

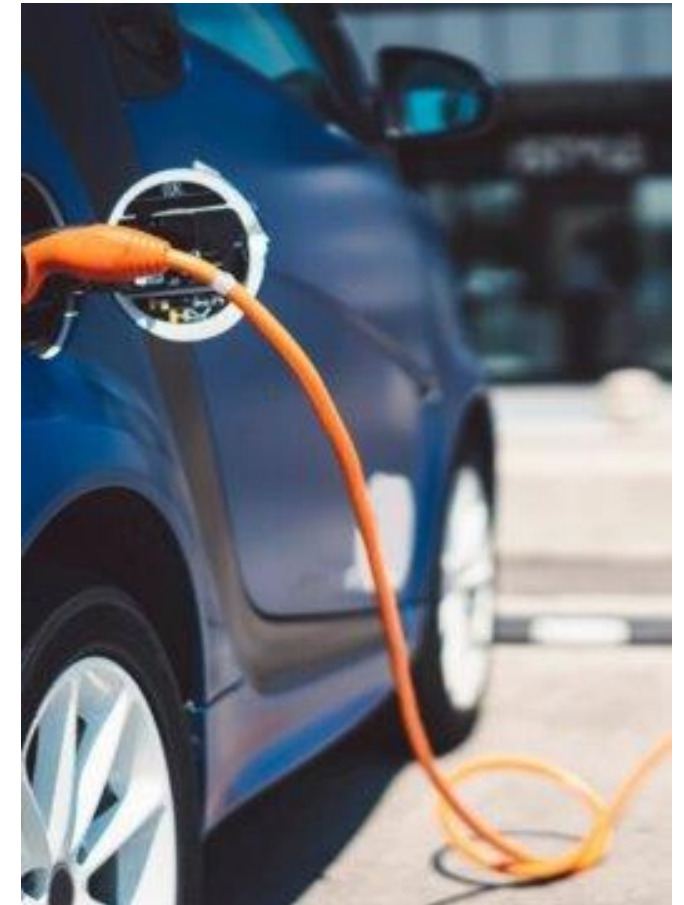
Charging and Fueling Infrastructure (CFI) Grant Program

Caltrans: Emily Belding, Riley Keller, Jimmy O'Dea
CEC: Sarah Sweet



Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

- Federal funding program under IIJA
 - Supports EV charging and hydrogen fueling infrastructure
 - Provides a total of \$2.5 billion over 5 years
- Corridor Program
 - Along designated alternative fuel corridors (AFCs)
- Community Program
 - Prioritize rural areas, low-and moderate-income areas, multiunit dwellings
- Round 2 NOFO Released May 30th
 - Opportunity for reconsideration of Round 1 application (\$521 million)
 - Round 2 application (\$800 million)

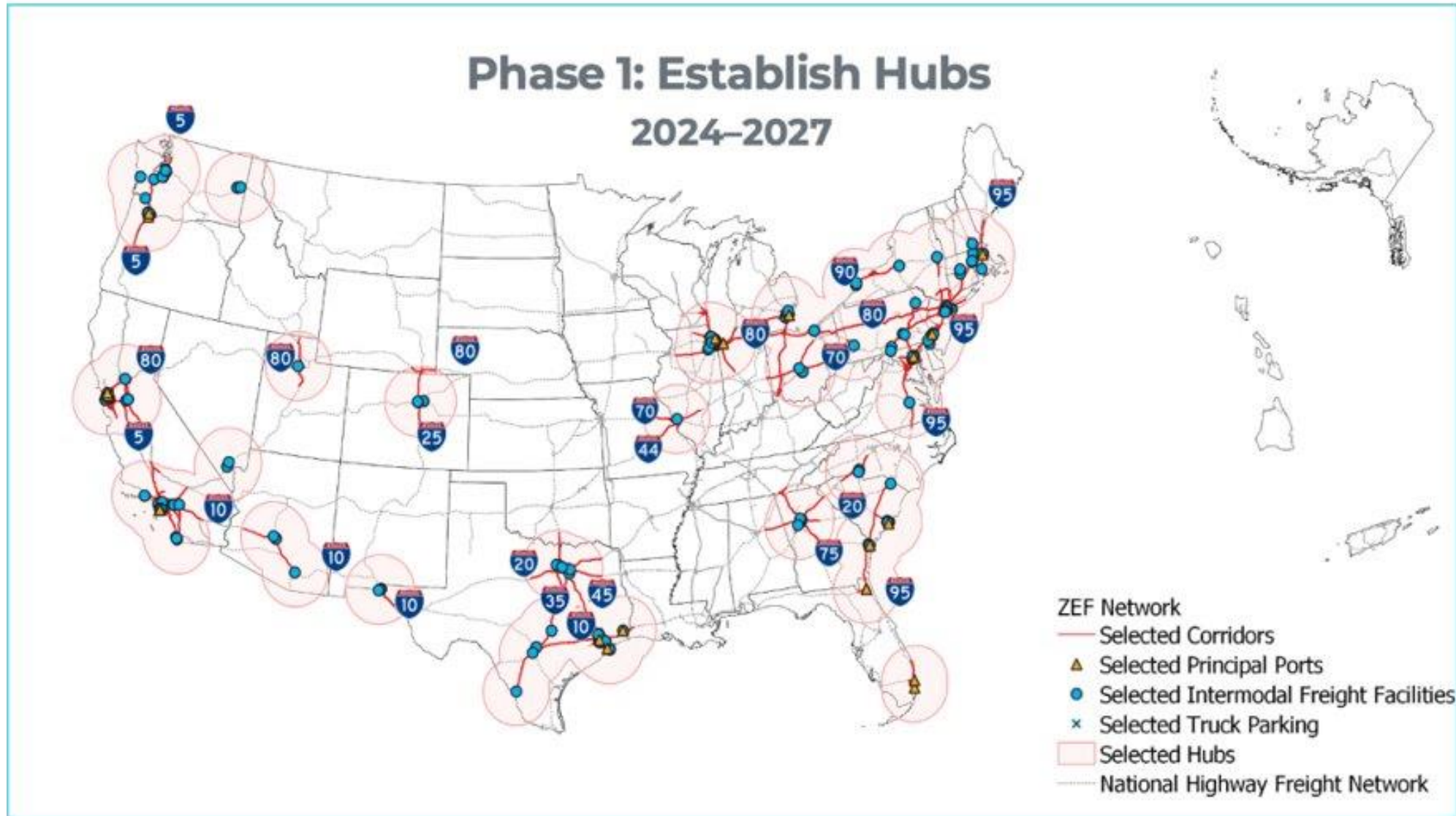


Round 1 Tristate Application



- Tri-state partnership with CEC, ODOT, WSDOT
- Focus: Interstate 5 and key freight corridors
- EV charging and hydrogen fueling stations serving medium- and heavy-duty vehicles
- Built on extensive planning efforts and stakeholder engagement

National Zero-Emission Freight Corridor Strategy



Round 2 Applications

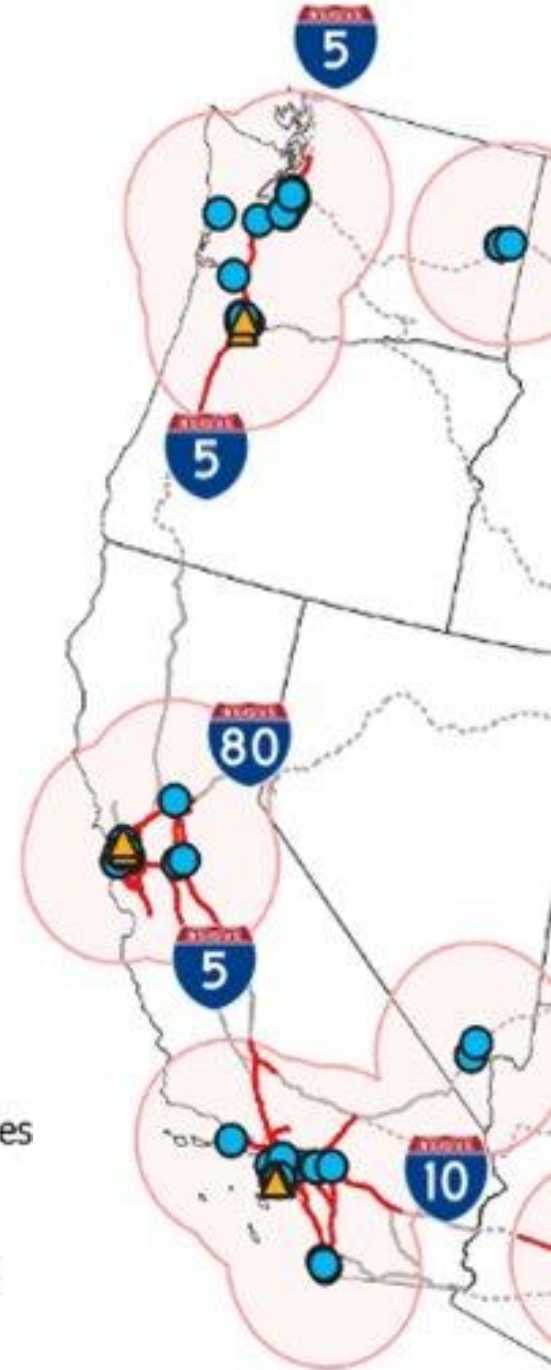
Tristate Project



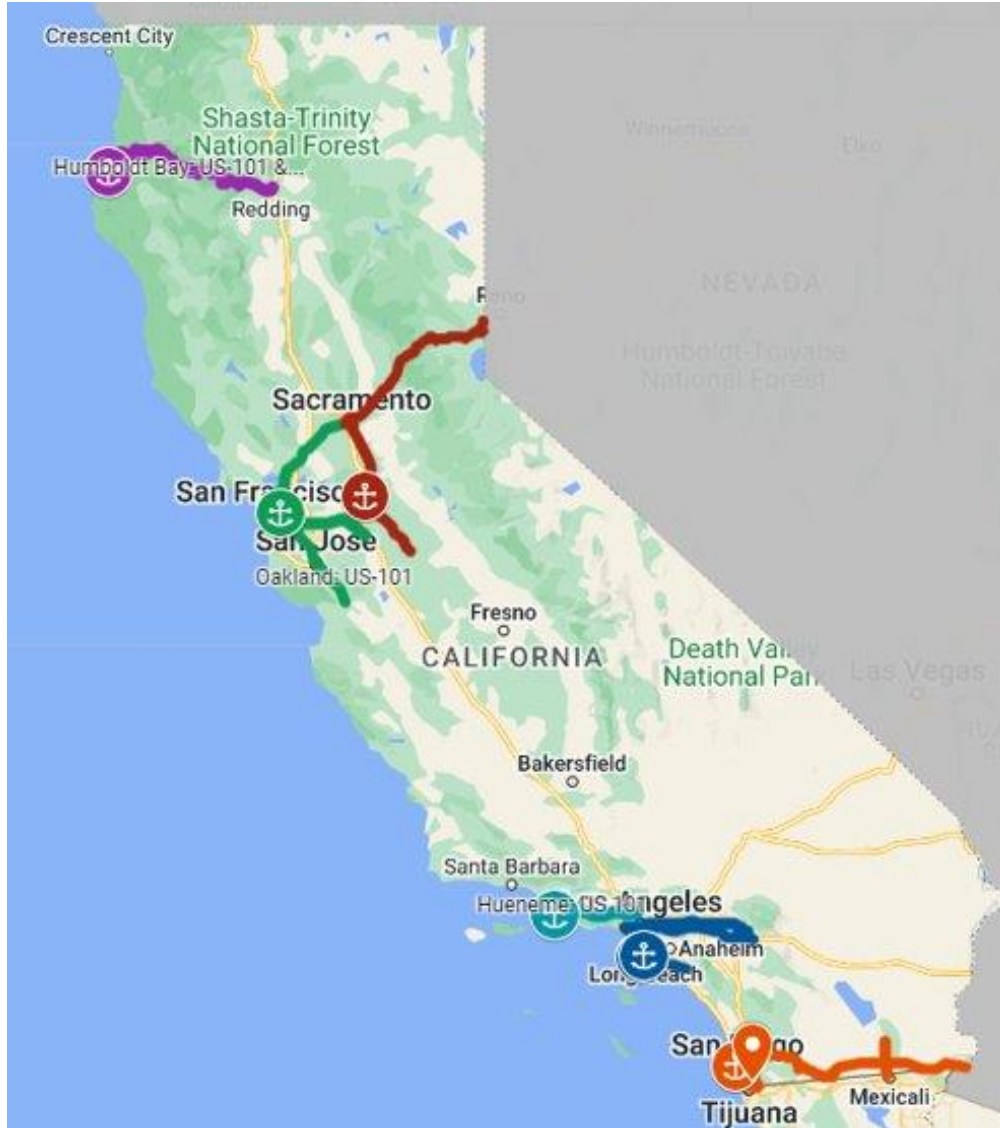
Ports/Drayage Project



- ZEF Network
- Selected Corridors
 - ▲ Selected Principal Ports
 - Selected Intermodal Freight Facilities
 - × Selected Truck Parking
 - Selected Hubs
 - National Highway Freight Network



CFI Drayage for CA Ports

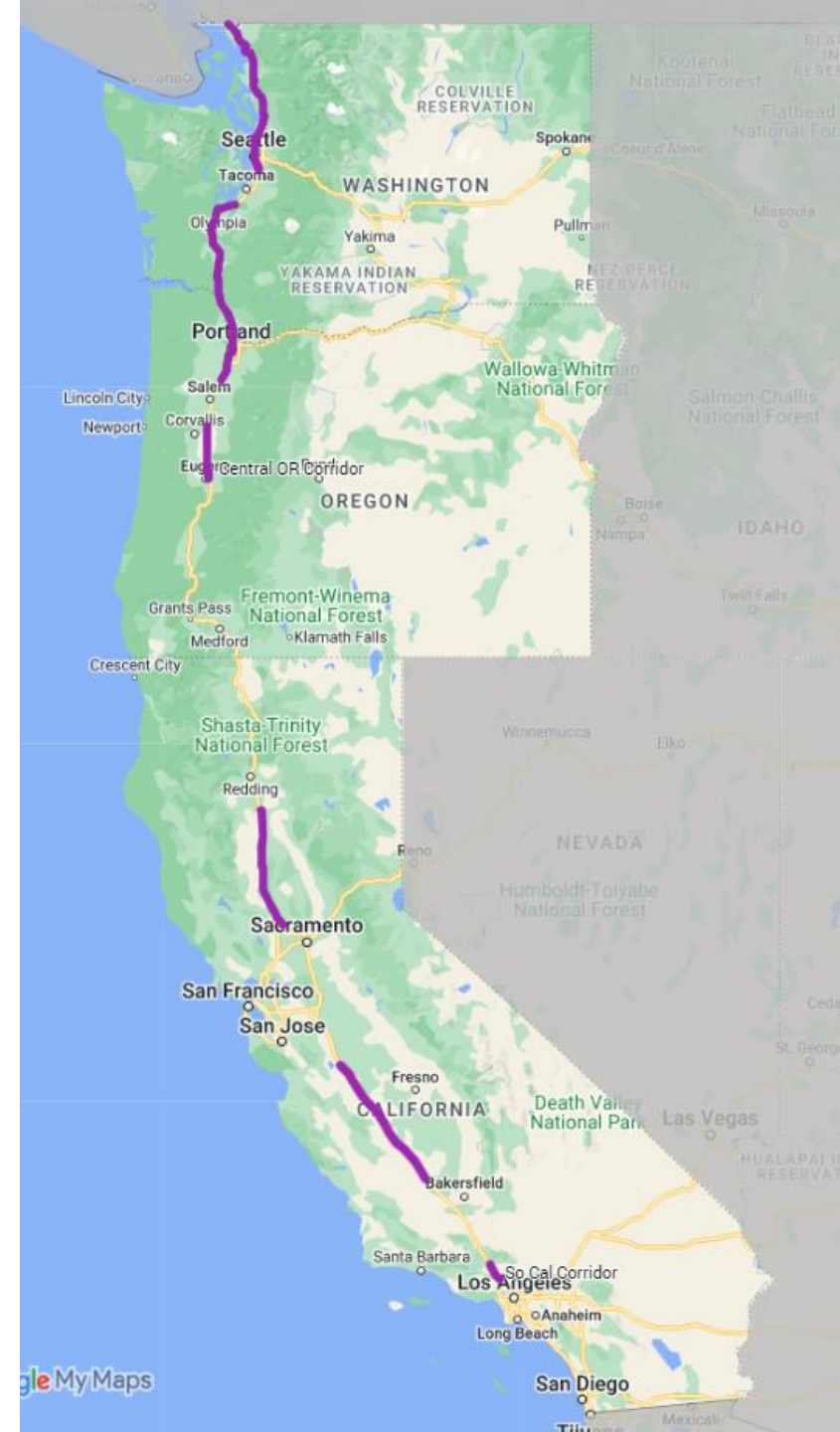


- Focus on key freight corridors serving CA ports
 - Considering hydrogen and charging
- Aligned with:
 - National ZEF Corridor Strategy Phase 1 Hubs
 - CTC SB 671 Clean Freight Corridor Efficiency Assessment
- RFI will be released soon: Docket# 24-EVI-01

CFI Round 2 Tristate Vision



- Interstate 5 focus
- Aligned with National ZEF Corridor Strategy Phase 1 Hubs
- MD/HD EV Charging Stations
 - 2 in Washington
 - 2 in Oregon
 - 3 in California



Request for Information



- The Tristate project released an RFI May 10th
- The Zero-Emission Drayage Infrastructure Project will release an RFI to the same docket
 - Docket Log: 24-EVI-01
- We seek to identify:
 - Greatest need for public charging infrastructure in next three years for – drayage, last-mile, delivery, long-haul freight, other
 - Desired charging power levels for overnight and on-route needs
 - Desired amenities at sites
 - MD/HD configuration needs
 - Potential locations

Questions?



Sarah Sweet

Sarah.sweet@energy.ca.gov



Emily Belding

Emily.belding@dot.ca.gov

Riley Keller

Riley.keller@dot.ca.gov

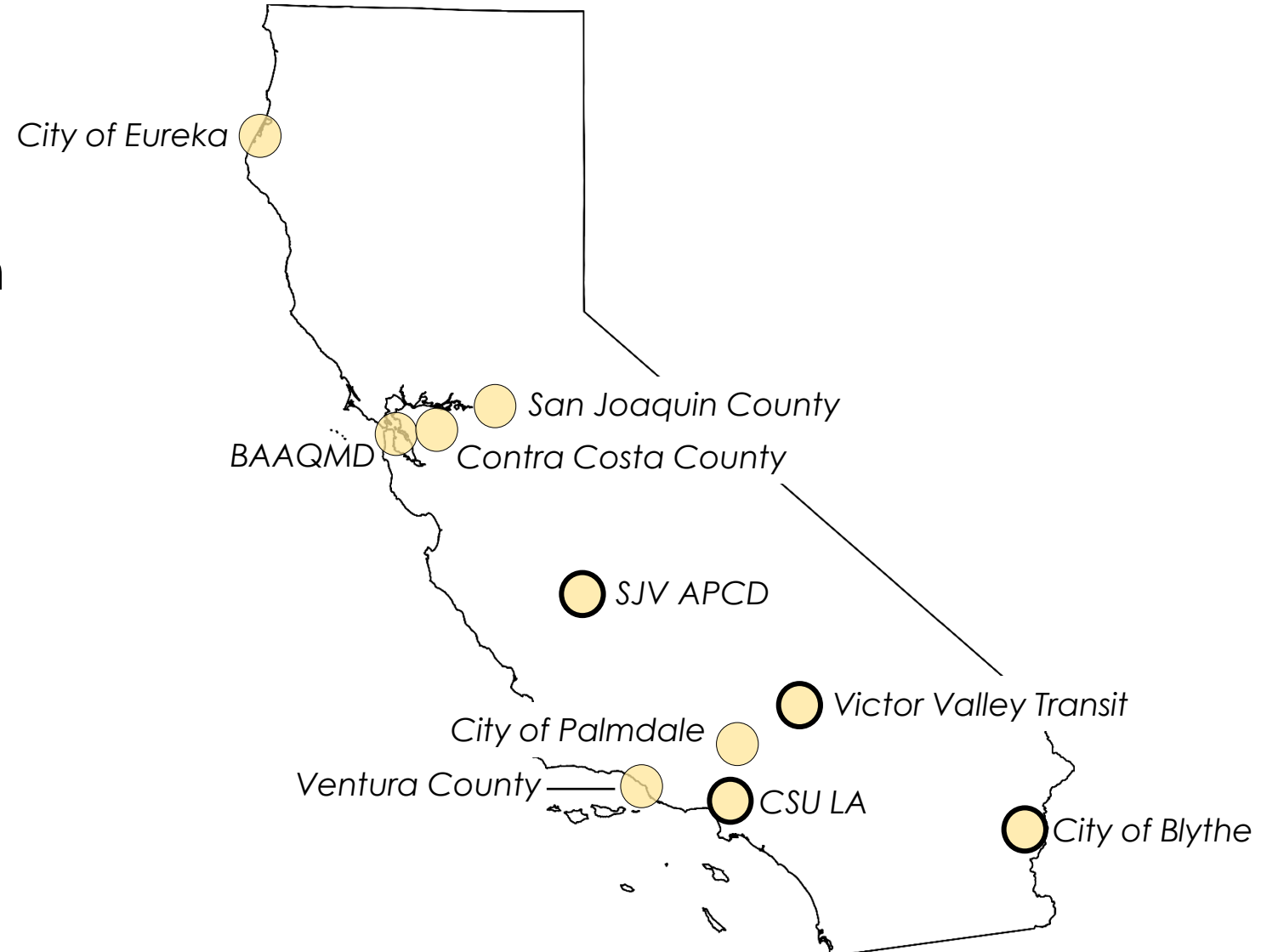
Jimmy O'Dea

Jimmy.odea@dot.ca.gov

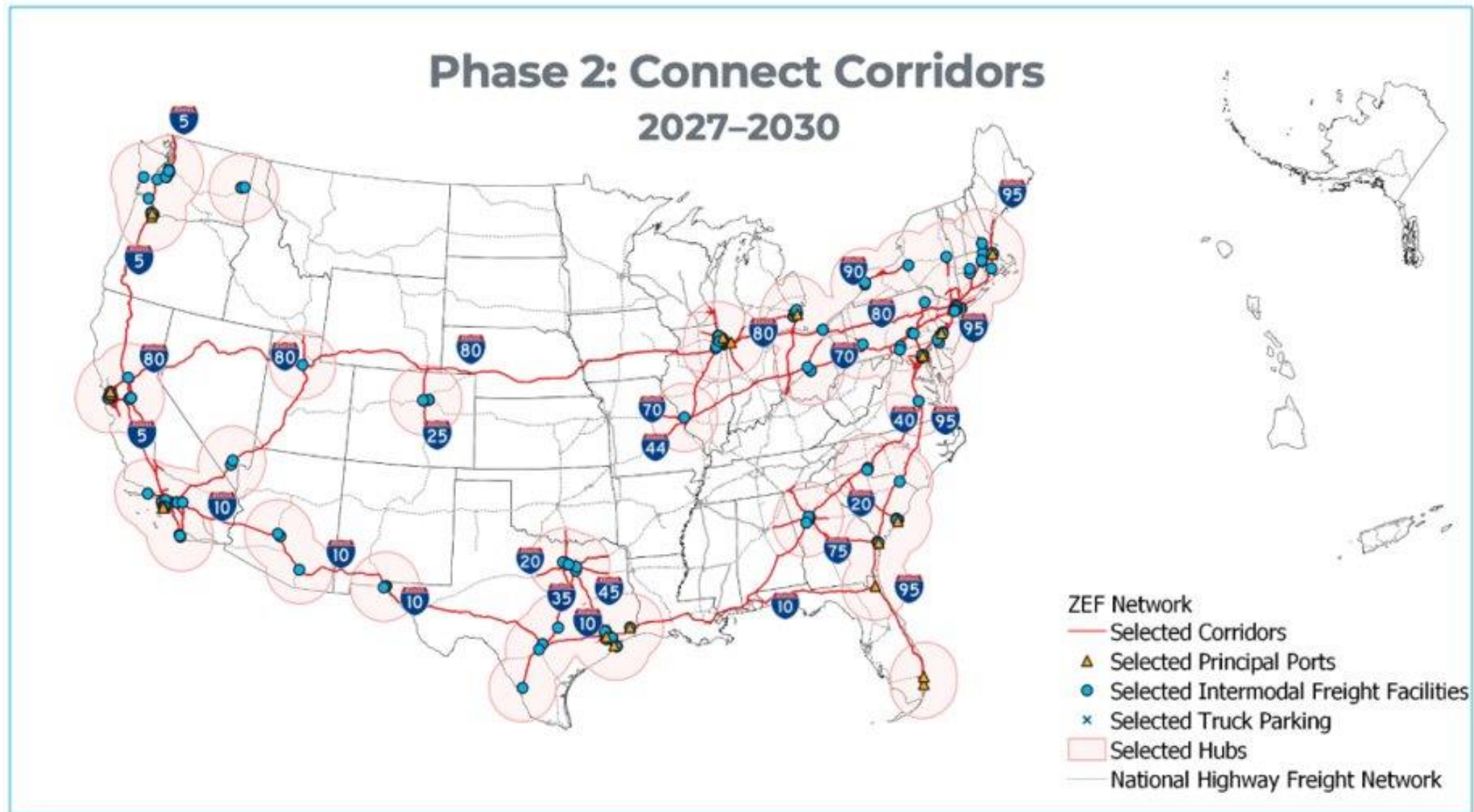


CFI Round 1 Awards

- Ten projects awarded in California totaling \$168 million of the \$622 million (27%) awarded nationally
- Four projects will support medium- and heavy-duty vehicles (in **bold**)



National Zero-Emission Freight Corridor Strategy



California Freight Mobility Plan (CFMP) 2027 Update

Jeff Morneau

California Freight Mobility Plan
Program Manager
Office of Strategic Freight Planning
Division of Transportation Planning

1

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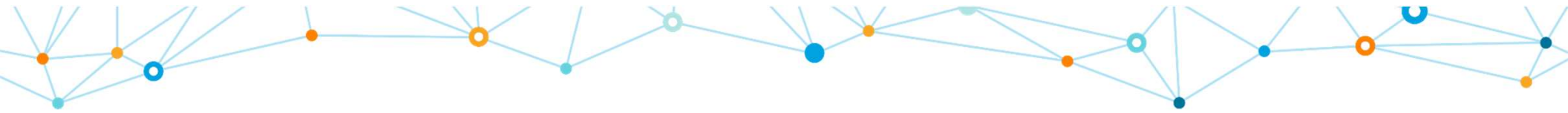




California Freight Mobility Plan (CFMP)

- CFMP is a comprehensive plan that governs immediate & long-range planning activities & capital investments with respect to freight movement
- IIJA/BIL requires every state to create a state freight plan every **four** years to be eligible for NHFP funds
- CA State Requirements [AB 14 (2013), GC 13978.8]
 - State Freight Plan
 - Establish a freight advisory committee





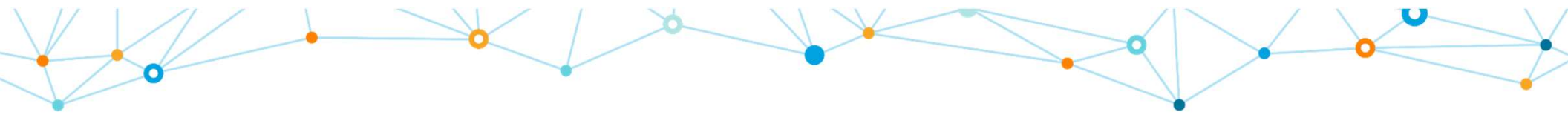
CFMP Vision Statement

“As the largest national gateway for international trade and domestic commerce, California strives to have the world’s most innovative, economically competitive, multimodal freight system that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where the benefits of freight are realized by all while supporting healthy communities and a thriving environment.”

CFMP 2027 Scope

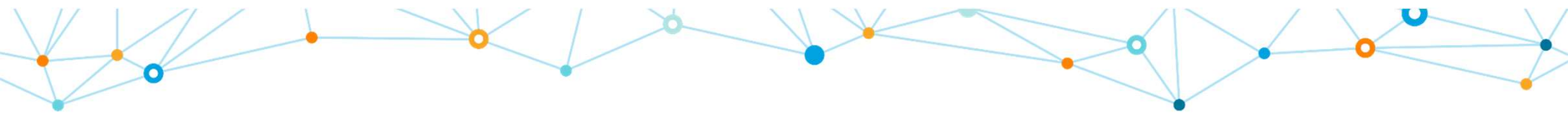
- Updated content
- Meets federal requirements (seventeen elements)
- Updated freight investment plan
- Robust outreach campaign

Element	Requirements	Descriptions
1	An identification of significant freight system trends, needs, and issues with respect to the state.	Chapter 1 identifies background, vision, goals, and objectives for the freight plan. Chapter 2 outlines the State's needs and challenges in various sectors to increase economic growth and remain competitive. Chapter 3 outlines needs and issues under existing conditions. Chapter 4 identifies regional and global trends and what it means for California's Freight industry. Chapter 5 identifies environmental progress and opportunities for freight within California. Chapter 6 provides an overview of the Statewide Investment strategy and the regional freight investment strategies. Appendix K evaluates various alternative future scenarios with respect to long term trends and needs.
2	A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the state.	Chapter 3B and Chapter 5 present the performance measures. Chapter 6A: Strategies and Objectives outlines freight policies and strategies, grounded in the Freight Plan vision, goals, and objectives. Chapter 6B explains State and regional freight investment strategies.
3	When applicable, listings of multimodal critical rural freight facilities and corridors designated within the state under section 70103 of Title 49: National Multimodal Freight Network (NMFN) and critical rural and urban freight corridors designated within the state under.	Chapter 3A contains a description of the critical rural freight corridors (CRFC) and critical urban freight corridors (CUFC) designated to date and National Multimodal Freight Network (it has yet to be finalized). Appendix D contains more information regarding National Highway Freight Network mileage.
4	A description of how the plan will improve the ability of the state to meet the national multimodal policy goals described in Section 70101(b) of Title 49, and U.S. Code and the NHFP goals described in Section 167 of Title 23 relating to intermodal goods movement.	Chapter 1B explains how CFMP enables the State to meet the national multimodal freight policy goals and NHFP goals.
5	A description of how innovative technologies and operational strategies, including freight intelligent transportation systems (ITS), that improve the safety and efficiency of the freight movement, were considered.	Chapter 1B proposes the use of ITS for solving freight issues outlined in the Freight Plan. Chapter 4A describes emerging technology trends in the freight sector. Chapter 6 details operational strategies to resolve congestion, efficiency, and other issues affecting freight. Appendix K provides discussion of scenario planning, which considered technological advancements to define the potential future states affecting the State's freight transportation



CFMP 2023 Goals

- **MULTIMODAL MOBILITY**
- **ECONOMIC PROSPERITY**
- **ENVIRONMENTAL STEWARDSHIP**
- **HEALTHY COMMUNITIES**
- **SAFETY & RESILIENCY**
- **ASSET MANAGEMENT**
- **CONNECTIVITY & ACCESSIBILITY**



CFMP 2027 Goals

Safety
Provide a safe and secure transportation system

Climate
Achieve statewide GHG emissions reduction targets and expand resilience to climate change

Equity
Eliminate transportation burdens across all communities, particularly low-income communities, communities of color, and people with disabilities

Accessibility
Improve multimodal mobility and access to destinations for all users

Quality of Life & Public Health
Enable vibrant, healthy communities

Economy
Support a vibrant, resilient economy

Environment
Enhance environmental health and reduce negative transportation impacts

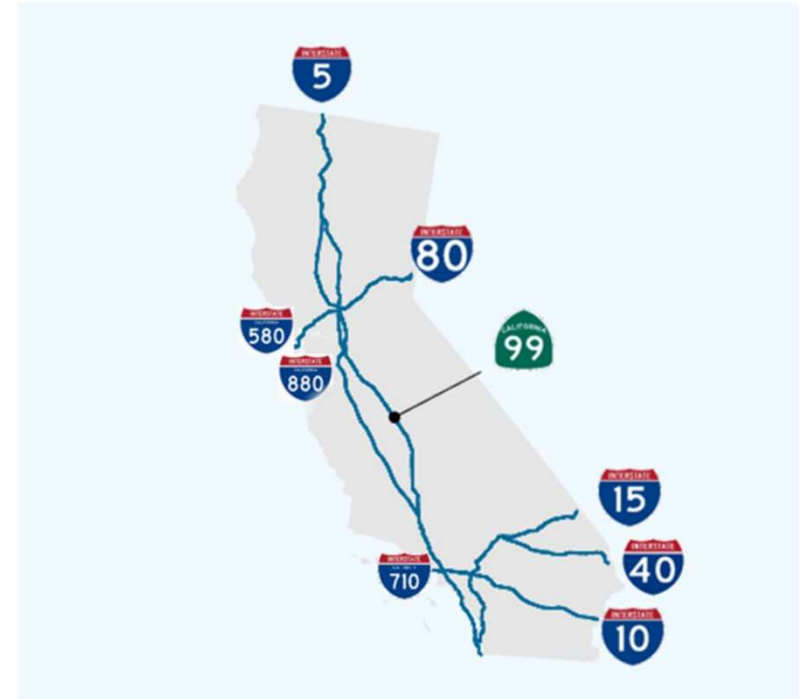
Infrastructure
Maintain a high-quality, resilient transportation system



SB 671 Assessment

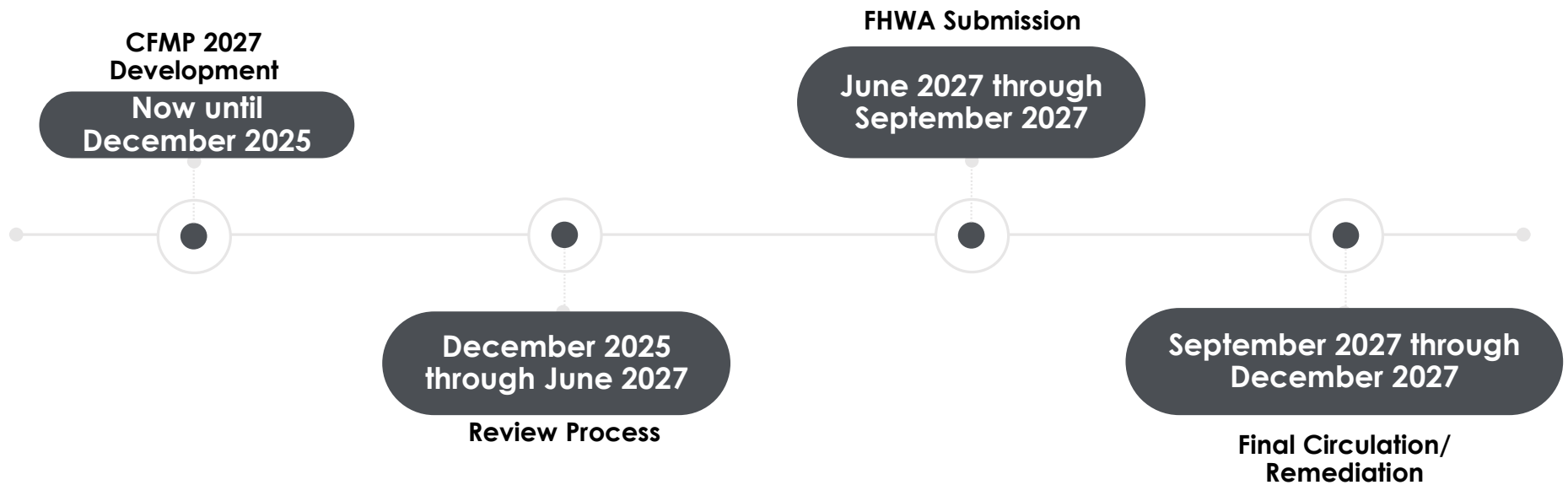
- CAPTI Strategy 4.6
- Include Clean Freight Corridor network and Zero Emission Vehicle project lists in the CFMP 2023
- Included in Chapter 4, "The Future of Freight"
- Will focus on implementation

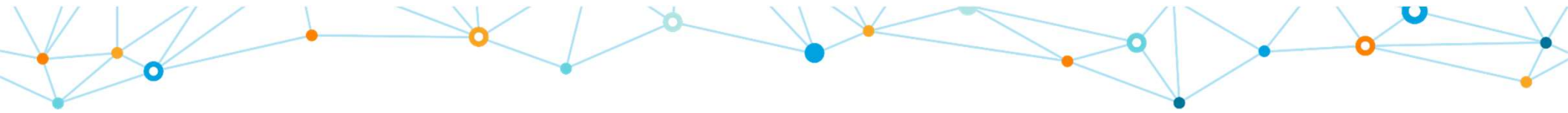
SB 671 Clean Freight Corridor Efficiency Assessment



California
Transportation
Commission

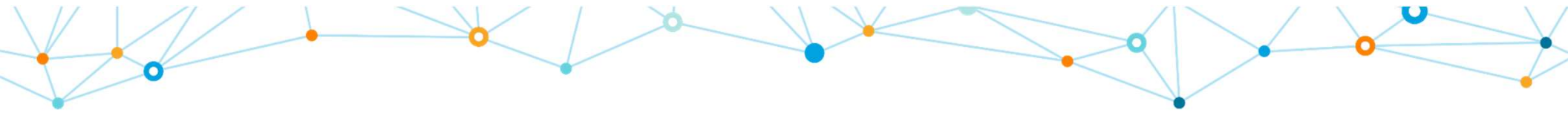
CFMP 2027 Critical Milestones





CFMP 2027 Outreach

- Public Outreach
- Community Air Protection Program communities (AB 617)
- Industry Workshops
- Interviews with stakeholders and industry leaders
- California Freight Advisory Committee (CFAC)
- Rural Counties Task Force (RCTF)
- Interagency Equity Advisory Committee
- Native American Advisory Committee (NAAC)
- Regional Transportation Planning Agencies group (RTPA)



Open Discussion

- What would you like to see in the CFMP 2027?
 - Changes in content?
 - New Analysis?
 - Scenario testing?
- Suggestions for Outreach?
- Anything else



JEFF MORNEAU

California Freight Mobility Plan
Program Manager
Office of Strategic Freight Planning
Division of Transportation Planning



Caltrans System Investment Strategy (CSIS)

CALIFORNIA FREIGHT ADVISORY COMMITTEE (CFAC)

JUNE 11, 2024

Agenda

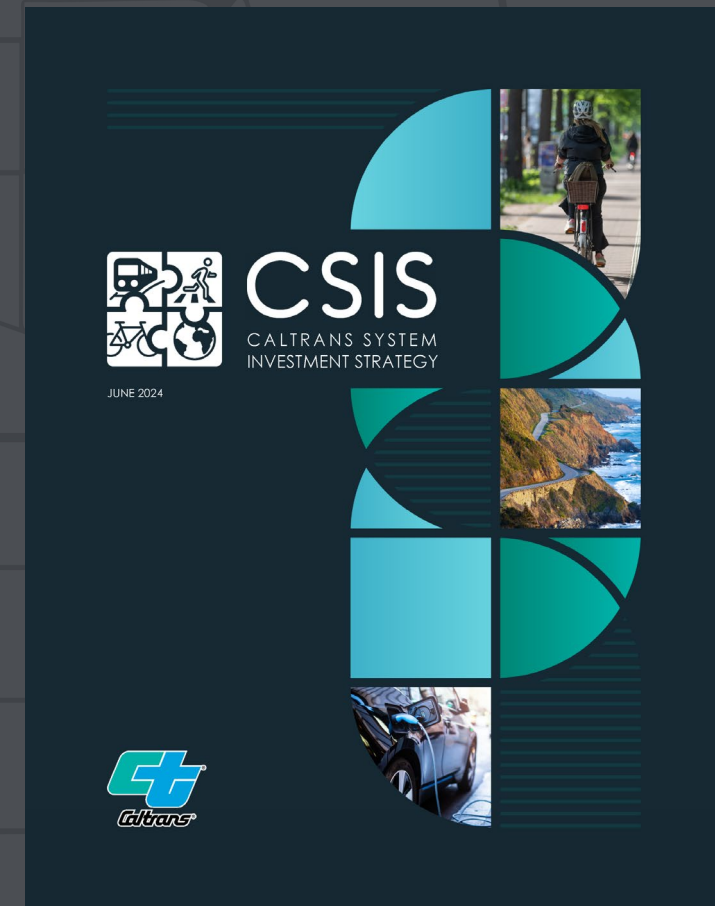
1 – CSIS Overview

2 – Feedback on Draft CSIS

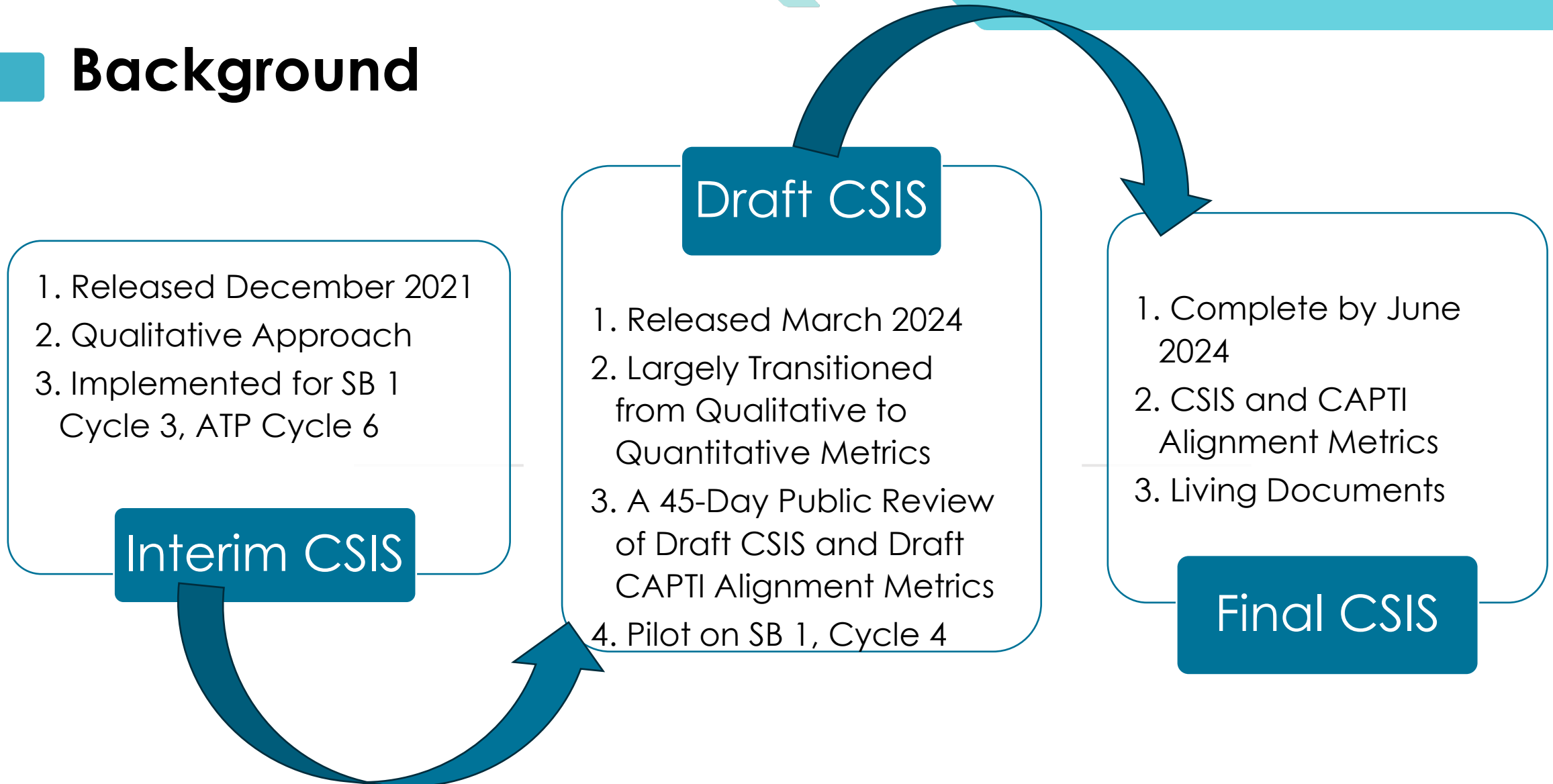
3 – CAPTI Alignment Metrics

4 – Next Steps & Future CSIS Updates

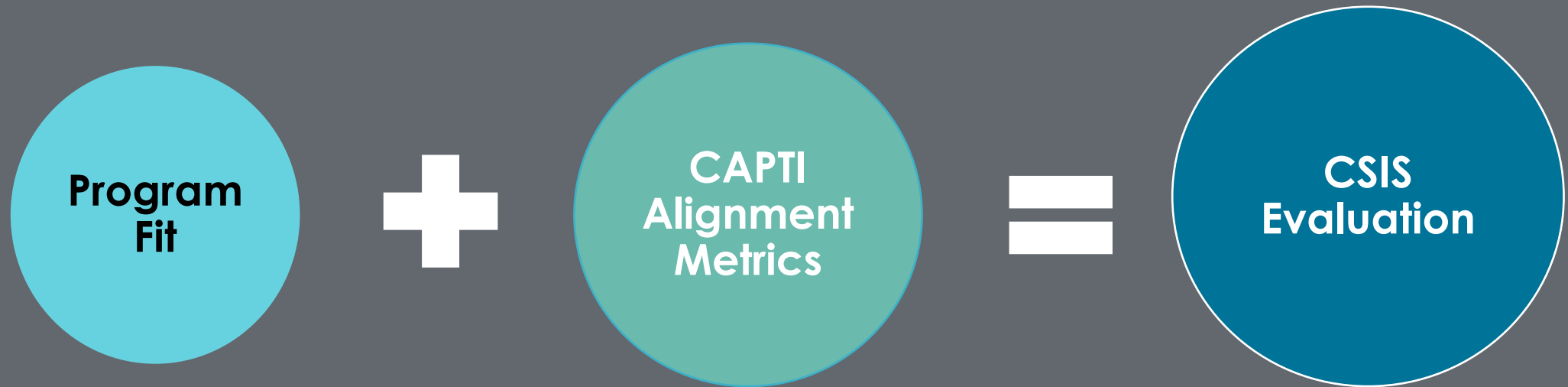
5 – Q & A



Background



CSIS Investment Framework



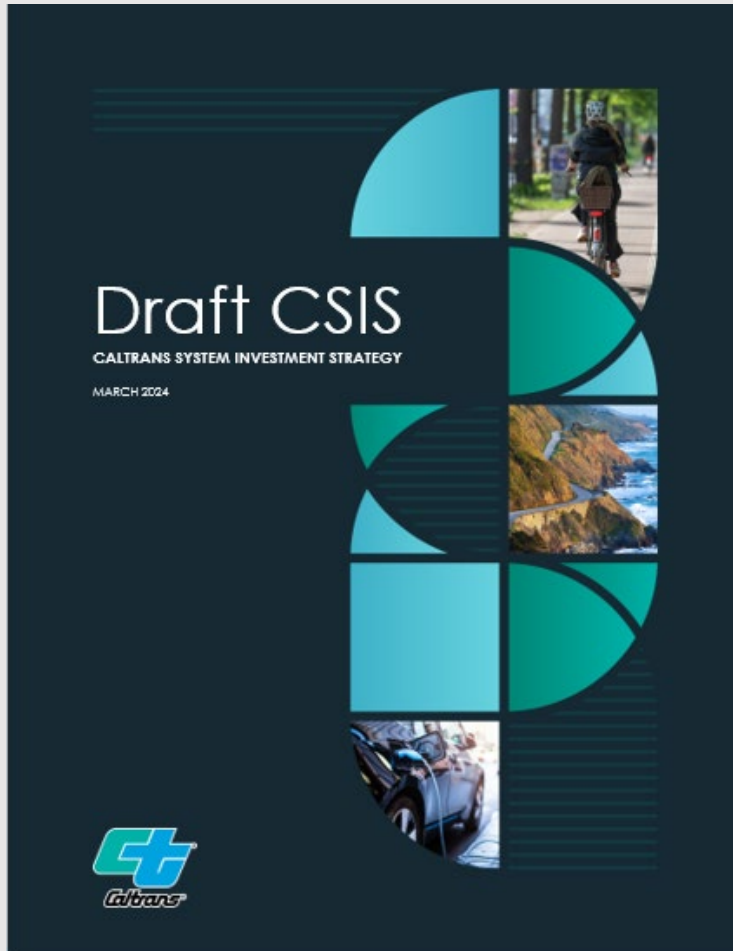
Draft CSIS: Public Review Comments

Public Review

March 1 to April 15, 2024

28 Respondents

Categories	Number of Respondents
Metropolitan Planning Organizations, Council of Governments	6
Transportation Commissions	6
Transportation Authority and Agencies	3
Rail Authority and Agencies	3
Transit Districts and Agencies	3
Cities	3
Advocacy Groups	2
Individuals	2

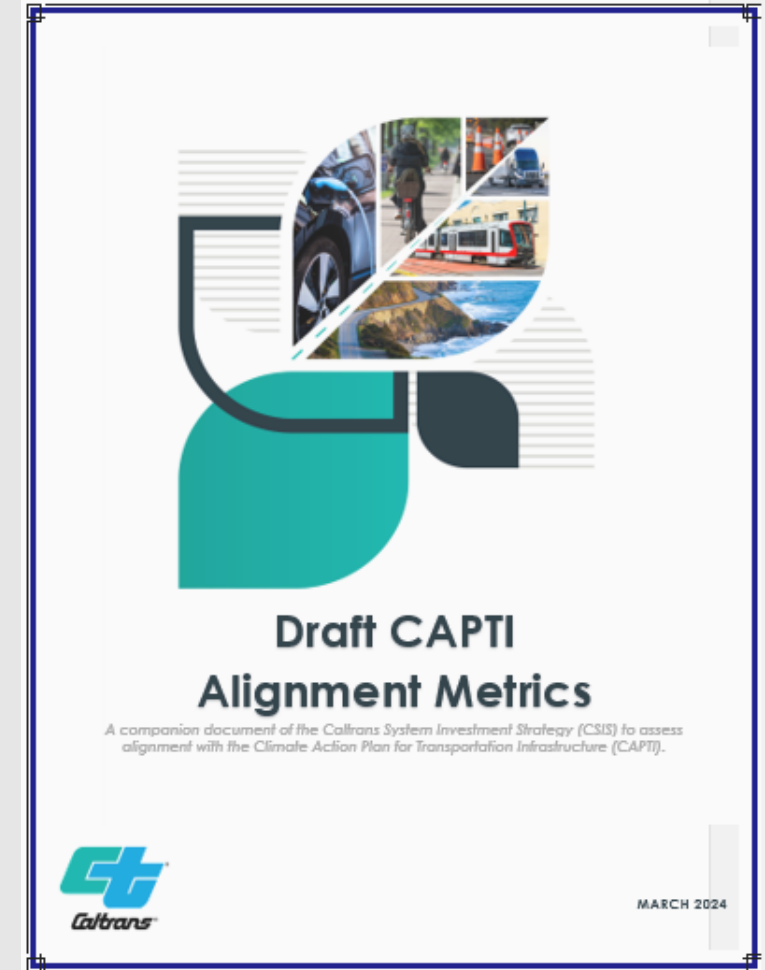


COMMENTS ON DRAFT CSIS DOCUMENTS

CSIS Main Document	Number of Comments
Process Clarifications	35
General Support	11
General Criteria Change/Other	11
Scoring/Public Posting	7

COMMENTS ON DRAFT CAPTI ALIGNMENT METRICS

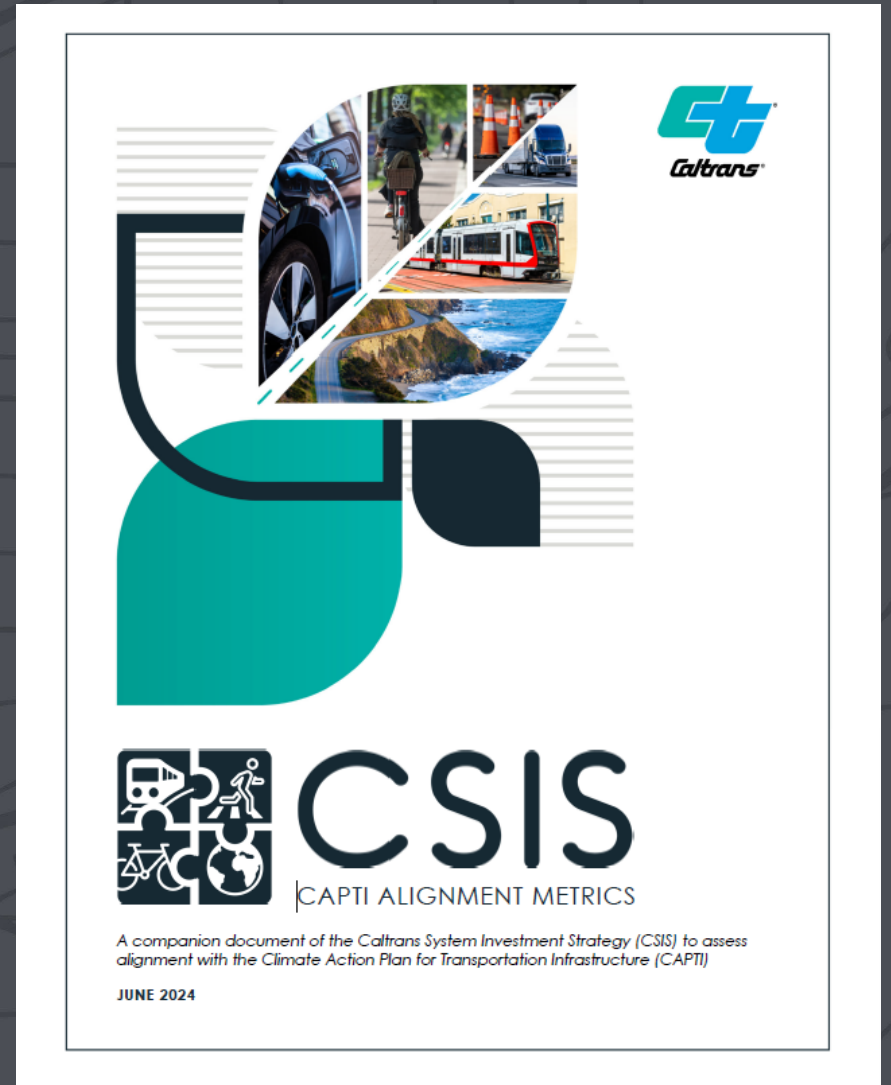
CAPTI Alignment Metrics	Number of Comments
General Metrics Clarifications	23
Safety	22
VMT	19
Accessibility	19
DAC Accessibility	
DAC Traffic Impacts	19
Mode Shift	15
Land Use/Natural Resources	10
Freight	9
ZEV	14
Public Engagement	5
Climate Adaptation/Resiliency	11



CAPTI ALIGNMENT METRICS



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CAPTI Alignment Metrics

10 CAPTI Guiding Principles

- Safety
- Vehicle Miles Traveled
- Active Transportation
- Rail & Transit
- Equity
- Climate Risk
- Natural & Working Lands
- Infill Development
- Zero-Emission Vehicle Infrastructure
- Zero-Emission Vehicle Freight

CAPTI Alignment Metrics

- ★ Safety
- ★ Vehicle Miles Traveled
- ★ Accessibility
- ★ Passenger Mode Shift
- ◆ Public Engagement
- ★ DAC Traffic Impact
- ★ DAC Access to Jobs & Destinations
- ◆ Climate Adaptation & Resiliency
- ★ Land Use & Natural Resources
- ★ Zero-Emission Vehicle Infrastructure
- ★ Freight Sustainability & Efficiency

★ Quantitative ◆ Qualitative

Summary: Comments on the Freight Metric

- Consideration of rail projects in the metric: Advocate to include rail projects that improve the efficiency of rail freight in freight efficiency metrics
- Projects aligned with the California Sustainable Freight Action Plan: Requesting examples to allow project sponsors to prepare clear and concise descriptions of their projects
- Consideration for rest –stops highlighting the safety issues for truckers and drivers when adequate rest areas are lacking
- Benefits of VMT reducing projects: to claim benefits for congestion reduction/mitigation, reliability, bottleneck relief, and safety
- Using Geotab & Streetlight
- Scoring: Raises concerns about scoring transit projects with a zero in freight efficiency metrics, despite their benefits to air quality, Recommends either assigning a neutral score or not applying these metrics to transit projects at all



Freight Metrics Clarification

- ❑ **2 Freight sub-metrics comprise the CAPTI Freight Metric**
 - Efficiency + Sustainability 5 points each.
 - Freight is a single principle in CAPTI.
 - ❑ **Freight Efficiency measures current freight movement with Truck Travel Time Reliability Index (TTTRI)**
 - Evaluating freight movement improvements is part of Program Fit when applicable.
 - ❑ **Freight Sustainability measures proportion of capital construction spending on sustainable freight components**
-

CSIS: Responses and Actions

CSIS AND CAPTI METRICS

- Clarifications on project nomination process and evaluation added in the CSIS Document
- Regulatory context added in the CSIS Document
- Metrics: Refinements and Clarifications

CSIS WEBSITE

- List of State and Federal Discretionary Funding Programs
- Nomination and Evaluation Flow-charts

CSIS: POST-JUNE UPDATES

- Project Intake Form Update
- Program Fit
- 10-Year Multimodal Investment Plan



Future CSIS Updates

- Engage with the California Freight Advisory Committee
- Engage with Subject Matter Experts on Freight
- Lessons learned from SB 1 Pilot



QUESTIONS?



POLB RAIL PROGRAM UPDATE

Vice President Bonnie Lowenthal, Board of Harbor Commissioners

Theresa Dau-Ngo, Director of Port Planning

Mark Erickson, P.E., Deputy Chief Harbor Engineer of Program Management

California Freight Advisory Committee

June 11, 2024

AMERICA'S GREEN GATEWAY

TO THE NATION

ALAMEDA
CORRIDOR

PIER B ON-DOCK RAIL
SUPPORT FACILITY

4TH TRACK AT
OCEAN BLVD

TERMINAL
ISLAND WYE

MIDDLE HARBOR
ON-DOCK RAIL

DOUBLE TRACK ACCESS
FROM PIER G TO J



MIDDLE HARBOR ON-DOCK RAIL



STATE AND FEDERAL AGENCY PARTNERS



California
Transportation
Commission



Port of
LONG BEACH
THE GREEN PORT



CALIFORNIA
COASTAL
COMMISSION



California
**Department of
Conservation**
Geologic Energy Management

A stylized world map with a dark blue background. The landmasses are rendered in a light teal color. A network of white dashed lines represents a global rail system, connecting major cities and continents. The United States and Canada are highlighted in a solid, medium green color. The text "PIER B ON DOCK RAIL SUPPORT FACILITY" is centered over the map in a bold, white, sans-serif font.

**PIER B ON DOCK RAIL
SUPPORT FACILITY**

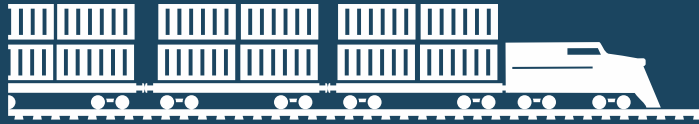
PROGRAM GOALS



Serve longer trains more efficiently

Promote a mode shift to rail

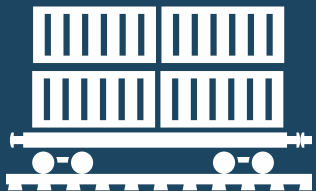
PROGRAM BENEFITS



IMPROVED
COMPETITIVENESS



MODE SHIFT FROM
TRUCK TO RAIL



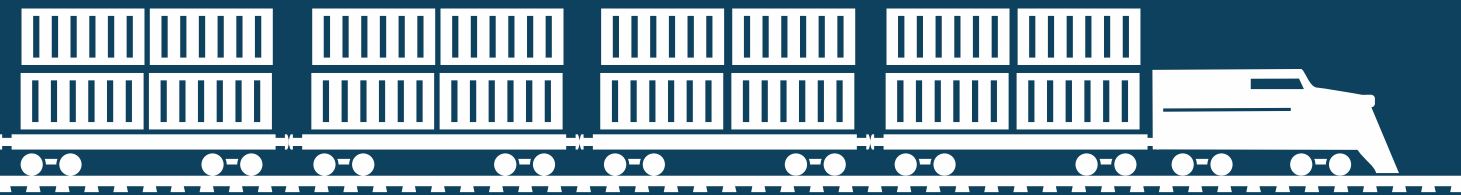
IMPROVED FREIGHT
SUSTAINABILITY



REVENUE, JOB AND
ECONOMIC GROWTH



LOWER
EMISSIONS



ONE =
TRAIN



750

Truck trips eliminated by one
double-stacked on-dock train

EMISSION REDUCTION

THE PORT MEETS 2023 AIR GOALS EARLY



THIS WAS DURING A TIME WHEN
CONTAINER CARGO JUMPED 21%



Compared to 2005 Levels



REDUCE

40%



REDUCE

80%

PORT COMMUNITY GRANTS

- \$65 million for projects to reduce environmental impacts
- To date, \$36.5 million has been granted
- Focuses on priority zone near Port and along 710 Freeway
- Tree plantings, air filters for schools, asthma screening, water conservation projects

COMMUNITY SPONSORSHIPS

The Port of Long Beach supports community groups and events that make Long Beach a better place to live and work.

COMMUNITY / SPONSORSHIPS

Search

SPONSORSHIP OVERVIEW

SPONSORSHIP FAQs

SPONSORSHIP APPLICATION

SPONSORSHIP OVERVIEW

The Harbor Department provides sponsorship funds to nonprofit and governmental organizations for community functions and events to help inform the public about the Port.

Organizations are asked to submit their sponsorship funding requests during two defined application periods each fiscal year, in September and March.

The scheduled twice-a-year call for sponsorships gives stakeholders a clear process to follow and help in their planning, and a way for the Port to evaluate where its funding will have the greatest impact.

[Read the sponsorship policies and guidelines.](#) (link, also in resources at bottom)

NEXT CALL FOR APPLICATIONS

March 1-31, 2021 (events must take place on or after June 1, 2021)

SPONSORSHIP RESOURCES

Name	Size	File
Sponsorship Policy Guidelines (Updated February 2021)	176KB	PDF
Sample Sponsorship Application	469KB	PDF
Sponsorship Post-Event Summary Form	0KB	HTM
Sponsorship Agreement Template - 8-27-20	46KB	DOC
List of Approved Sponsorships March 2021 Call	537KB	PDF
List of Approved Sponsorships September 2020 Call	516KB	PDF
List of Approved Sponsorships March 2020 Call	118KB	PDF
List of Approved Sponsorships September 2019 Call	130KB	PDF
List of Approved Sponsorships March 2019 Call	95KB	PDF



COMMUNITY SPONSORSHIP

Funding community organizations and events since 2007.

\$2M in funding this year.

Application Periods:

- January
- May
- September

polb.com/sponsorship

An aerial photograph of a large rail yard, outlined in cyan. The yard is filled with numerous freight trains and stacks of colorful shipping containers. In the foreground, there are several multi-level highway overpasses. Four cyan callout boxes with white text are connected to the yard by thin lines, highlighting specific project areas.

5 NEW ARRIVAL AND DEPARTURE TRACKS

93,000 -FEET SUPPORT YARD

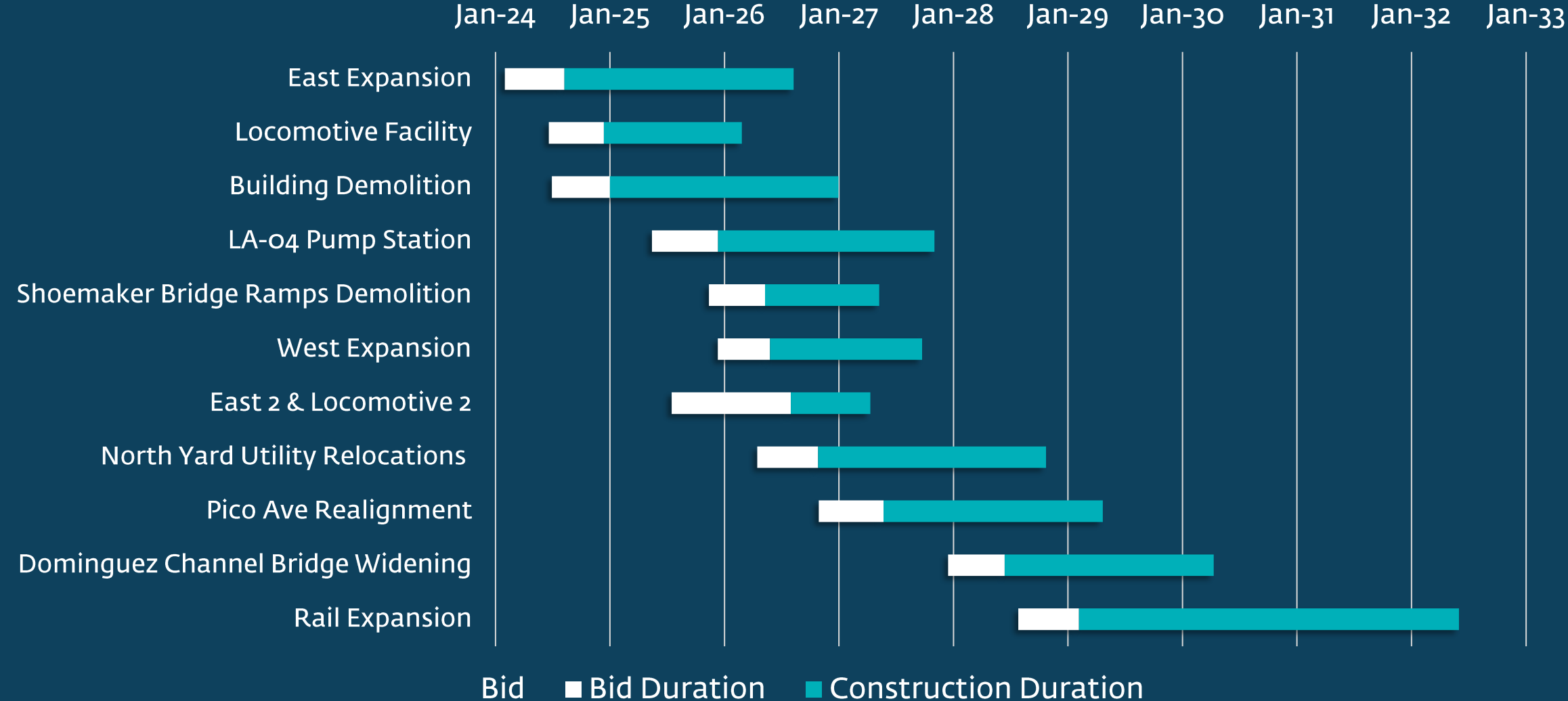
RESUPPLY STATION FOR UP TO 30 LOCOMOTIVES

REALIGN & IMPROVE PIER B ST. & PICO AVE.

SCOPE OF WORK

PIER B ON-DOCK RAIL SUPPORT FACILITY

CONSTRUCTION SCHEDULE

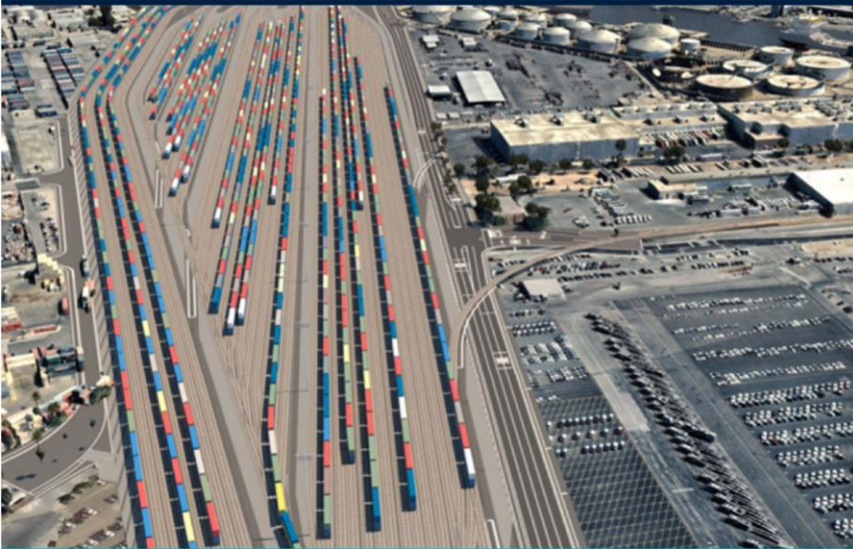


COST, SCHEDULE & FUNDING

\$1.6B Estimated Program Cost
2032 Completion Target

AMERICA'S GREEN GATEWAY

Pier B Rail Program Buildout



Prepared for
Office of the Secretary of Transportation
US Department of Transportation
National Infrastructure Project Assistance
Grants Program (Mega)

Submitted by
Port of Long Beach
415 W. Ocean Boulevard
Long Beach, CA 90802

MAY 23, 2022



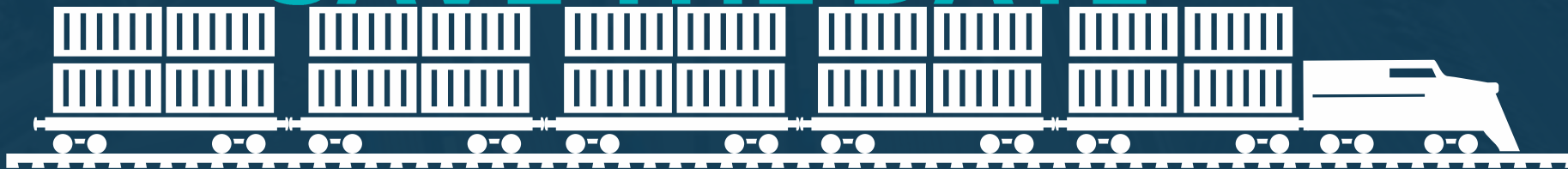
Grant Award	Amount
LA Metro Call for Projects, CMAQ / RSTP	\$16.3M
LA Metro Measure R	\$10.0M
MARAD 2021 Port Infrastructure Development	\$52.3M
CTC Trade Corridor Enhancement Program	\$70.4M
Cal STA Port & Freight Infrastructure Program	\$158.4M
MARAD 2023 Port Infrastructure Development	\$52.6M
US DOT MEGA Grant Program	\$283.0M
Total	\$643.0M

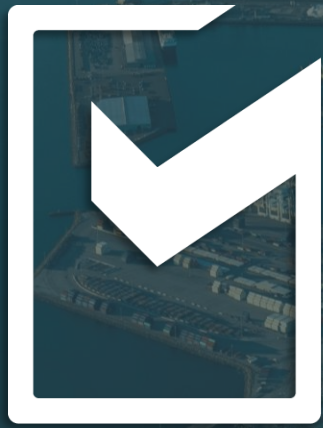
GROUND BREAKING CELEBRATION

*What: Start of Construction
for Pier B Program*

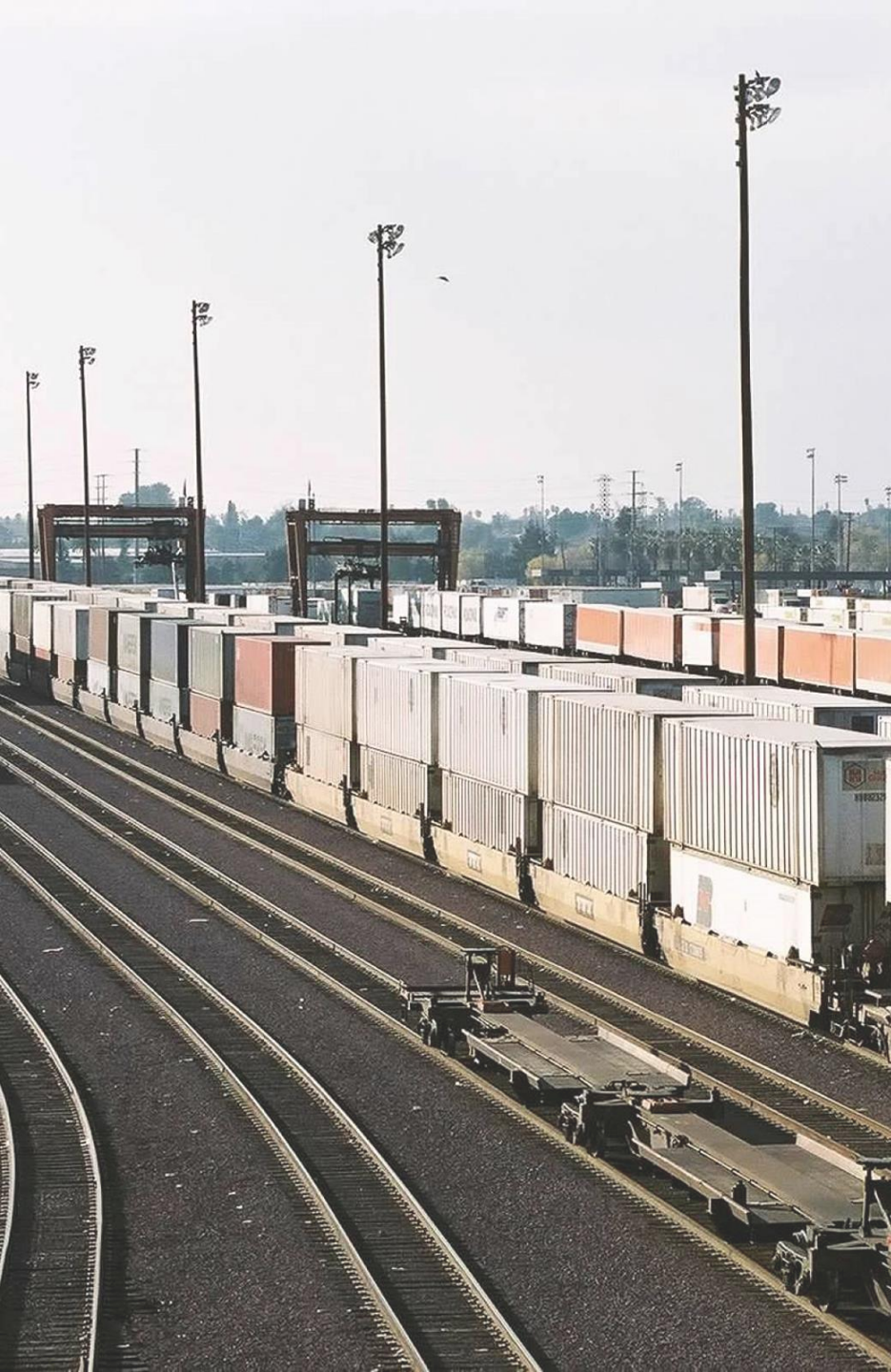
When: September 13, 2024

SAVE THE DATE





Port of
LONG BEACH
THE GREEN PORT



Proposed Rule 2306 – Freight Rail Yards

California Freight Advisory Committee
June 11, 2024

South Coast AQMD

- Based on population, our region would be 5th largest state in the nation



Los Angeles San Bernardino
Orange Riverside

17 Million People



28,000 permitted sources

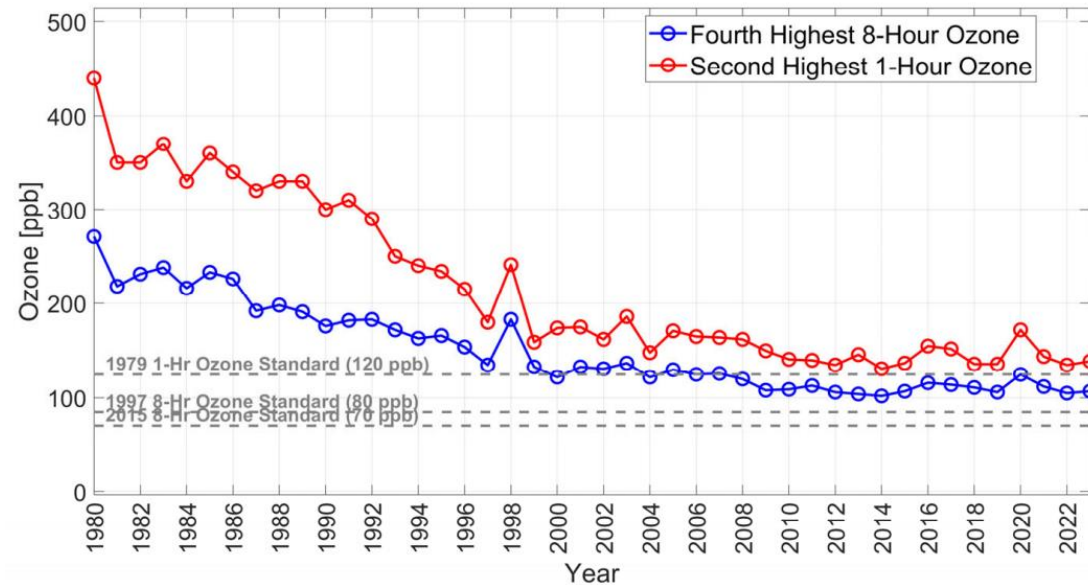


67% of CA EJ population lives in South Coast



About 30% of all U.S. containerized cargo

Air Quality



- Air quality has improved dramatically in South Coast AQMD over past several decades
- Local air quality is still among worst in nation
 - Ozone, particulate matter
 - Federal Clean Air Act requires we meet air quality standards or the region will face sanctions
- Goods movement sources make up about half of all smog-forming emissions in our region



Reducing Air Pollution

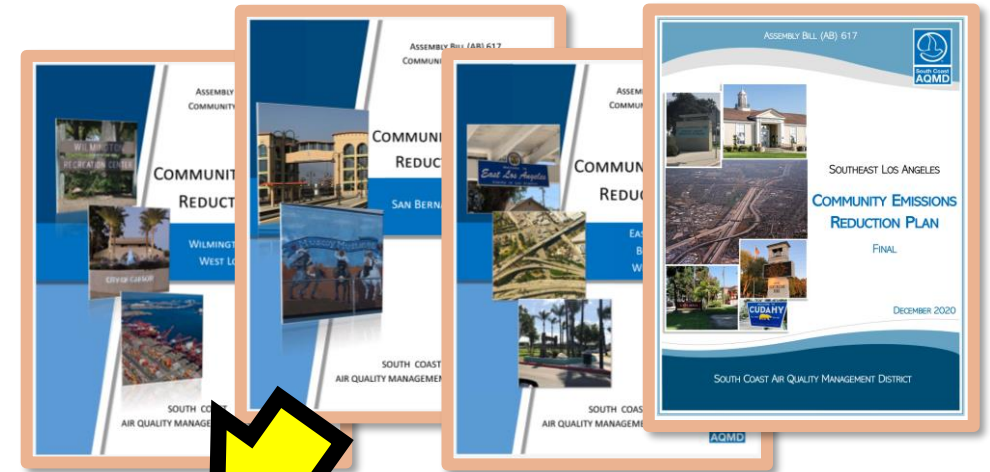
Regional:

Air Quality Management Plans



Local:

AB 617 Community Emissions Reduction Plans



Facility Based Measures Addressing Freight Emissions from Goods Movement

Warehouses

Marine Ports

Rail Yards

Mobile Emission Sources at Rail Yards



Locomotives

- Line Haul
- Switchers

Includes maintenance and testing areas



Cargo Handling Equipment (CHE)

Examples:

- Rubber-Tired Gantry Cranes
- Yard Hostlers

Drayage Trucks



Transport Refrigeration Units (TRUs)



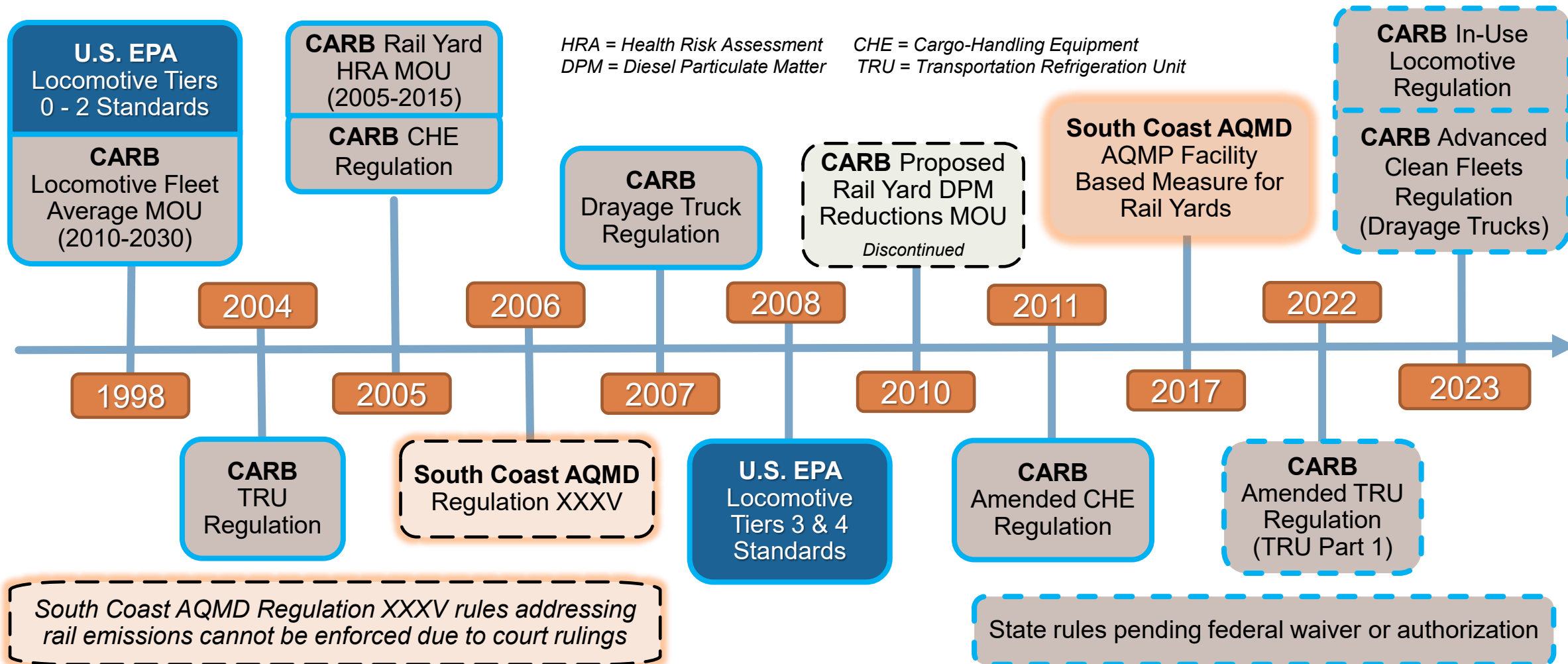
Others

Examples:

- Rail car movers
- Operational support equipment



History of Reducing Rail Yard Emissions



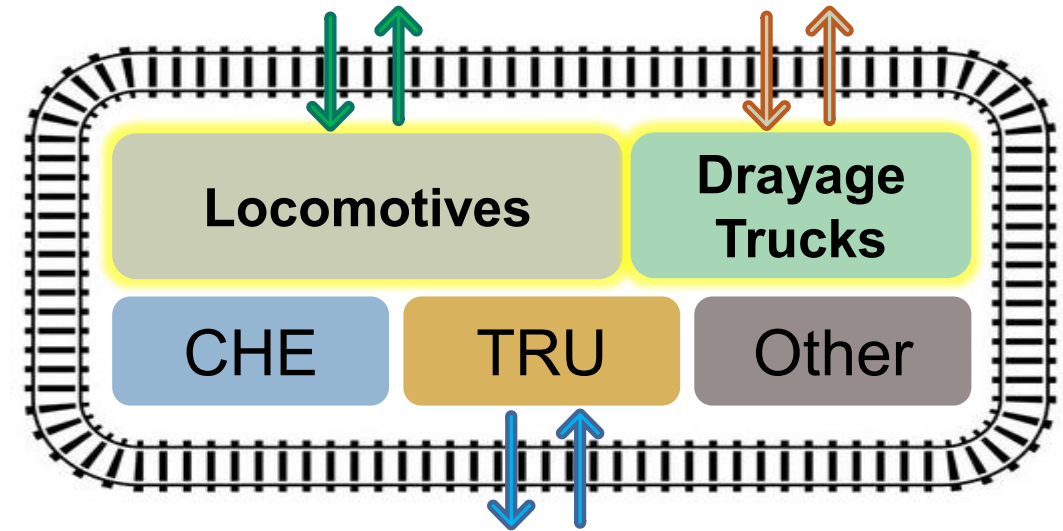


PR 2306 RULE DEVELOPMENT



PR 2306 Addresses Freight Rail Yard Emissions

- PR 2306 is designed to reduce NOx emissions from mobile sources attracted to freight rail yards
- CARB's recent regulations address locomotive and drayage truck emissions but will not necessarily result in proportional reductions in the South Coast AQMD region
- PR 2306 ensures that emission reductions from CARB regulations occur in South Coast AQMD communities



PR 2306 implements one of the Facility Based Measures to address freight emissions

Public Process

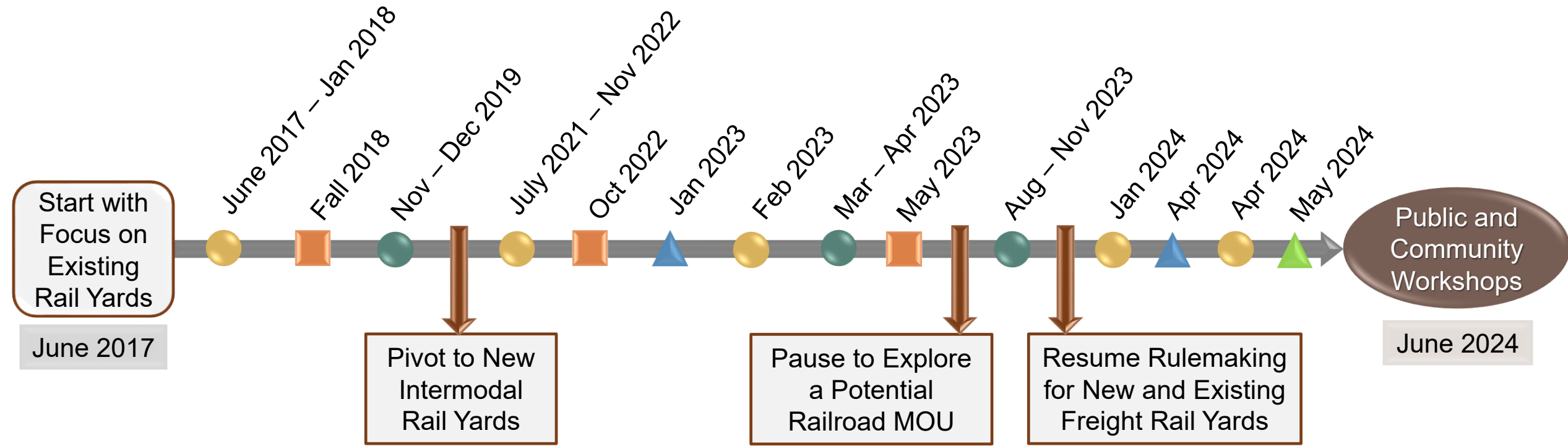


Chart Legend

- Working Group Meetings
- Community Workshops and Meetings
- South Coast AQMD Staff's Visit to Facility Sites
- ▲ Release of Initial Preliminary Draft Rule Language
- ▲ Release of Preliminary Draft of Rule Documents

Feedback from Public Process

Key Takeaways from Community Feedback

*Informing
PR 2306
Development*

Reduce health risk and emissions from rail operations in EJ communities

Regulate new and existing freight rail yards

Oppose MOU* and mechanisms such as crediting, banking, and trading

Facilitate multi-party coordination for ZE infrastructure development

Expedite deployment of ZE technologies

Report to the public on facility emissions and air quality impacts

Avoid mitigation fee as a compliance option; if collected, only use revenue to directly benefit impacted communities

Advocate with agencies making land use decisions

* MOU = Memorandum of Understanding

Overview of PR 2306

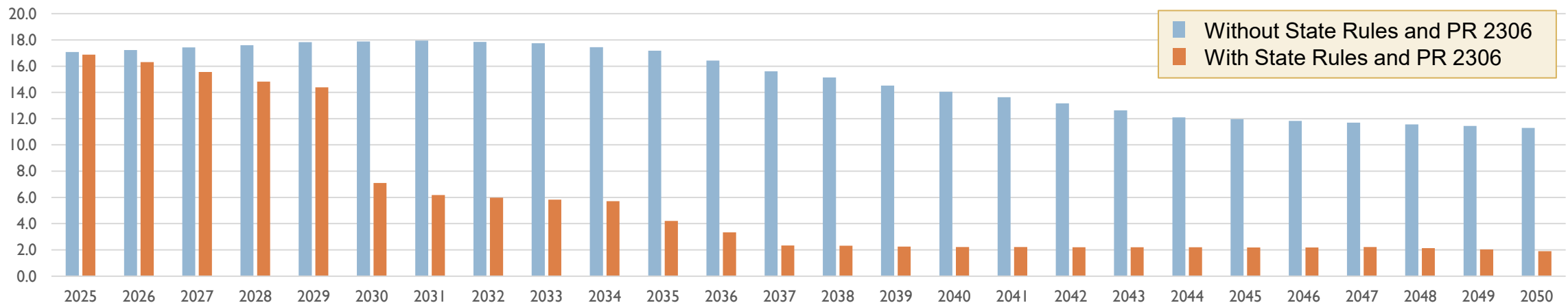
Reduce NOx Emissions Associated with New and Existing Freight Rail Yards

- Ensure proportional or greater ***NOx reductions*** at facility-level and in our region relative to reductions throughout California from implementation of recent statewide regulations
- Require ***reporting and demonstration*** of facility NOx reductions from mobile sources attracted to freight rail yards and engaged in freight transportation
- Allow flexibility in achieving emission reductions
 - No mitigation fee or market trading options
- Regular reporting on the planning, development, and use of ***zero emission infrastructure***
 - Freight rail yard must request grid upgrade by local electrical utilities shortly after such a need is identified
- State/local agency responsibility
- Effective upon federal approval

Emission Reductions and Health Benefits

- Over **9 tons per day of NOx reductions** projected between 2025 - 2050 from implementation of PR 2306, in conjunction with CARB's In-Use Locomotive and Advanced Clean Fleets regulations
 - **~275 premature deaths** avoided per year*
 - **~1,940 emergency department visits and hospital admissions** avoided per year*

Anticipated Annual NOx Emissions in South Coast Air Basin
(tons per day)



* Preliminary estimates



PR 2306 KEY RULE COMPONENTS



PR 2306 Applicability

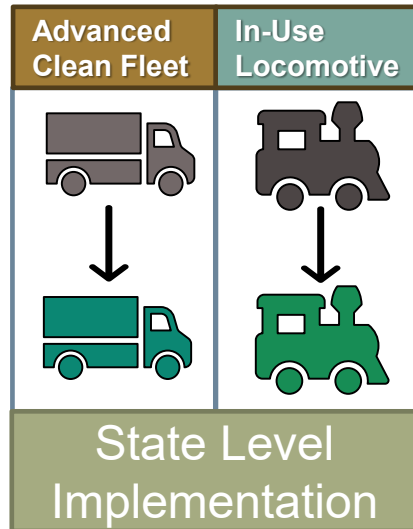
Known Freight Rail Yards Potentially Subject to PR 2306



(The map is not an exhaustive representation of freight rail yards potentially subject to PR 2306 and is subject to change)

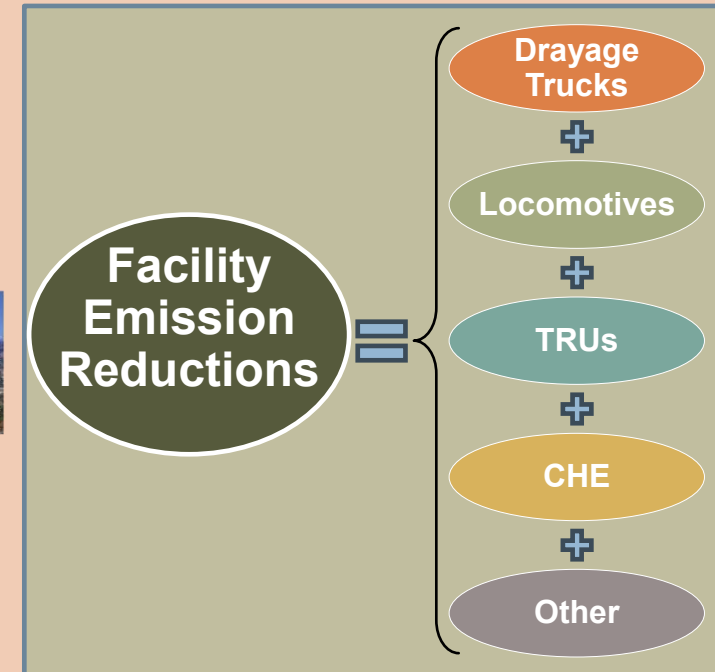
Emission Reduction Requirements

Statewide Compliance with State Regulations



<
%
Emission
Reductions

Facility-Level Compliance with PR 2306



Milestone Year Emission Reduction Targets

1 Default Target

- Target **predetermined** based on **projected** statewide compliance with state regulations

2 Alternative Target

- Target **to be determined** based on **actual** statewide compliance with state regulations per freight rail yard operator

Percent emission reduction must meet or exceed target 1 or 2 for each milestone year

3 Optional Compliance Pathway

- **Option** for facilities with throughput in milestone year that is lower than base period
 - Equipment/vehicles must be no dirtier than base period
- Actual emissions compared against base period

Year that PR 2306 goes into effect

+3 years

+6 years

+9 years

+12 years

Milestone Years

Reporting Requirements

Required to keep records that document accuracy/validity of information

Notifications

Notifications are submitted if a qualifying event occurs that brings changes to reporting and compliance

Initial Reports

Submitted after the end of Base Period

Initial Facility Information Report

- Contains Base Period fleet mix information and activity data

Initial ZE Infrastructure Report

- Provides information on ZE infrastructure planning, development, and utilization

Milestone Year Reports

Submitted every 3 years

Milestone Compliance Report

- Demonstrates compliance with emission reduction target and provides supporting information

ZE Infrastructure Status Update Report

- Provides updates on ZE infrastructure planning, development, and utilization

Next Steps

Set Hearing on June 7, 2024

Public Comments Due by June 18, 2024

Mobile Source Committee Review on June 21, 2024

Draft Rule Language and Supporting Documents Released by July 2, 2024

Public Hearing on August 2, 2024 (subject to change)

Staff Contacts

Freight Rail Yard Team

Zoya Banan
Acting Program Supervisor
909-396-2332
ZBanan@aqmd.gov

Elaine Shen
Planning and Rules Manager
909-396-2715
Eshen@aqmd.gov

Ian MacMillan
Assistant Deputy
Executive Officer
909-396-3244
Imacmillan@aqmd.gov

Daniel C. Hernandez
Assistant Air Quality Specialist
909-396-2126

Cindy Guzman De La Rocha
Assistant Air Quality Specialist
909-396-3209

RailyardISR@aqmd.gov

Sign up for the mailing list at: <https://www.aqmd.gov/sign-up>
(select "**Rule 2306 - Freight Rail Yards**")

For more information, visit: www.aqmd.gov/fbmsm
(click into "**Rail Yard and Intermodal Facilities**")