



Assembly Bill (AB) 617 Community Air Initiatives

San Bernardino, Muscoy Community Steering Committee Meeting #4

Thursday, March 21, 2019 — 6:00 p.m. – 8:00 p.m.
San Bernardino Valley College
701 Mt. Vernon Ave., San Bernardino, CA 92410

Time	Item	Presenter	Why is this important?
5:45 pm	Doors open		
6:00 pm	<ul style="list-style-type: none"> Welcoming Remarks Meeting #3 recap Current progress: What we've done so far – 5 min 	Angelica Balderas (Co-host); South Coast AQMD (SCAQMD) staff	<ul style="list-style-type: none"> To understand where we are at with developing the community plans
6:05 pm	Current Rule Development Efforts: <ul style="list-style-type: none"> Best Available Retrofit Control Technology (BARCT) – 3 min Indirect Source Rules (ISR) or Facility Based Mobile Source Measures – 7 min 	Kevin Orellana <i>(Program Supervisor, Planning, Rule Development, & Area Sources)</i> Ian MacMillan <i>(Manager, Planning, Rule Development, & Area Sources)</i>	<ul style="list-style-type: none"> To provide information on specific rule development efforts related to this community Requested by CSC members
	Q & A on Current Rule Development Efforts – 5 min	Committee Members	
6:25 pm	Initial Ideas for Actions in the Community Emission Reduction Plan (CERP) and Update on the Community Air Monitoring Plan (Part I): Neighborhood Truck Traffic (Including Trucks from/to Warehouses and the BNSF Railyard) and the BNSF Railyard Onsite – 30 min	Jo Kay Ghosh <i>(Health Effects Officer, Planning, Rule Development, & Area Sources)</i> Andrea Polidori <i>(Atmospheric Measurements Manager, Science & Technology Advancement)</i>	<ul style="list-style-type: none"> Provides information on the actions that can be included in the CERP to address air quality concerns from this community through AB 617 Provides information on the air monitoring plan for the air quality concerns from this community through AB 617
6:55 pm	CSC Table Discussion Activity <ul style="list-style-type: none"> Introduction – 5 min Break Out Session and Table Discussion – 35 min Report Back and Q&A – 10 min 	Angelica Balderas (Co-host); SCAQMD staff Committee Members	<ul style="list-style-type: none"> To get community input on the proposed measures (actions) to help guide SCAQMD staff in writing the CERP and Community Air Monitoring Plan
7:45 pm	Important Reminders and Next Steps – 5 min	Angelica Balderas (Co-host)	
7:50 pm	Public Comment – 10 min	Members of the public	
8:00 pm	Adjourn		



Assembly Bill (AB) 617 Community Air Initiatives

San Bernardino, Muscoy Community Steering Committee Meeting #4 Attendance

Thursday, March 21, 2019 — 6:00 p.m. – 8:00 p.m.
San Bernardino Valley College
701 Mt. Vernon Ave., San Bernardino, CA 92410

Affiliation	Representative (Primary ¹ ; Alternate ²)	Participant in the Committee Meeting Discussion
Category: Community Organization		
Chicano Indigenous Community for Culturally Conscious Advocacy and Action	Jason Martinez ¹ ; Paula Alvarez Venegas ²	Jason Martinez
Muscoy Action Committee	Jane Hunt-Ruble	
Center for Community Action and Environmental Justice (CCA EJ)	Ericka Flores ¹ ; Andrea Vidaurre ²	Erica Flores
Sierra Club, My Generation	Angelica Balderas	Angelica Balderas
Safe Routes to School	Demi Espinoza	Demi Espinoza
CLCV ED Fund	Matt Abularach-Macias	Matt Abularach-Macias
Category: Active residents (not representing a Community Organization or a Business)		
Active Resident - San Bernardino	Valerie Dobesh	Valerie Dobesh
Active Resident - San Bernardino	Mathew Taylor	Mathew Taylor
Active Resident - San Bernardino	Ruben Garza	
Active Resident - San Bernardino	Maria G. Corona	Maria Corona
Active Resident - San Bernardino	Graciela Regalado	Graciela Regalado
Active Resident - San Bernardino	Olga Medina	Olga Medina
Active Resident - San Bernardino	Lorena Rodarte	Lorena Rodarte
Active Resident - San Bernardino	James Albert	James Albert
Active Resident - San Bernardino	Ada Trujillo	Ada Trujillo
Active Resident – Muscoy	Miguel A. Rivera	Miguel Rivera
Active Resident – Muscoy	Christopher Alonso	
Active Resident – Muscoy	Abram Gastelum	Abram Gastelum
Category: Agency, School, University, Hospital		
San Bernardino County Land Use Planning Manager	Karen Watkins ¹ ; Suzanne Peterson ²	
San Bernardino County Department of Public Health	Bernadette Beltran ¹ ; Corwin Porter ²	Bernadette Beltran
CSUSB	Andreas Beyersdorf ¹ ; Rudy Morales Gamez ²	Andreas Beyersdorf
City of San Bernardino	Chantal Power ¹ ; Elizabeth Mora-Rodriguez ²	
Omnitrans	Anna Jaiswal ¹ ; Jeremiah Bryant ²	Anna Jaiswal
Loma Linda University School of Public Health	Dr. Rhonda Spencer-Hwang ¹ ; Dr. Ryan Sinclair ²	Dr. Ryan Sinclair
San Bernardino County Transit Authority	Otis Greer ¹ ; Nicole Soto ²	Nicole Soto
San Bernardino Valley College	Mary Valdemar	Mary Valdemar
Category: Elected Officials		
Assembly member Eloise Reyes Office	Maha Rizvi	

Supervisor Josie Gonzales	Erika Willhite ¹ , Lisha B. Smith ²	
Category: Business Representative, Business Organization or Labor Organization		
Railroads – BNSF	LaDonna DiCamillo ¹ , Marisa Blackshire ²	
Warehouse/Logistics - Pacific Mountain Logistics - San Bernardino	B.J. Patterson	
Utility - Southern California Edison	Christopher Abel ¹ ; Tammy Yamasaki ²	Tammy Yamasaki
Wyatt's Paint & Body, Inc.	Kris Wyatt ¹ ; Randy Wyatt ²	Kris Wyatt
Tacos Don Ramon	Angel Rodriguez	

Meeting Summary: During CSC Meeting #4 current rule development efforts, initial ideas for actions in the Community Emission Reduction Plan (CERP), and the Community Air Monitoring Plan (CAMP) were discussed. Members of the committee and public discussed ideas for the CERP and CAMP.

- **Welcoming Remarks and Current Progress** – Angelica Balderas (Co-host); South Coast AQMD staff
 - Angelica Balderas (Co-host) of Inland Region Equality Network and resident of San Bernardino welcomed committee members, members of the public, and introduced legislative guest, Edgar Castelan, Office of Senator Connie M. Leyva. Brief housekeeping reminders were made.
 - Angelica (Co-host) discussed with the CSC about inviting one to two expert community residents (CSC members or public) to give testimony on their experience with air quality at future meetings. Anyone interested in providing testimony at a future CSC meeting should contact Angelica.
 - Mary Valdemar (San Bernardino Valley College) stated the value of having these types of expert testimonies heard at CSC meetings to ensure that the public’s opinion is voiced throughout the AB 617 process and also sets the tone for the meeting. A request was made to have the testimonies commence at this meeting.
 - Valerie Dobesh (San Bernardino resident) and Olga Medina (San Bernardino resident) each provided personal testimonies about generations of their family members residing in the San Bernardino area and their battles with asthma, chronic obstructive pulmonary disease (COPD) and other respiratory issues. Both sought help from the South Coast AQMD on improving the air and asked how the community could help.
 - Jo Kay Ghosh (South Coast AQMD) presented on the current progress and timeline of AB 617, and iterated that the next two meetings would be critical for receiving community input to include in the CERP and CAMP.
- **Current Rule Development Efforts**
 - **Best Available Retrofit Control Technology (BARCT)** – Kevin Orellana (Program Supervisor, Planning, Rule Development, & Area Sources)
 - Kevin gave an overview on the current rule development efforts to implement requirements for certain major facilities to implement Best Available Retrofit Control Technology (BARCT). The facilities that these rules apply to are those that are in the RECLAIM (Regional Clean Air Incentives Market) program. These rule development efforts are aimed to reduce emissions of Nitrogen Oxides

- (NOx), which will help improve ozone levels. He stated that BARCT implementation is expected to be completed by the end of 2023. Additional information on the RECLAIM transition and BARCT rulemaking could be found on the South Coast AQMD website provided in the presentation.
- Matt Abularach-Macias (CLCV ED Fund) inquired about the boundary of the BARCT implementation, the South Coast AQMD's process for funding the program, how to prioritize facilities, and if best available control technology (BACT) is based on what is available today or in a few years.
 - Kevin responded that all four Southern California counties are under South Coast AQMD's jurisdiction and all facilities will have to comply with rules put forth. The rules will provide operating limits and deadlines to meet statutory requirements and facilities must abide by the limits by the implementation deadline of 2023. BARCT is a combination of what exists today and where technology is headed into the future.
 - Andreas Beyersdorf (CSUSB) requested data on the number of stationary sources that are under BARCT in the San Bernardino community.
 - Kevin responded that in San Bernardino there is one small facility operating under RECLAIM; however, there are also several body shops, drycleaners, and small boilers in the area that are non-RECLAIM emission sources.
 - Jo Kay added that the RECLAIM transition to BARCT is a part of AB 617 and addresses NOx reductions. NOx is an ozone precursor, which is an issue in this community.
 - James Albert (San Bernardino resident) inquired if the Southern California Edison power plant is covered under BARCT.
 - Kevin responded that the BARCT rule for power plants was adopted in November 2018. Electricity Generating Facilities (EGFs or power plants) are now required to emit at a lower level and many of them are already achieving these lower emission levels.
 - **Indirect Source Rules (ISR) or Facility Based Mobile Source Measures (FBMSM)**– Ian MacMillan (Manager, Planning, Rule Development, & Area Sources)
 - Ian discussed how FBMSM are being developed for specific sectors. Indirect sources are facilities that attract mobile sources, such as trucks for goods movement. Mobile sources are typically regulated through engine standards or fleet rules by the federal government (Environmental Protection Agency (EPA)) and state government (the California Air Resources Board (CARB)), but South Coast AQMD has authority to regulate indirect sources. Individual working groups have been convening since 2017, as a part of the public process for each sector. South Coast AQMD staff is developing potential rules to address warehouses and railyards, Memoranda of Understanding (MOUs) for the ports and airports, and exploring options for new/redevelopment projects. Ian

discussed the process and timeline for development of rules and MOUs for each ISR sector.

- Mary Valdemar (San Bernardino Valley College) commented she has been following the Rokay Ranch Project in Colton, as well as a Riverside warehouse development and redevelopment project. Both projects bring transportation issues and often also involve housing and commercial shopping areas. She expressed that issues arise when different cities and/or counties do not communicate with each other. Mary asked if there were any plans to connect such issues with the respective entities.
 - Ian responded that these land use issues are seen throughout the region. South Coast AQMD staff comments on individual projects and provides information to the lead agencies. The South Coast AQMD provides guidance for individual projects, but is also exploring the possibility of having a role on a regional level.
- Asher Jones (public) further validated Mary Valdemar's comment. She said that as a Riverside resident who commutes three to four times per week to San Bernardino, she observed a rise in residential buildings being built near the Metrolink and Rokay Ranch Project. She requested dialogue with Riverside regarding the impact of that project on Colton.
 - Ian responded that staff would look into the matter to see what kind of dialogue staff could have with City of Riverside.
- Ericka Flores (CCA EJ) reiterated the testimony centered on the BNSF railyard and the need to develop an ISR for this source. She believes that the South Coast AQMD has not held any railyard ISR working groups and expressed the need for it, especially with the BNSF expansion adjacent to Omnitrans. She also asked how idling trucks parking in the community center can be addressed since South Coast AQMD's jurisdiction over mobile sources is limited.
 - Ian responded that the South Coast AQMD has held several railyard working group meetings, with the most recent occurring in 2018. The railyard rule will be forthcoming in 2020. Because the first of the ISR rules going to the Board will be the warehouse rule (currently scheduled for December 2019), that is where more public discussion has occurred, though background research continues on rail yards. Ian responded that for truck traffic a discussion on measures could occur later in the meeting.
- Matt Abularach-Macias (CLCV ED Fund) stated air cargo projects need to be addressed from both the regional and international airport in San Bernardino County.
 - Ian responded that warehouses adjacent to those airports and any air cargo project associated with them will be captured under the warehouse ISR. He mentioned that although San Bernardino Airport was not one of the five regional airports included in the first MOU, lessons

learned from the regional airports could potentially be explored with the San Bernardino Airport in the future.

- Andreas Beyersdorf (CSUSB) stated the FBMSM working groups are inaccessible and suggested that the testimonies from the AB 617 CSC meetings be shared with the South Coast AQMD Governing Board.
- Demi Espinoza (Safe Routes to School) reiterated Andreas' comment and stated that there would be a warehouse ISR working group meeting tomorrow and it should be more accessible. She asked how AB 617 relates to the ISR rule.
 - Ian responded that South Coast AQMD will take feedback from the AB 617 meetings to the working groups and working group meetings are publically accessible, including through conference phone lines to allow for remote stakeholder participation. Ian also discussed meeting with CCAEJ and others to find opportunities to have a working group meeting out in the community.
- **Initial Ideas for Actions in the Community Emission Reduction Plan (CERP)** – Jo Kay Ghosh (Health Effects Officer, Planning, Rule Development, & Area Sources) ; **Update on the Community Air Monitoring Plan (CAMP)** – Andrea Polidori (Atmospheric Measurements Manager, Science and Technology Advancement)
 - Jo Kay and Andrea discussed ideas for the CERP and CAMP for the prioritized air quality concerns for neighborhood truck traffic (including from/to warehouses) and railyards. The additional four priorities: warehouse on-site emissions, sensitive receptors (schools, etc.), traffic (freeway and streets), and cement batch plants will be discussed at the next meeting.
 - **Neighborhood Truck Traffic**
 - Jo Kay discussed initial CERP ideas for reducing emissions from neighborhood truck traffic, which includes monitoring, using truck traffic data, enforcement, incentives/outreach, rule development, and agreements and collaboration with other agencies.
 - Andrea discussed available monitoring strategies for source monitoring, community exposure, and special interests for neighborhood truck traffic.
 - **Railyards**
 - Jo Kay discussed initial CERP ideas for BNSF Railyard (on-site emissions), which includes particulate matter (PM) monitoring, rule development and enforcement, and incentive programs.
 - Andrea discussed available monitoring strategies for source monitoring, community exposure, and special interests for the BNSF Railyard. He also discussed a proposed air monitoring approach that would involve mobile monitoring, fixed monitoring, and sensors. He explained that monitoring would begin in the highest priority areas and then move to include other areas in the community.
 - **Q and A**

- Demi Espinoza (Safe Routes to School) inquired if the monitoring strategy drives enforcement, and if traffic cameras play a part in enforcement. She suggested a community watch program for truck idling in the monitoring process.
 - Andrea responded that the monitoring information collected will also be provided to the Enforcement team (as part of a collaborative effort within the South Coast AQMD) that will consider if further investigation is needed. He said that the CARB camera has not yet been used by South Coast AQMD, but it would allow the South Coast AQMD to tap into a database that provides truck owner and registration information. Finally, he responded that the South Coast AQMD wants the community to be involved in the monitoring process.
 - Jo Kay added that community members could call in to the complaint line if they see a truck idling. The challenge, however, is that by the time staff arrives the truck may have left. She added that sweeps are an effective enforcement tool.
 - Marian Coleman (South Coast AQMD) added that there are enforcement challenges with truck idling. She stated that the South Coast AQMD performs unannounced enforcement sweeps on idling trucks. She explained that reports could be made by calling 1-800-CUT-SMOG to continue sweeps. She commented that trucks with cleaner engines could idle, but inspectors verify the engine types. Non-clean trucks that idle beyond five minutes are cited.
 - Jason Low (South Coast AQMD) added that complaints and pictures can be sent through the South Coast AQMD App.
 - Matt Abularach-Macias (CLCV ED Fund) asked if there is a season when more emissions occur or are present in the environment for longer.
 - Jason Low (South Coast AQMD) responded that PM is formed through direct emissions and through chemical reactions in the atmosphere. Seasonal changes and meteorology affect the chemical reactions that produce PM. However, business activity would be a greater factor contributing to the amount of pollutants trucks are emitting than seasonal changes.
 - Matt Abularach-Macias (CLCV ED Fund) followed up suggesting that monitoring be adjusted for seasonal changes.
 - Andrea added that there is a stationary monitoring station in the community that can capture the seasonal variability of some of the pollutants of interest. For truck traffic, monitoring stations could be set-up at busy intersections to capture temporal variability as well.
 - Matt Abularach-Macias (CLCV ED Fund) also requested that the South Coast AQMD Board hold a community meeting to hear the recommendations for the CERP before approving the plan.
 - Mary Valdemar responded that the Board may have restrictions due to the Brown Act.

- Ericka Flores (CCA EJ) supported the proposed sophisticated monitoring approaches, such as the equipment being used, and asked when and where monitoring would begin. She also inquired about the type of mobile monitors available. She remarked that industries are very astute and may change their routes.
 - Andrea responded that monitoring should begin by July 1, 2019. He commented that mobile monitoring and advanced technology will allow measurements in real- or near-real time and identify known and unknown hot spots. Currently South Coast AQMD has a mobile platform to measure volatile organic compounds (VOCs), a second mobile platform to measure criteria pollutants, black carbon and ultrafine particles, and a third mobile platform to measure very low concentrations of gaseous pollutants (e.g. parts per trillion). South Coast AQMD would also be purchasing dozens of sensors.
 - Jason Low (South Coast AQMD) added that the partnership with the community is very valuable and essential in identifying if truck routes change.
- Andreas Beyersdorf (CSUSB) asked how much time the committee will have to comment on the CAMP.
 - Andrea responded that a few weeks will be given after the draft plan is completed for feedback (up until the next CSC meeting).
 - Jason Low (South Coast AQMD) further added that time will be dedicated at the next meeting for dialogue and suggestions for the plan as well. He further remarked that staff will stay as long as possible after the meetings to receive feedback.
- Andrea Beyersdorf (CSUSB) asked if there were regulatory limits on emitted pollutants for stationary sources, and the type of data necessary to enforce the limits.
 - Jo Kay responded that the limits depend on the operation and the rule. The limits are written into the permits.
 - Kevin responded that companies could be cited if they exceed limits. In some circumstances, companies can request a temporary variance to allow them to temporarily exceed emissions limits, while the underlying causes of the violation are addressed. For example, in the situation of equipment breakdown, a temporary exceedance of limits may be necessary to fix the situation. In such circumstances, companies may be required to pay fees and comply with operating limits within a set time frame. Nonetheless, many sources are required to have monitoring equipment in place and inspectors are tasked with reviewing monitoring data and ensuring that the equipment operators are conducting this monitoring.

- Andrea responded that typical ambient concentrations of most pollutants are known and if the South Coast AQMD measured increased amounts, an investigation could occur.
- Marian Coleman (South Coast AQMD) added that inspectors review records, observations, maps of a facility to determine if any unpermitted changes were made, and engineering reports to make an overall determination of compliance. If additional records are needed, inspectors make those requests. If violations are not easily detectable, special equipment, i.e. FLIR cameras, could also be used.
- Mary Valdemar (San Bernardino Valley College) asked how many diesel trucks are on the 10/215 freeways, and of those how many are zero-emission trucks. She wanted to know how incentive programs could be better devised and implemented.
 - Ian MacMillan (South Coast AQMD) responded that there are very few zero-emission trucks, likely less than 1%. He explained that the South Coast AQMD is working with different manufacturers to make zero-emission trucks more accessible. He remarked that funding/incentives are available specifically for disadvantaged communities.
 - Ashkaan Nikravan (South Coast AQMD) commented that technology is being developed by manufacturers for zero-emission technology, but as of 2017 the best available technology is for a 0.02 grams of NOx per brakehorsepower-hour (g/bhp) level engine, which is nine times cleaner than the current CARB standard. The South Coast AQMD has created programs to incentivize and accelerate the market for this technology. As cleaner technology develops, there will be more incentives to help facilitate change.
- Maria Corona (San Bernardino resident) asked if the monitoring system has video capabilities to determine emission sources.
 - Andrea responded that currently meteorology, i.e. wind direction, is used to determine the direction and location of the source when using the mobile monitoring platform.
- Abram Gastelum (Muscoy resident) asked what the methodology is for gathering the data, and if the data will be publicly accessible as it is being gathered.
 - Andrea responded that the South Coast AQMD is developing a data platform to provide the community with monitoring data as it is collected. Quality control procedures will be in place so in some situations the data will be available the same day or in a few days.
- Ryan Sinclair (Loma Linda University) asked if community youth could participate in mobile monitoring. He also asked if air pollution issues are known, will mobile monitoring be necessary.
 - Jason Low (South Coast AQMD) responded that the current policy does not allow anyone other than employees to ride along, even media is

required to follow the vehicles. The South Coast AQMD does believe in education and engaging students and will think of ways to incorporate this.

- Jo Kay added that the South Coast AQMD would only monitor where monitoring is necessary.
- Tammy Yamasaki (Southern California Edison) commented that Southern California Edison also has its incentive programs for supporting zero-emission technology and infrastructure. She commented that cleaner trucks are marked with a special sticker on the side. If one sees an idling truck they can look for the sticker to see if such idling is permitted. Trucks with the sticker are allowed to idle.
- James Albert (San Bernardino resident) commented that he works for the post office and that he observes many truck drivers coming through. He commented that the truck drivers are often exploited independent contractors themselves. He asked what the South Coast AQMD is doing to communicate directly with these truck drivers to educate and inform them.
 - Jo Kay responded that the South Coast AQMD does do a lot of trainings when it comes to equipment and this can be incorporated into the plan. CARB also offers training.
 - Warren Hawkins (CARB) responded that more trainings can be incorporated into the regulation requirements.
- Jason Martinez (Chicano Indigenous Community for Culturally Conscious Advocacy and Action) requested that outreach be conducted outside the boundary limits and the South Coast AQMD board be provided monitoring data to know who the offenders and request changes in regulation.
 - Jo Kay responded that the South Coast AQMD will be conducting outreach to the warehouses around the 10 freeway that have trucks coming into this neighborhood. She elaborated that having quality data is important and will be shared.
- Demi Espinoza (Safe Routes to School) reiterated the idea of student participation in monitoring and suggested that sensors be placed at schools. She also asked if restricted truck routes could be employed.
 - Jo Kay responded that we can work with schools and students. Also, truck routes fall under the jurisdiction of land use or city or county authority, and we are working to engage them in this process.
- **CSC Table Discussion Activity**
 - Angie Balderas (Co-host) introduced the CSC Table Activity Discussion to get input on the proposed actions/ideas to help guide the South Coast AQMD in writing the CERP. A large group discussion and Q&A took place.
 - Mary Valdemar (San Bernardino Valley College) commented that pricing drives the use of incentive plans available. For most truck owners in this community, the price point is outside their financial limits. She suggested a plan for small business owners (in this community) driving through certain routes to be provided containers when they

purchase cleaner technology trucks. She explained that a problem for members of this community is that they cannot afford both, the truck and the container. The current rebate program is seen with skepticism and takes a long time.

- Matt Abularach-Macias (CLCV ED Fund) reiterated the value of targeting small business owners with incentive programs.
 - Ashkaan Nikravan (South Coast AQMD) commented that the South Coast AQMD does have a small fleets and voucher incentive program. This program is exclusively geared toward small businesses with a fleet of ten or less trucks and have pre-2009 trucks. The South Coast AQMD has had 1,300 trucks receive incentives and has provided thirty five million dollars over the past ten years for this program.

- **Important Reminders and Next Steps**

- Angie Balderas (Co-host) gave last-minute reminders on:
 - **Future meeting dates and locations**
 - CSC Meeting #5: April 18, 2019 (6:00 p.m.-8:00 p.m.) at PAL Charter Academy
 - TAG Meeting: Late Spring 2019
 - **Future meeting potential topics**
 - Discuss remaining strategies and proposed actions for the remaining prioritized air quality concerns: warehouse on-site emissions, schools, etc., traffic (freeway and streets), and cement manufacturing batch plants.
 - How to develop targets/goals for each proposed air quality concern action.

- **Public Comment**

- Matt Abularach-Macias (CLCV ED Fund) inquired when the CSC would be able to provide feedback for the plan.
 - Jo Kay responded that staff would stay afterwards and suggestions could be written on the boards provided or comments could be emailed to AB617@aqmd.gov.
- Luis Portillo suggested adhering to the published meeting format, as best as possible, for future meetings.
 - Jo Kay responded that the CSC had requested to have one large Q and A group session instead of a breakout session of smaller groups for this meeting, and we are trying to accommodate the committee's preferences.
- Ericka Flores (CCA EJ) commented that the South Coast AQMD is doing a good job and she appreciated the expert testimonies. She also commented that there are members of the community that are experts and there is a need to ensure that they are heard first. She asked if there is funding available to do more outreach work in the community.
 - Heather Arias (CARB) responded that CARB has five million dollars in grant funding available for community organizations to apply for community outreach grants, which will be available in the upcoming months.

- **Input on CERP Provided Immediately Following CSC Meeting #4, SBM**

- Following the meeting community members provided more feedback for the CERP.
 - They commented that BNSF sent letters to residents on 4th and 5th street in August 2018 to purchase properties. They said that the City allows for these sales that displace residents. There was also an inquiry about where the new entrance for BNSF will be.
 - Community members indicated a dust problem from a cement plant near Arroyo Valley High School.
 - There was a general request to expedite zero-emissions technology development. They requested a net zero program at San Bernardino Valley College that includes a training program to service zero-emission vehicles. This could include potential workshops to help guide small fleet owners and light duty car owners for incentive programs, possible CAP grants. Community members suggested controlling and improving the lease process of containers and trucks to provide more freedom and independence for local truck owners.
 - Community members' top concerns included truck idling and trucks parking in residential areas. Members expressed concern about truckers removing City signs to park. Another cause of trucks parking in residential areas was that companies do not encourage and compensate workers for leaving the trucks at the company. Currently trucks are parking in front of BNSF, on Cabrera and Kingman Street. Community members suggested the following ideas to manage truck emissions:
 - Targeted enforcement of small business truck owners.
 - Restrict truck routes and collaborate with the City for enforcement of the routes.
 - Conduct targeted enforcement sweeps at the BNSF truck entrance and exit (4th street and Rialto).
 - Restrict idling time.