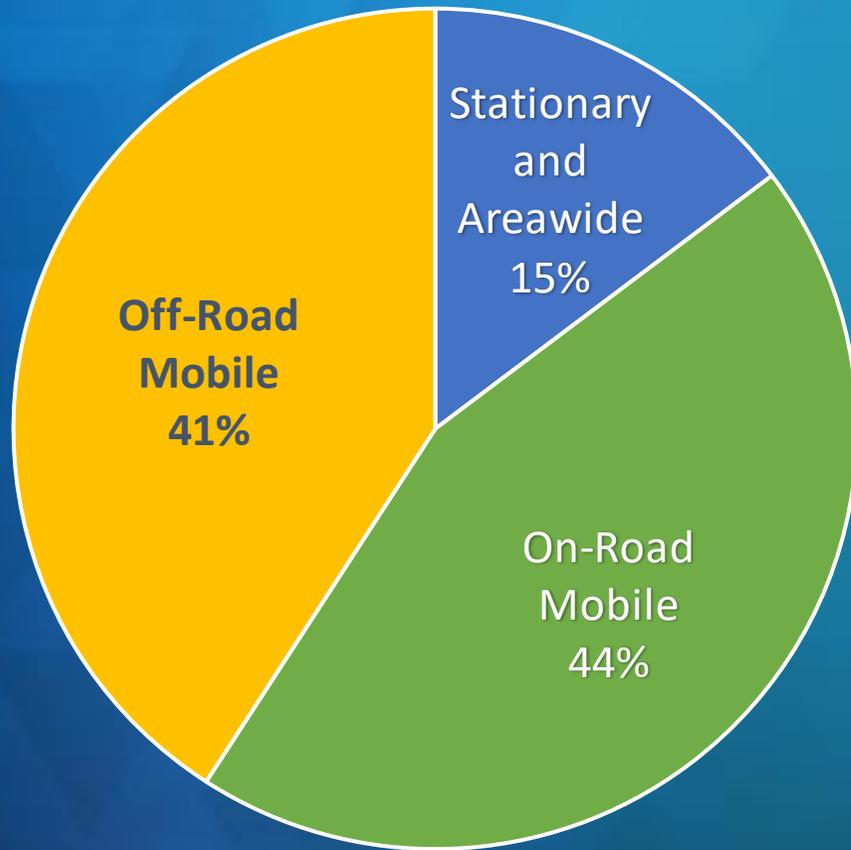
Need to Reduce NOx Emissions

- The primary pollutant that must be controlled to reduce ozone in our region is nitrogen oxides (NOx)
- NOx is formed during processes that burn fuels
- NOx must be reduced to 60 tons per day to meet the ozone standard
 - 83% below current conditions
 - 67% below Business-As-Usual conditions in 2037

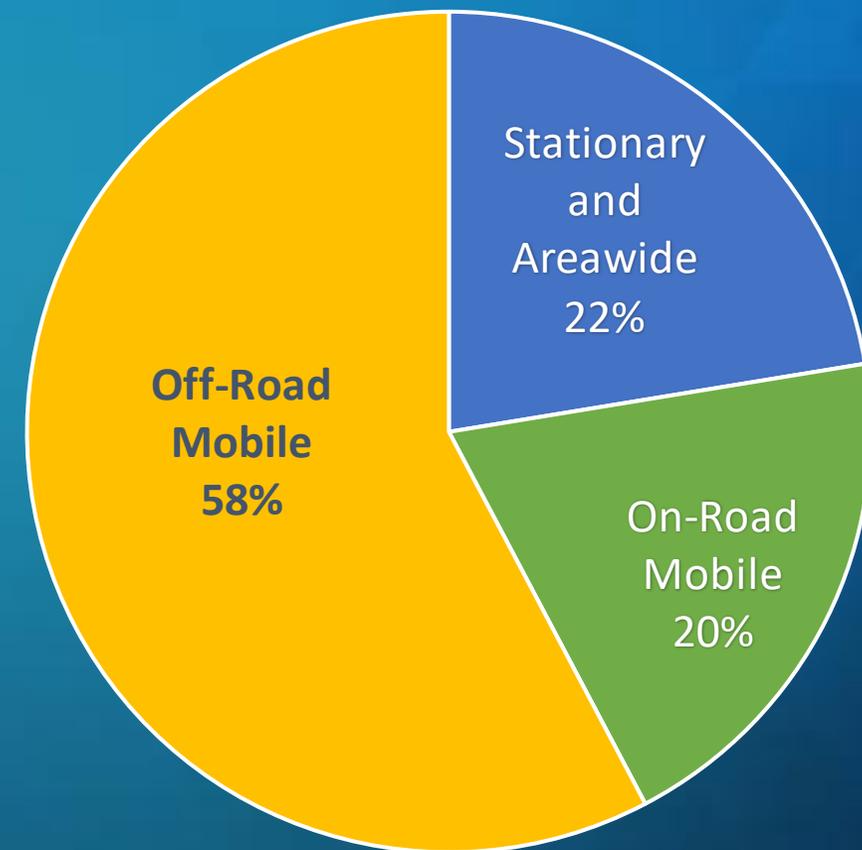


NOx Emission from Different Source Category

2018 NOx Emission
351 tons per day

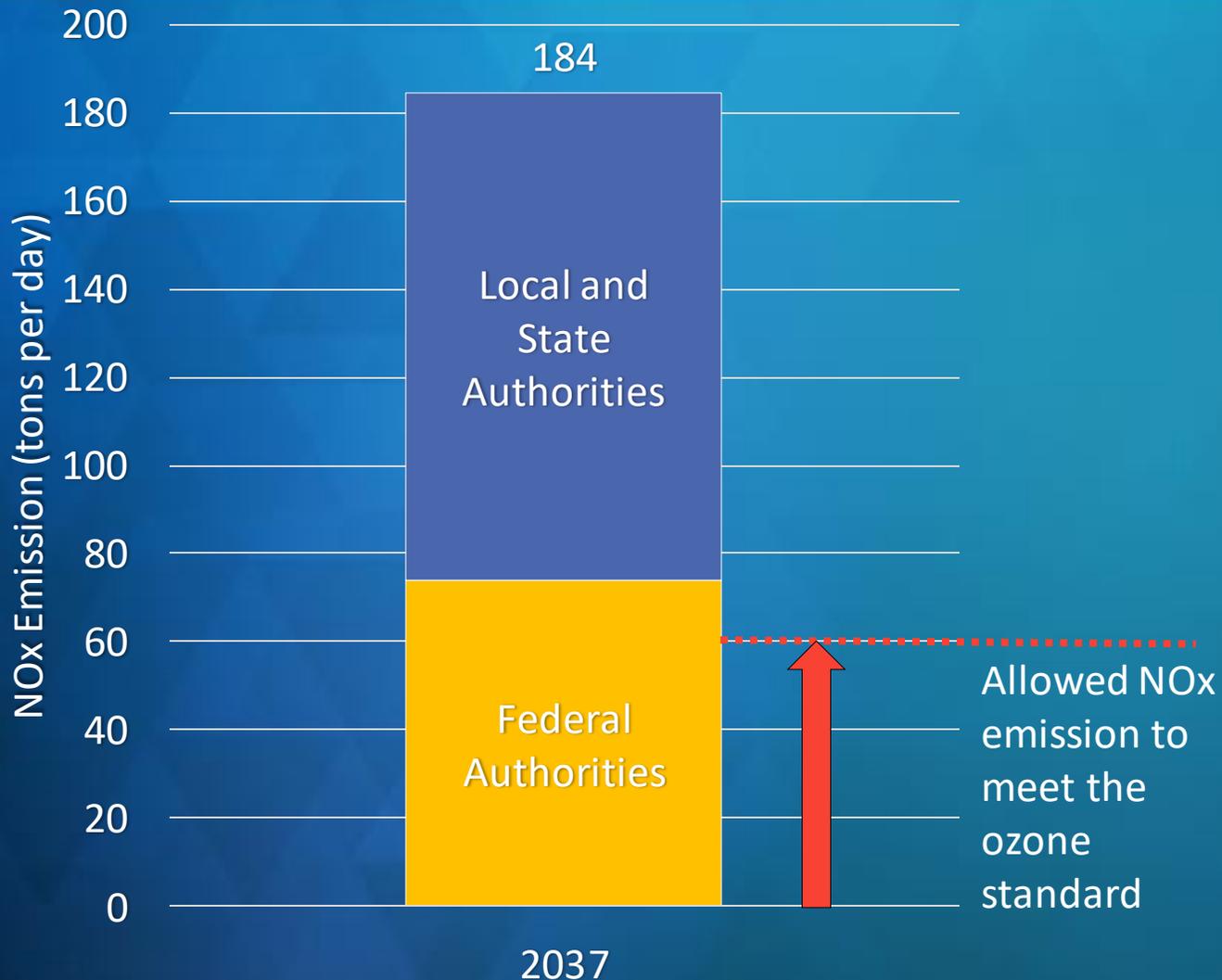


2037 NOx Emission
184 tons per day



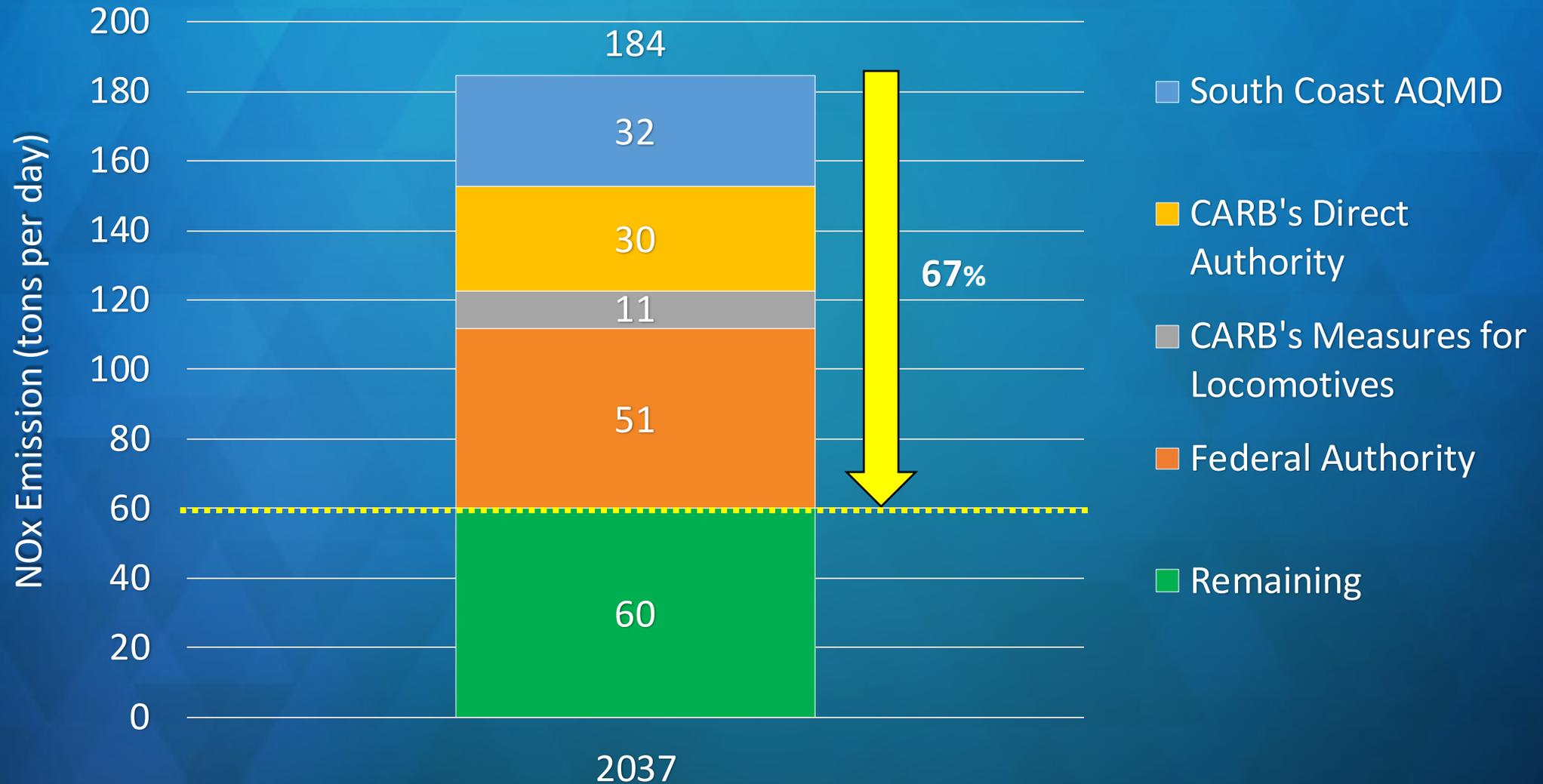
Over 80% of the NOx Emissions in 2018 are from mobile sources

Shared Responsibility for Emission Reductions



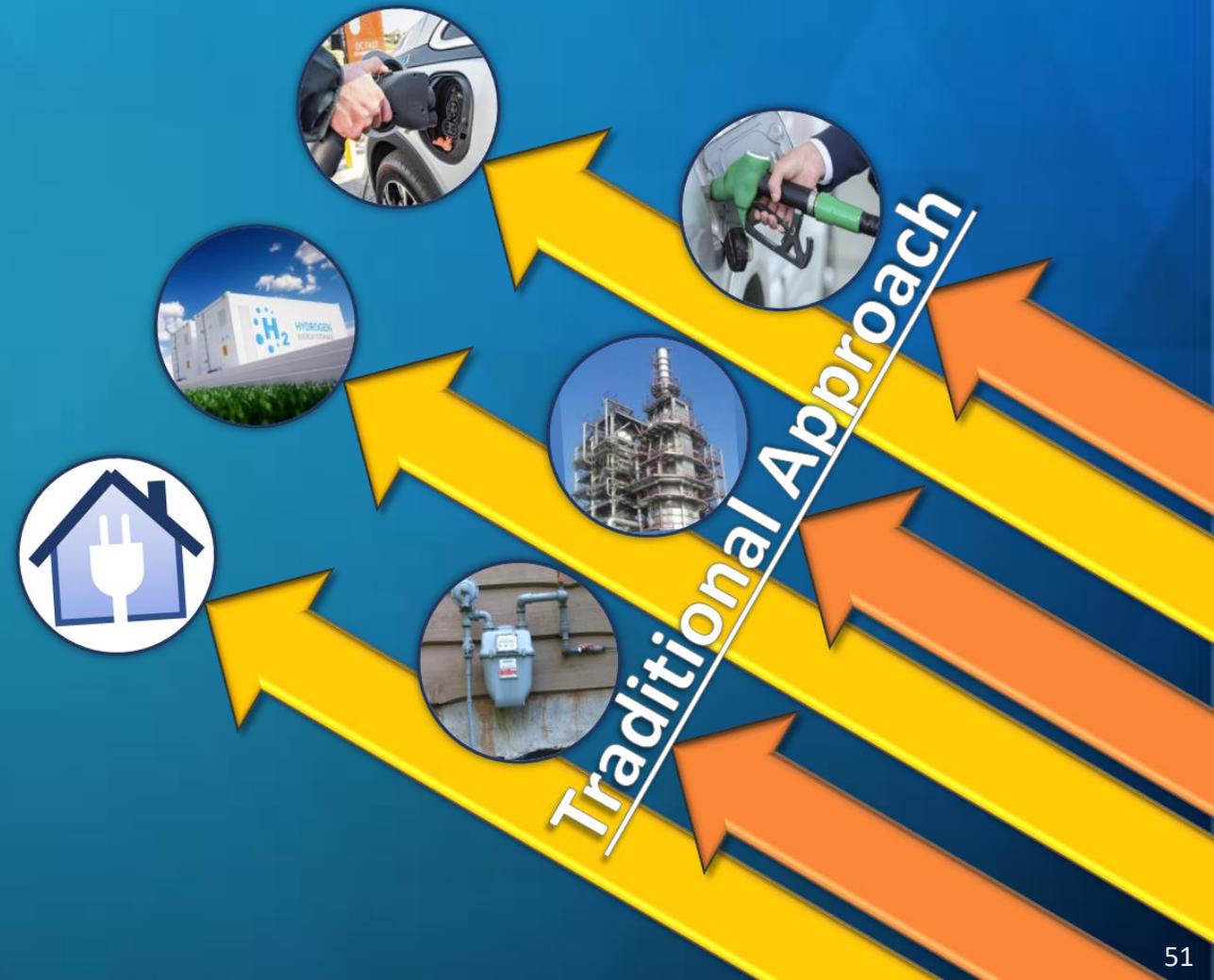
- More than 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
 - Ships, aircraft, locomotives, etc
- Cannot assign responsibility to federal government to reduce emissions, even from federal sources
- Attainment is not possible without significant reductions from these sources

NOx Reductions Needed for Attainment

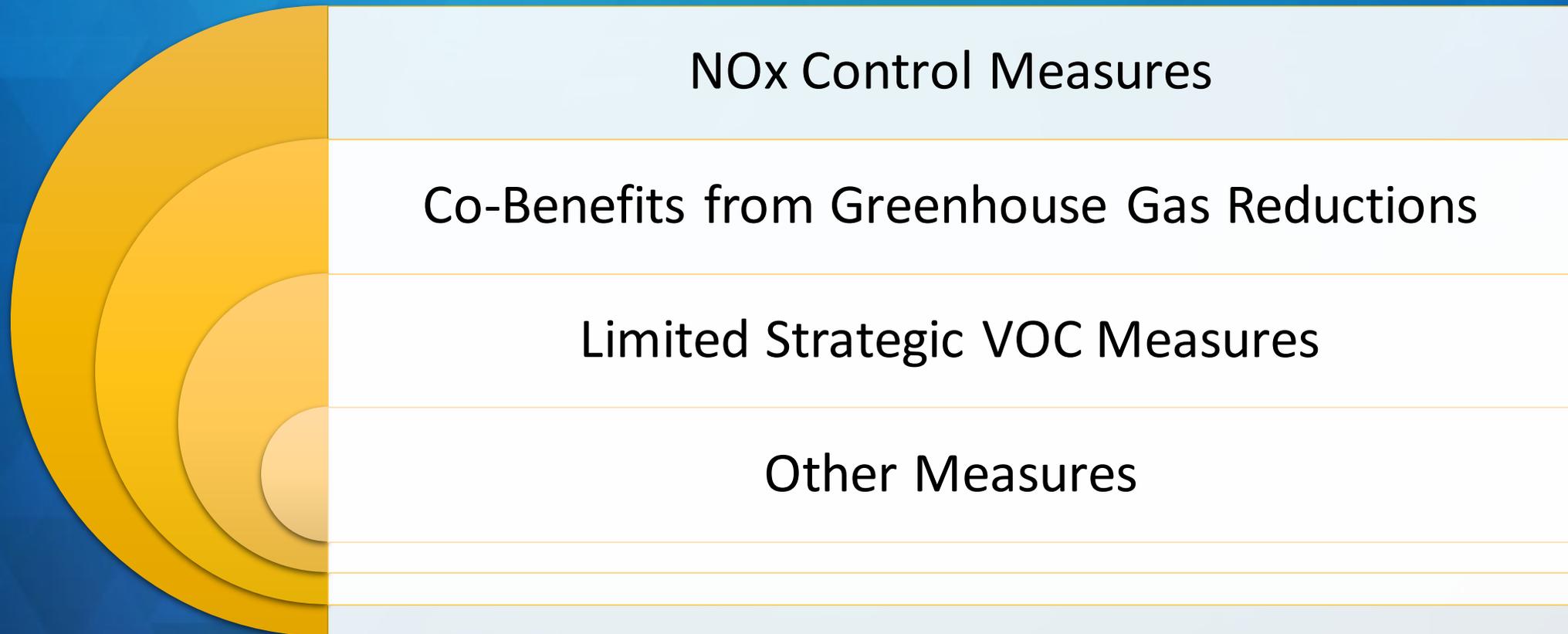


Innovative Approaches Needed

- Traditional approach relies on additional tailpipe/exhaust stack controls, new engines technology, or fuel improvements tailored to individual use cases
- These traditional approaches will not reduce emissions by the amount needed
- We must turn to zero emission and advanced technologies wherever possible



Overview of Draft South Coast AQMD Stationary and Area Source Control Strategy



Draft Stationary and Area Sources NO_x Control Measures



Residential Combustion
Water/Space/Heating/
Cooking/Others



Commercial Combustion
Water/Space/Heating/
Cooking/Others



Industrial Combustion
Boilers/Process Heaters/
Refineries/EGUs/Etc.

Overview of Draft South Coast AQMD Mobile Source Control Strategy



Public Input and Outreach

'Standard' Comprehensive



Development Process

- Release of the Draft 2022 AQMP: May 6, 2022
- Public comments were received during May 6 – July 22, 2022
- Revised 2022 AQMP to be released in late Summer
- Upcoming public meetings and schedule:

Timeline	Milestone
August 5, 2022	Status update on Draft 2022 AQMP development to South Coast AQMD Governing Board
August 10, 2022	Advisory Council Meeting on Health Effects Appendix
Late August, 2022	Release Revised Draft 2022 AQMP
October 7, 2022	Status update on Draft 2022 AQMP development to South Coast AQMD Governing Board and Set Hearing
Mid October, 2022	Regional Public Hearings
December 2, 2022	South Coast AQMD Board Consideration of Draft Final AQMP

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**2022 AQMP
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For comments or questions,
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2023 California Freight Mobility Plan

FREIGHT PLAN
California Freight
Mobility Plan





Did you know...

The San Pedro Bay Ports...

- One in nine jobs in L.A., Orange, Riverside, San Bernardino and Ventura counties are related to the ports of L.A. and Long Beach. And overall, the twin ports create 3 million jobs nationwide.
- Top 4 Imports include
 - Furniture
 - Apparel
 - Electronics
 - Plastics
- Combined moved roughly 19 million containers, or twenty foot equivalent units (TEUs) in 2021

Source:

<https://kenticoportoflosangeles.org/getmedia/c39cbb51-d52e-44bd-89c8-41eba408ab12/2021-facts-figures>

<https://polb.com/port-info/port-facts-faqs/#facts-at-a-glance>

Freight in our Communities

- Food
- Cars
- Medicine
- Vaccines
- PPE for Hospitals





Freight in our Communities

Communities, like yours, close to heavy freight industry activity are disproportionately impacted by freight through:

- **Emissions:** impacts include health problems such as asthma, cancer, and cardiovascular disease.
- **Congestion:** impacts include increased idling and emissions, reduced economic productivity, and increased fuel costs.
- **Noise:** impacts include hearing loss, sleep disruption, and interference with learning processes.
- **Parking:** Trucks parked in neighborhoods

In order to create a functioning freight system for all...
We need your help!



2023 CA Freight Mobility Plan

Vision: As the national gateway for international trade and domestic commerce, California exemplifies the world's most innovative, economically-competitive multimodal freight network that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where social and environmental impacts are considered equally.

The purpose of the plan is to:

- Propose a long-term vision, goals, and objectives for California's freight future;
- Identify the immediate and long-range planning activities and capital investments by the state with respect to freight movement;
- Reduce freight impacts to communities while maintaining California's economic competitiveness.



Why are we here?

Your input will help develop strategies that:

- Reduce freight impacts to communities (such as air and noise)
- Improve freight efficiency and competitiveness
- Create education programs that support the freight workforce
- Inform project nominations and funding

🌐 When poll is active, respond at pollev.com/freightplanning

📱 Text **FREIGHTPLANNING** to **22333** once to join

Which of the following freight impacts do you experience in your community?

Truck traffic congestion

Truck parking on residential streets

Air pollution

Truck driver safety (sharing public roads)

Damaged road/pavement caused by trucks

Noise Pollution

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What other ways does freight affect your community?

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When poll is active, respond at pollev.com/freightplanning

Text **FREIGHTPLANNING** to **22333** once to join

What projects do you think should be a priority in your community?

Rail crossing safety projects

Air quality improvement

Freight job creation/ job training programs

Increase zero emission charging stations/infrastructure

Truck congestion relief

Truck parking

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**What other projects or improvements related to freight
would you like to see in your community?**

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Thank you

Riley Keller
Branch Chief, Freight Planning
Caltrans

Email: CFMP@dot.ca.gov

**FUTURE AGENDA ITEMS & CSC MEMBER UPDATES /
TEMAS PARA LA PRÓXIMA REUNIÓN Y ACTUALIZACIONES DE MIEMBROS DEL CSC**

**Future Agenda Items & CSC Member Updates /
Temas para la próxima reunión y
Actualizaciones de miembros del CSC**

PUBLIC COMMENT / COMENTARIO PÚBLICO

AB617comments@aqmd.gov

*9 Raise Hand / Levantar La Mano

*6 Unmute / Activar El Sonido

SBM CSC SCHEDULE / CALENDARIO

Q1	Q2	Q3	Q4
February 10 <i>10 de febrero</i>	May 12 <i>12 de mayo</i>	August 11 <i>11 de agosto</i>	October 20 <i>20 de octubre</i>

THANK YOU / GRACIAS

**For more information, questions, or suggestions after this meeting:
Para más información, preguntas o sugerencias después de esta reunión:**

Daniel Wong

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Next Meeting: Thursday, October 20, 2022
Una Proxima Reunion: Jueves, 20 de octubre del 2022

<https://aqmd.gov/AB617/SBM>