

Chapter 7 - Actions and Strategies

As previously discussed, the Portside community has several census tracts with very high CalEnviroScreen 3.0 (CES 3.0) ratings. Specifically, it has four census tracts that are in the 98th percentile for CES 3.0 and another eight that are in the 85th percentile. Over 50,000 San Diegans reside in this area and are subject to significant pollution exposure.

Diesel particulate matter (PM) emissions, a known carcinogen and the greatest toxic air pollutant risk in the County, is one of the challenges the community faces¹. Eleven of the twelve census tracts (over 45,000 people) have an exposure risk greater than the 95th percentile. Four of the census tracts (over 15,000 people) are in the 99th percentile for diesel PM.

In accordance with the CES 3.0 there are five census tracts (20,000 residents) in the 95th+ percentile for the asthma indicator². With the high asthma indicator and significant pollution exposure, residents are very vulnerable to the effects of asthma.

The sources of air pollution are often located close to homes, schools, and other community areas where the public can be exposed to harmful pollutants. As a result, reducing exposure to air pollution at schools and residential areas is a priority for the community.

In addition to the ongoing efforts described in this plan, the Community Steering Committee (CSC) is proposing new actions to reduce air pollution in the community. The actions set forth in this chapter define a path to further reduce air pollution from sources in the community under the following seven categories:

- A. Outreach and Community Engagement
- B. Incentives
- C. Rule Development
- D. Enforcement
- E. Heavy-Duty Trucks
- F. Land Use
- G. Working Waterfront Activities
- H. Advocacy Measures

Each action in this chapter is to be carried out based on a set of strategies, goals, and timelines. Timelines outlined here are ambitious, and subject to change depending on priorities of the community and availability of funding. The entity (e.g., government agency or organization) responsible for the actions is also identified. The actions will be presented to the APCD Board in two phases. Phase I will include actions that have been fully developed and supported by all jurisdictions or organizations, which have an implementation role, by November of 2020. Phase II will include strategies that need further development and will be presented to the APCD Board in May of 2021.

¹ CARB's estimated statewide cancer risk due to DPM is 460 in one million in 2014

² [ces3results.xlsx](#)

A. Outreach and Community Engagement Strategies

To further communicate and provide outreach to protect the health and welfare of San Diego County residents in the community, the San Diego County Air Pollution Control District (District or APCD) is proposing three outreach strategies:

- Incident Response Plan. The District will prepare and implement an incident response plan that clearly defines the District's protocols and procedures prior to, during, and after an incident involving major, unplanned air contaminant releases and other emergencies with air quality impacts. The plan, which will be designed to provide for the protection of public health, safety and the environment, will include criteria for response times and public outreach and an evaluation procedure to identify areas of improvement after incidents. The plan will be developed in collaboration with other government agencies and the public to ensure understanding and readiness for any future incident with an air quality impact.
- Public Outreach and Community Engagement. The District will develop and implement a Public Participation Plan to enhance the effectiveness of the District's public outreach and engagement activities in disadvantaged communities and other communities throughout the region. The Public Participation Plan will include opportunities for community members to learn about and provide feedback on CERP-related strategies, as well as an educational component to the District Board members that focuses on historically disadvantaged areas that are disproportionately impacted by air pollution.
- Determination of Community Health Risks from Air Pollutants. The Portside Community has expressed concerns regarding the potential health impacts from toxic air contaminants in the community. In order to address this concern, the health risks in the community need to be quantified to inform community members about the health risks they are exposed to and the sources contributing to health risks, to enable the CSC to develop specific and targeted emission reduction strategies to manage those risks.
- Office of Environmental Justice. The District will provide a guideline to help design, establish, and administer a new Office of Environmental Justice within the APCD. This strategy will help to provide under-served communities with additional opportunities to fully participate in decision-making processes. This new office will provide additional institutional support for the Community Air Protection Program.

The strategies identified in the tables shown below align with the District's commitment to continuing to foster environmental justice and community engagement.

Action A1: Incident Response Plan	
Course of Action	
Establish and implement an APCD Incident Response Plan: <ul style="list-style-type: none"> • Develop protocols and procedures to address and manage the series of events during and after a major, unplanned incident with air quality impacts. • Train staff to implement the incident response plan in order to protect public health, safety, and the environment. • Provide the plan in other languages 	
Strategies:	
<ul style="list-style-type: none"> • Collaboration and Engagement 	
Goal(s):	
<ul style="list-style-type: none"> • Contribute in an advisory or support capacity to emergency response agencies utilizing the APCD’s resources and expertise for air sample collection, air monitoring, laboratory analysis, inspection, investigation, enforcement, identifying air emissions, health effects, media coordination and general public messaging during an incident impacting air quality. 	
Estimated Timeline(s):	
In FY 2020-21: <ul style="list-style-type: none"> • Establish the APCD Incident Response Plan including overall scope, roles, and responsibilities. • Evaluate the costs and funding source for plan implementation. • Train staff to implement the APCD Incident Response Plan. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Establish APCD Incident Response Plan • Evaluate the costs and funding for plan implementation • Ensure staff is trained to implement • Coordinate with other jurisdictions
County of San Diego – Office of Emergency Services (OES)	<ul style="list-style-type: none"> • Provide notifications of incidents impacting air quality • Communicate continued updates of the incident and progress made •
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Provide input to and receive updates from APCD on the plan.
Additional Information:	
<ul style="list-style-type: none"> • SCAQMD has established an Incident Response Policy https://www.aqmd.gov/nav/about/policies/aqmd%27s-emergency-response-policy 	

Action A2: Develop and Implement a Public Participation Plan	
Course of Action	
<ul style="list-style-type: none"> Develop and implement a Public Participation Plan to enhance the effectiveness of the APCD's public outreach and engagement activities in disadvantaged communities and other communities throughout the region. 	
Strategies:	
<ul style="list-style-type: none"> Collaboration and Engagement 	
Goal(s):	
<ul style="list-style-type: none"> Increase the awareness of air quality challenges and resources available to help the public. Provide community members with assessment of toxic air contaminants affecting the community, including quantifying each emission, ranking the relative impact on public health impact, providing safety ranges for each air contaminant based upon OEHHA standards, and identifying emission sources ranked by overall impact. Provide opportunities for meaningful public participation in APCD's decision-making processes. Provide useful information to support the public in making informed choices. Help to ensure that the APCD is responsive to the diverse needs of residents and businesses. This includes having information and services available in other languages. Provide routine updates to community residents on all CERP strategies and timelines. 	
Estimated Timeline(s):	
FY 2020-21	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
SDAPCD	<ul style="list-style-type: none"> Prepare a draft Public Participation Plan Conduct outreach and gather public feedback on the draft plan Finalize and implement a Public Participation Plan
Community Steering Committee and the public	<ul style="list-style-type: none"> Provide input on the APCD's approaches for public outreach and engagement.
Additional Information:	
<ul style="list-style-type: none"> BAAQMD has a public participation plan (https://www.baaqmd.gov/plans-and-climate/public-participation-plan) 	

Action A3: Develop Plan to Quantify and Prioritize the Community Health Risks from Air Pollutants

Course of Action

- Determine, in consultation with the Community Steering Committee and CARB, the goals and objectives of the health risk analysis.
- Based on the goals and objectives develop a work plan that articulates and evaluates the inputs, processes, deliverables, and timelines needed in quantifying and prioritizing the health risks and establish options considering various timeframes and resources needed, including the need and scope of any subsequent updates.
- Determine how the planning emission inventories developed for this Community Emissions Reduction Program (in Chapter 3) can be utilized to quantify the health risks.

Strategies:

- Public information and outreach
- Collaboration

Goal(s):

- Develop a plan to quantify and prioritize community health risk from air pollutants
 - The plan should establish goals and objectives to evaluate the resources needed in quantifying and prioritizing the health risks and establish the options including timeframes and resources needed.
 - The plan should establish the steps for determining the health risk, establishing its relative impact and priority, and the methodologies that will need to be developed.
 - The plan should also specify the timelines and milestones for quantifying the health risk.

Estimated Timeline(s):

- Finalize plan and timelines to be implemented in Phase II by April 1st of 2021

Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
Air Pollution Control District (APCD)	Coordinate with CARB, CSC, and others to develop the requirements and plan
California Air Resources Board (CARB)	Coordinate with APCD, CSC, and others to develop the requirements and plan
Community Steering Committee (CSC) Members	Coordinate with CARB, APCD, and others to develop the requirements and plan

Additional Information:

West Oakland Community Action Plan (discusses health risk from diesel particulate matter in the West Oakland community) - <https://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan>

Action A4: Establish an Office of Environmental Justice within the APCD

Course of Action

- Design and implement educational plan for Air Pollution Control Board members with a focus on areas of the region that are disproportionately impacted by air pollution.
- Design, establish, and administer a new Office of Environmental Justice within the APCD.
- Develop and implement strategies to integrate environmental justice and equity in agency operations, policies, and regulations.
- Develop and implement strategies to improve APCD’s outreach and education efforts in communities, especially low-income and minority communities.
- The Office of Environmental Justice will strive to intentionally and specifically integrate environmental justice consideration in all agency actions. This requires support for meaningful community engagement, the promotion of environmental justice and equity considerations in decision-making, including: rule development, review of all permits, complaints and other documents and action.

Strategies:

- Collaboration and Engagement

Goal(s):

- Make environmental justice considerations a standard practice in the way we do business.
- Engage under-served communities so that everyone can fully participate in decision-making processes.
- Provide additional institutional support for the Community Air Protection Program.
- Work towards meeting health-based air quality standards and reduce health risks from toxic air pollutants in all communities.

Estimated Timeline(s):

In FY 2020-21:

- Establish the Office of Environmental Justice including overall scope, roles, responsibilities.

Implementing Agency, Organization, Business or Other Entity

Name:

Responsibilities:

Air Pollution Control District (APCD)

- Establish Office of Environmental Justice
- Integrate equity in all agency decisions
- Evaluate feasibility of satellite office
- Provide Steering Committee with periodic updates on these efforts

Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Provide input to and receive updates from APCD on the goals, policies, priorities, and practices of the Office of Environmental Justice.
Additional Information:	
<ul style="list-style-type: none"> • California Air Resources Board (CARB) has established an Office of Environmental Justice (https://ww2.arb.ca.gov/news/carb-appoints-first-environmental-justice-liaison) 	

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B. Incentives Strategies

Incentive Program Challenges

While the Community Air Protection Incentives and other incentive programs are available for projects in the Portside communities, these programs have limitations that restrict the kinds of projects that can be done. The creation of this CERP allows the District to work with the community and CARB to determine what, if any, additional flexibilities can be introduced to the CAP Incentives. The action below outlines some of the potential flexibilities the community has considered to allow a greater variety of projects to be funded with Community Air Protection funds.

Action B1: Create Additional Flexibility for Mobile Source Incentives
Course of Action
Work with the CSC and the public to identify and prioritize opportunities that could benefit from incentive funding. Work with CARB to increase flexibility to provide funding for other projects in the Portside community through the Community Air Protection Incentives Guideline process.
Potential flexibilities include: <ul style="list-style-type: none">• Modified cost-effectiveness limits for zero-emission Moyer-type projects• Eligibility for new purchase without scrappage requirements• Eligibility for supporting infrastructure• Provide mechanism for funding pilot projects to demonstrate new technologies• Eligibility for projects to reduce exposure including indoor air filtration, tree and vegetation plantings• Eligibility for projects that reduce emission from passenger car use, including incentives for zero and near-zero emission vehicles, transit passes, bicycle, and pedestrian projects, and others.• Consideration of proximity of emissions to sensitive receptors, such as schools.
Strategies: <ul style="list-style-type: none">• Incentives• Public Information and Outreach• Collaboration
Goal(s): <ul style="list-style-type: none">• Create two opportunities for non-Moyer type incentive projects in calendar year 2023
Estimated Timeline(s): <ul style="list-style-type: none">• Work with community, CSC, and CARB to evaluate and prioritize initial slate of projects and flexibilities by December 31, 2021.• Implement initial flexibilities by the 2022 solicitation for AB 617 funding.
Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
Air Pollution Control District (APCD)	Work with CSC, local entities, and CARB to establish and prioritize plans for creating flexibilities to incentive programs
California Air Resources Board (CARB)	Work with APCD and CSC to provide flexibilities under AB 617 Guidelines
Community Steering Committee (CSC) Members	Work with APCD and other local entities to provide community priorities for additional incentive flexibilities
Additional Information:	
Moyer Guidelines - https://ww3.arb.ca.gov/msprog/moyer/guidelines/current.htm Community Air Protection Program Incentives - https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives/about CAP Incentive Guidelines - https://ww3.arb.ca.gov/msprog/cap/docs/cap_incentives_2019_guidelines.pdf	

Incentives for Passenger Vehicles and Transportation Demand Management Strategies

Because passenger vehicles also make up a large portion of our overall air pollution burden, strategies that can encourage cleaner vehicles (including zero-emission vehicles) and reducing the number of miles driven are an important consideration in this CERP. The action discussed below outlines a suite of potential passenger vehicle strategies that can help reduce pollution from this sector in the Portside communities.

Action B2: Reduce Emissions from Passenger Vehicles
Course of Action
<ul style="list-style-type: none"> • Implement incentive program for zero and near-zero vehicles for low income residents in disadvantaged communities (Clean Cars 4 All or similar) • Implement EV charging infrastructure incentive program (CALeVIP) • Coordinate with other jurisdictions and agencies to support improvements to pedestrian, bicycle, shared mobility services, and transit infrastructure
Strategies:
<ul style="list-style-type: none"> • Incentives • Public information and outreach • Collaboration
Goal(s):
<ul style="list-style-type: none"> • CALeVIP incentives available in late 2020 • Clean Cars 4 All or similar in 2021 • Provide letters of support from APCD and community to leverage external grant funding opportunities

Estimated Timeline(s):	
<ul style="list-style-type: none"> • CALeVIP open October 27, 2020 • Clean Cars 4 All or similar open in 2021 • Provide letters of support for projects in Portside requesting funding in 2021 and beyond 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	<p>Coordinate with CSC, CARB, Center for Sustainable Energy, SANDAG, and California Energy Commission to administer CALeVIP and CC4A incentive programs</p> <p>Review projects with goal of providing letters of support to those that reduce passenger vehicle trips.</p>
California Air Resources Board (CARB)	Coordinate with CSC, APCD, and others to promote and support programs that reduce passenger vehicle trips
Community Steering Committee (CSC) Members	Provide collaboration opportunities with other local and regional groups for outreach and information regarding programs and grant opportunities
Additional Information:	
<p>Clean Cars 4 All - https://ww2.arb.ca.gov/our-work/programs/clean-cars-4-all</p> <p>CALeVIP - https://calevip.org/</p> <p>Potential grant funding opportunities - California Climate Investments - https://ww2.arb.ca.gov/our-work/programs/california-climate-investments/cci-funded-programs</p> <p>Transit, Active Transportation Planning - San Diego Association of Governments (SANDAG) - https://www.sandag.org/</p>	

Residential air filtration and air monitoring program

To address exposure vulnerabilities in the community the Air Pollution Control Board established appropriations of \$550,000 in the District for residential air quality monitoring, air purifiers and data analysis in the Portside Community.

Action B3: Reduce Exposure to Air Pollution
Course of Action

<ul style="list-style-type: none"> Develop and implement a residential air filtration and air monitoring program for up to 1,000 residents of the Portside Community 	
Strategies:	
<ul style="list-style-type: none"> Incentives Public information and outreach Collaboration 	
Goal(s):	
<ul style="list-style-type: none"> Establish a program for residential air quality monitoring, air filtration and data analysis Provide resources as needed to residents to evaluate the data collected 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Develop and implement the program
Community Steering Committee (CSC) Members	Provide support as needed
Additional Information:	
Supervisor Fletcher’s Board Letters: https://www.supervisornathanfletcher.com/content/dam/d4/board_letters/FINAL%20D4%20LUEG%20Budget%20Change%20Letter.pdf Budget Approval: https://bosagenda.sandiegocounty.gov/cob/cosd/cob/doc?id=0901127e80c06b8d	

Incentives Outreach

To assist implementing agencies and entities to fully understand available incentives opportunities, the District will develop a plan to enhance its incentives outreach efforts.

Action B4: Incentives Outreach
Course of Action
<ul style="list-style-type: none"> Develop a plan for augmenting APCD role in reaching out to implementing agencies or entities, such as the Port of San Diego, Cities, or candidates for incentive funding.
Strategies:

<ul style="list-style-type: none"> • Incentives • Public information and outreach • Collaboration 	
Goal(s):	
<ul style="list-style-type: none"> • The plan should define how APCD will promote coordination to increase the number of applications, offer workshops and technical assistance that will present leverage opportunities, expedite incentives, and how APCD can play a more proactive role in assisting the San Diego region competing for and securing state and other incentive funding. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Develop a plan to enhance incentive program outreach
Community Steering Committee (CSC) Members	Provide support as needed
California Air Resources Board (CARB)	Provide support and resources
Additional Information:	

C. Rule Development Strategies

The District develops local rules and regulations to improve air quality and protect the health and welfare of San Diego County residents and the environment. The District is considering evaluating the following rules to identify potential measures to reduce emissions and further protect public health.

- **Evaluate District Rule 1206 to potentially regulate residential structures between 1-4 dwelling units.**

Asbestos is a naturally occurring mineral fiber that is resistant to heat and fire and has been used extensively in building construction materials such as sprayed-on surface materials, pipe insulation, resilient floor tiles, and roofing materials. If not properly controlled, asbestos fibers can be released into the air when asbestos-containing materials are disturbed during building demolition or renovation activities. Inhalation of the airborne asbestos fibers can cause serious health problems including chronic lung disease and cancer. In fact, there is no known safe level of exposure to asbestos.

Asbestos is federally regulated through the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and locally regulated under Rule 1206 (Asbestos Removal, Renovation, and Demolition). Pursuant to the NESHAP and Rule 1206, building materials that are suspected to contain asbestos must be sampled and laboratory tested prior to renovation or demolition activities. Laboratory testing is required because the presence of asbestos cannot be detected visually by the unaided eye and it may be excluded from safety data sheets under certain conditions. If identified, regulated asbestos-containing materials must be removed under controlled conditions prior to renovation or demolition activities so that asbestos fibers are not released into the air.

Federal and local rules only regulate residential structures with more than 4 dwelling units. However, since there is no known safe level of asbestos exposure, regulating all residential structures (including 1-4 dwelling units) under Rule 1206 would provide an increased level of protection to the public. Approximately 80 percent of residential structures in San Diego County have 1-4 dwelling units, which is currently exempted under Rule 1206. Additionally, approximately 50 percent of these structures were built before 1980, which increases the probability of the presence of asbestos.

The District's asbestos program is essential to protect public health and enhance the quality of the environment by reducing exposure to hazardous air pollutant emissions. This program is even more critical in communities with older buildings and structures that have a higher probability of containing asbestos materials.

- **Evaluate District Rule 1210 to potentially reduce toxic air contaminants**

The California *Air Toxics "Hot Spots" Information and Assessment Act* (AB 2588) was enacted by the Legislature in 1987 and requires facilities to quantify emissions of toxic air contaminants, conduct a public health risk assessment for emissions of concern, notify

the affected public if there is an elevated risk, and reduce significant health risks to acceptable levels. The District is the implementing agency for San Diego County and is required to publish an annual report summarizing program efforts and results. Rule 1210 (Toxic Air Contaminant Public Health Risks - Public Notification and Risk Reduction) governs the public notification and risk reduction aspects of the program.

Rule 1210 requires facilities whose public health risk assessment shows potential risks above specified levels to implement a risk reduction plan to reduce those risks below the significance level within five years. The current cancer risk reduction level is 100 in one million, meaning that if one million people were exposed to a facility's emissions, 100 of those persons might develop cancer due to the facility's emissions.

Evaluating District Rule 1210 to potentially lower the threshold at which stationary sources must reduce the cancer risk may decrease the health risk from regulated sources impacting surrounding communities.

- **Evaluate existing rules and the adoption of new rules that can benefit the communities.**

The District regulates emissions from various stationary sources within the county, including volatile organic compounds (VOC) emissions, which contribute to the formation of ozone in the air we breathe. When inhaled, ozone can damage the lungs and cause chest pain, coughing, shortness of breath and throat irritation. Ozone may also worsen chronic respiratory diseases such as asthma and compromise the ability of the body to fight respiratory infections. The District also regulates particulate matter emissions, which is an air pollutant that is a concern for people's health when levels in air are high. Particulate matter are small particles in the air that reduce visibility and cause the air to appear hazy when levels are elevated. Particulates can penetrate deep into the lungs and blood streams unfiltered, causing heart attacks, respiratory disease, and premature death.

To further protect public health, the District is considering the following:

- Evaluating District Rule 61.2 (Transfer of Organic Compounds into Mobile Transport Tanks) to potentially reduce VOC emissions from the transfer of organic compounds into mobile transport tanks.
- Evaluating District Rule 67.0.1 (Architectural Coatings) to potentially reduce VOC emissions from the application of coatings to stationary structures.
- Evaluating District Rule 67.18 (Marine Coating Operations) to potentially reduce VOC emissions from the application of coatings to marine vessels.
- Evaluate the feasibility of adopting a rule for commercial charbroiling and deep-frying operations to identify potential measures to reduce PM and VOC emissions from these sources.
- Evaluate the feasibility of adopting a new rule to control emissions from indirect sources (any facility, building, structure, or installation, or combination thereof) that generates or attracts mobile source activity which results in emissions of any pollutant (or precursor). An indirect source rule links air quality to decisions

about how to build and provides an incentive for developers to consider ways to make their projects more energy efficient, more walkable and bikeable, and in the end, more livable and healthy for the entire community.

- **Revise District Rule 1401- Title V thresholds**

Under federal law, stationary sources that are considered *Major Sources* of emissions must apply for and obtain a federally enforceable permit known as a Title V Operating Permit. A Title V Permit will include conditions required to demonstrate compliance with all applicable rules and regulations, and may include enhanced monitoring, recordkeeping and reporting requirements compared to a non-Title V permit. District Rule 1401 (Title V Operating Permits - General Provisions) specifies the thresholds when a stationary source is considered a *Major Source* for Title V purposes. The US Environmental Protection Agency reclassified the District’s ozone non-attainment status, and as a result, Rule 1401 will need to be amended to lower the threshold at which facilities must apply for and obtain a Title V Operating Permit.

These strategies are further discussed in the tables below.

Action C1: Evaluate Rule 1206 to potentially regulate residential structures between 1-4 dwelling units	
Course of Action	
<ul style="list-style-type: none"> • Evaluate the feasibility of amending Rule 1206 (Asbestos Removal, Renovation, and Demolition) to protect public health. • Engage in community outreach on asbestos awareness. 	
Strategies:	
<ul style="list-style-type: none"> • Rules and Regulations • Public Information and Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Protect public health. Since there is no known safe level of asbestos exposure, regulating all residential structures (including 1-4 dwelling units) under Rule 1206 would provide an increased level of protection to the public. Approximately 80 percent of residential structures in San Diego County have 1-4 dwelling units, which is currently exempted under Rule 1206. Additionally, approximately 50 percent of these structures were built before 1980, which increases the probability of the presence of asbestos. • Engage in outreach events to educate community on asbestos awareness. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By July 2021 determine the feasibility of amending District Rule 1206. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Conduct outreach • Evaluate feasibility of strengthening asbestos regulation • If feasible develop proposed amended rule
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Regulated Facilities	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Additional Information:	
<ul style="list-style-type: none"> • District Rule 1206 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Toxic_Air_Cotaminants/APCD_R1206.pdf • District Rule Development Workshops page (for workshop information): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

Action C2: Evaluate District Rule 1210 to Potentially Reduce Health Risks	
Course of Action	
<ul style="list-style-type: none"> • Implement a regulatory process to amend District Rule 1210 (Toxic Air Contaminant Public Health Risks - Public Notification and Risk Reduction), which includes industry and community partners, to obtain input on and analyze reducing the toxic air pollution significance threshold with the intent of improving public health. 	
Strategies:	
<ul style="list-style-type: none"> • Rules and Regulations • Public Information and Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Evaluate the feasibility of reducing cancer risk impacting communities. <ul style="list-style-type: none"> ○ Some sources that would be subject to a cancer risk reduction are either within the Portside Community or in close proximity to it. ○ This strategy could reduce the cancer risk impacting surrounding communities. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By October 2021 propose District Rule 1210 amendments to the Air Pollution Control Board. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Evaluate and develop options for reducing cancer risk • Develop proposed amended rule
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Regulated Facilities	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Additional Information:	
<ul style="list-style-type: none"> • District Rule 1210 (existing rule): https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Toxic_Air_Cotaminants/APCD_R1210.pdf • District Rule Development Workshops page (for information on prior Rule 1210 workshops): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html • APCD Board letter 052219 D4 BL Reducing Cancer Risk for SD Residents_SIGNED.pdf 	

Action C3: Evaluating Existing Rules and Considering New Rules
Course of Action
<ul style="list-style-type: none"> • Evaluate and, if feasible, propose amending District Rule 61.2 (Transfer of Organic Compounds into Mobile Transport Tanks), Rule 67.0.1 (Architectural Coatings) and District Rule 67.18 (Marine Coating Operations) to identify potential measures to reduce emissions from sources regulated under these rules. • Evaluate and, if feasible, propose a new rule to control emissions from commercial cooking operations for charbroiling and deep-frying operations. • Evaluate and, if feasible, propose a new rule to control emissions from indirect sources (any facility, building, structure, or installation, or combination thereof) that generates or attracts mobile source activity which results in emissions of any pollutant (or precursor). Examples of indirect sources include: employment sites, shopping centers, sports facilities, housing developments, airports, commercial and industrial facilities, warehouses, distribution centers, goods movement terminals like port terminals, development and parking lots and garages.
Strategies:
<ul style="list-style-type: none"> • Rules and Regulations • Public Information and Outreach
Goal(s):

<ul style="list-style-type: none"> • Evaluate the feasibility of amending Rules 61.2, 67.18, and 67.0.1 to identify potential measures to reduce emissions from sources regulated by these rules. • Evaluate the feasibility of adopting a new rule for commercial charbroiling and deep-frying operations to identify potential measures to reduce emissions from these sources. • Evaluate the feasibility of adopting a new rule to control emissions from indirect sources. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By December 2021 complete the evaluation of these rules to identify any potential changes to reduce emissions from sources regulated by these rules. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Evaluate and develop options for reducing VOC emissions from Rules 61.2, 67.18, and 67.0.1. • Evaluate the feasibility of adopting a new rule to reduce VOC and PM2.5 emissions from commercial cooking operations. • Evaluate the feasibility of adopting a new rule to reduce emissions from indirect sources.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Regulated Facilities	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Additional Information:	
<ul style="list-style-type: none"> • District Rule 61.2 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R61-2.pdf • District Rule 67.0.1 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R67-0-1.pdf • District Rule 67.18 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R67-18.pdf • San Joaquin Valley APCD Rule 4692 (Commercial Charbroiling): https://www.valleyair.org/rules/currnrules/r4692.pdf • South Coast AQMD Rule 1138 (Control of Emissions from Restaurant Operations): http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1138.pdf?sfvrsn=4 • San Joaquin Valley APCD Indirect Source Review Rule: http://www.valleyair.org/ISR/ISRHome.htm • District Rule Development Workshops page (for information on public workshops): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

Action C4: Propose the amendment of District Rule 1401	
Course of Action	
<ul style="list-style-type: none"> Propose the amendment of District Rule 1401 (Title V Operating Permits - General Provisions) to lower the threshold at which facilities must apply for and obtain a Federal Title V Operating Permit. <ul style="list-style-type: none"> Title V Permits are required of Major Sources of air pollution (some of which are located in the Portside community) and may include enhanced monitoring, record-keeping, and reporting requirements. 	
Strategies:	
<ul style="list-style-type: none"> Rules and Regulations Public Information and Outreach 	
Goal(s):	
<ul style="list-style-type: none"> Propose the amendment of District Rule 1401 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> By March of 2021 propose amendments to District Rule 1401 to the District's Board 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Develop and propose amended rule.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Facilities	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Additional Information:	
<ul style="list-style-type: none"> District Rule 1401 (existing rule): https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Title_V_Operating_Permits/APCD_R1401.pdf District Rule Development Workshops page (for information on public workshops): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

D. Enforcement Actions/Strategies

In addition to the ongoing enforcement efforts described in the enforcement chapter of this plan, the District is proposing five enforcement strategies which were developed to:

1. Foster environmental justice in disadvantaged communities and minimize the environmental harm and impact on areas where a violation occurred.
2. Increase compliance rates.
3. Promote community engagement and enhance services provided by the District's Enforcement Division.

- **Foster environmental justice in disadvantaged communities and minimize the environmental harm and impact on areas where a violation occurred.**

The District is proposing to formalize its Supplemental Environmental Project (SEP) program. Enforcement through penalties plays an important role in deterring environmental violations, but penalties alone do not address the environmental harm that communities suffer because of these violations. SEPs are community-based projects funded by a portion of penalties received during the District's settlement of violations. SEPs can provide an opportunity to improve public health, reduce pollution, increase environmental compliance, and raise public awareness to communities most burdened by environmental harm.

- **Increasing compliance rates.**

The Mobile Source Program has been an integral part of emission reduction strategies for the Portside community given the large percentage of emissions coming from mobile sources. The community has expressed concerns over excess emissions from idling and the level of diesel particulate matter in the community. CARB and the District have worked together in the past to create a first of its kind enforcement program for mobile sources at the District level. The District has had great success in increasing compliance rates for the regulations it currently enforces through the Memorandum of Understanding (MOU) with CARB. To continue this effort, the District is proposing to expand its mobile source program to enforce additional regulations that reduce diesel particulate matter (PM) and oxides of nitrogen (NOx). Localized enforcement of these additional regulations will help reduce excess ozone forming pollution as well as diesel particulate matter.

The District is also proposing to incorporate a portable combustion emissions analyzer (Testo 350) into its inspection procedure to verify compliance with emission limits more frequently. Certain fuel-fired emission units, such as boilers and engines, are subject to emission limits and are typically required to conduct and pass a source test annually to quantify the actual emissions from these units. The proposed portable analyzers would allow inspectors to verify compliance with emission limits (equivalent to a smog check) during unannounced routine inspections, increasing the frequency of emission testing from annually to multiple times per year. This analyzer would help identify potential

emission exceedances sooner and require facilities to make the necessary adjustments or repairs to return emissions to compliant levels.

- **Promote community engagement and enhance services provided by the District’s Enforcement Division.**

The District is proposing to have an office in the Portside area to further increase its presence in the community, decrease complaint response times, and have multiple inspectors traveling in and out of the community observing nearby activities and closely monitoring areas of concern.

The District is also proposing to evaluate its complaint program (in accordance with the requirements in AB423) and provide a recommended plan for updating the process including:

- 24-hour hotline
- Response to complaints within 48 hours or less
- Whistle-blower and public complainant protections

Currently District inspectors are only available during regular working hours unless an investigation is needed afterhours. The District currently has a MOU with the County’s Department of Environmental Health to have their inspectors respond to afterhours complaints. Under this proposal the District would evaluate the need of having its inspectors available 24/7.

The enforcement-based strategies identified in the tables shown below align with the District’s commitment to continuing to expand and evolve its enforcement program to foster environmental justice and community engagement.

Action D1: Propose the Development of a Supplemental Environmental Project (SEP) Program within the Violation Settlement Program
Course of Action
<p>Formalize a SEP program to fund community-based projects from a portion of penalties received under the District’s Violation Settlement Program by:</p> <ul style="list-style-type: none"> • Developing a SEP policy, which would include the appropriate criteria to qualify for these projects. • Publishing the SEP policy and projects proposed by community members and stakeholders on the District’s website. • Discussing SEP options through the District’s Violation Settlement Program.
Strategies:
<ul style="list-style-type: none"> • Enforcement • Community Outreach
Goals:

<ul style="list-style-type: none"> • Explore projects to minimize the environmental harm and impact on communities. • Focus enforcement efforts to help foster environmental justice in disadvantaged communities. • Utilize a portion of penalties to fund community-based projects that provide a tangible environmental or public health benefit to the community. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By July 1, 2021 the District will formalize its SEP program. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	<p>Propose the development of a SEP program to fund community-based projects from a portion of penalties received under the District’s Violation Settlement Program by:</p> <ul style="list-style-type: none"> • Developing a SEP policy, which will include the appropriate criteria to qualify for these projects. • Publishing the SEP policy and projects proposed by community members and stakeholders on the District’s website. • Discussing SEP options through the District’s Violation Settlement Program.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Participate in the development of the SEP program. • Assist with outreach opportunities. • Submit community- based projects that can be considered under this program.
Facilities	<ul style="list-style-type: none"> • Participate in the development of the SEP program. • Assist with outreach opportunities
Additional Information:	
<p>US Environmental Protection Agency (EPA’s) SEP Policy and Background Guidance: https://www.epa.gov/enforcement/supplemental-environmental-projects-seps#policy</p> <p>The California Air Resources Board (CARB) SEP Policy: https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps/about</p>	

Action D2: Evaluate the Feasibility of Expanding Mobile Source Enforcement Program	
Course of Action	
<ul style="list-style-type: none"> • Work with the California Air Resources Board (CARB) to evaluate the feasibility of obtaining authority to enforce additional mobile source regulations including: <ul style="list-style-type: none"> Marine: <ul style="list-style-type: none"> ○ Commercial Harbor Craft Regulation On-Road and Cargo Handling: <ul style="list-style-type: none"> ○ Mobile Cargo Handling Equipment Regulation ○ Solid Waste Collection Vehicle Regulation ○ Tractor-Trailer Greenhouse Gas (TTGHG) Regulation • Conduct a cost analysis to evaluate the feasibility of expanding the mobile source program by increasing the number of staff members to conduct additional inspections under the existing MOU. 	
Strategies:	
<ul style="list-style-type: none"> • Enforcement • Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Increase number of inspections in San Diego County and increase compliance rates as they relate to these regulations that are designed to: <ul style="list-style-type: none"> ○ Reduce diesel particulate matter (PM) and oxides of nitrogen (NO_x) from ocean-going vessels auxiliary engines while they are docked at California ports. ○ Reduce diesel particulate matter (PM) and oxides of nitrogen (NO_x) from commercial harbor craft vessels including ferries, excursion vessels, tugboats, towboats, push boats, crew and supply vessels, barge and dredge vessels, work boats, pilot vessels, and commercial and charter fishing boats. ○ Reduce diesel particulate matter (PM) and oxides of nitrogen (NO_x) from cargo handling equipment at ports and intermodal rail yards. ○ Reduce diesel particulate matter (PM) from solid waste collection vehicles and on-road diesel cranes with a single engine. ○ Reduce Greenhouse Gas (GHG) emissions from on-road heavy-duty tractor-trailers. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By December 1, 2021, determine feasibility of expanding the mobile source program to enforce additional mobile source regulations under the Memorandum of Understanding (MOU) with CARB. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Explore feasibility of expanding the mobile source program to enforce additional mobile source regulations under the MOU with CARB. • If the MOU is revised, the District would conduct outreach, provide training and compliance assistance, conduct inspections, and take enforcement actions when a violation of the regulations listed above are documented.
California Air Resources Board (CARB)	<ul style="list-style-type: none"> • Evaluate feasibility of expanding the mobile source program to enforce additional mobile source regulations under the MOU with CARB. • If feasible, grant authority to the District to enforce additional mobile source regulations.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Assist with outreach opportunities. • Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> • Assist with outreach opportunities. • Provide input regarding this proposal.
Additional Information:	
<p>CARB Regulations:</p> <p>Ocean-Going Vessels At Berth Regulation https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation</p> <p>Commercial Harbor Craft Regulation https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft</p> <p>Mobile Cargo Handling Equipment https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment</p> <p>Solid Waste Collection Vehicle Regulation https://ww2.arb.ca.gov/our-work/programs/solid-waste-collection-vehicle-regulation</p> <p>Tractor-Trailer Greenhouse Gas Regulation https://ww2.arb.ca.gov/our-work/programs/ttghg</p>	

Action D3: Evaluate the Current Air Quality Complaint Process
Course of Action
<ul style="list-style-type: none"> • Evaluate the current air quality complaint process. • Provide a recommended plan for updating the process including: <ul style="list-style-type: none"> ○ 24-hour hotline ○ Response to complaints within 48 hours or less ○ Whistle-blower and public complainant protections ○ A bilingual hotline and a user-friendly smart phone application in order to report truck idling. ○ Evaluate the APCD air quality complaint form in the “Tell Us Now” smart phone application to ensure it meets the needs of the community.

<ul style="list-style-type: none"> ○ Evaluate the feasibility of allowing users to file their complaint related to truck idling or truck route utilizing the “Tell Us Now” application and have the truck route complaints forwarded to the City of San Diego. 	
Strategies:	
<ul style="list-style-type: none"> • Enforcement • Community Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Evaluate the air quality complaint process to identify areas that can be enhanced to better serve members of the public. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • Develop a recommendation by December 1, 2021. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Evaluate the air quality complaint process to identify areas that can be enhanced to better serve members of the public. • Coordinate with the City of San Diego to evaluate the feasibility of allowing the City to access complaints submitted via the “Tell Us Now” app that are under its jurisdiction
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> • Provide input regarding this proposal.
Additional Information:	
AB-423: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB423	

Action D4: Increase APCD Presence in Portside Community
Course of Action
Evaluate options in increase APCD presence in the Portside
Strategies:
<ul style="list-style-type: none"> • Enforcement • Community Outreach
Goal(s):
<ul style="list-style-type: none"> • Reduce complaint response time. • Increase inspector availability for stakeholders and community members. • Increase frequency of focused stationary and mobile source inspections. • Closely monitor areas of concern and non-compliant sources.

<ul style="list-style-type: none"> • Increase community outreach and awareness. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Evaluate options in increase presence in the Portside
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Provide input regarding this proposal.
	<ul style="list-style-type: none"> •
Additional Information:	
N/A	

Action D5: Evaluate the Feasibility of Utilizing Portable Emission Analyzers to Verify Compliance	
Course of Action	
<ul style="list-style-type: none"> • Evaluate the feasibility of utilizing Testo 350 portable emissions analyzers to enforce District requirements as they relate to combustion sources. 	
Strategies:	
<ul style="list-style-type: none"> • Enforcement 	
Goals:	
<ul style="list-style-type: none"> • Use Testo 350 portable emissions analyzers to verify emission standards for combustion sources (boilers and prime engines). • Enforce emission standards. • Identify areas of concerns to prevent future non-compliance. • Provide information to facilities that combustion equipment requires adjustment, repair, or replacement. • Conduct more focused inspections. 	
Estimated Timeline:	
<ul style="list-style-type: none"> • By December 1, 2020 reach out to impacted sources to obtain input. • By July 1, 2021 consider input from the regulated entities and determine if the analyzer can be used for enforcement purposes. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Notify facilities via advisory and District website of this proposal. • Consider input from regulated entities. • Determine if the analyzer can be used for enforcement purposes.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Assist with outreach opportunities. • Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> • Assist with outreach opportunities. • Provide input regarding this proposal.
Additional Information:	
Testo 350 Portable Emission Analyzer data: https://www.testo.com/en-US/testo-350/p/0632-3510 https://www.valleyair.org/policies_com/policies_com_idx.htm https://www.valleyair.org/policies_com/Policies/com1150_portable_emission_analyzer_042607.pdf	

Action D6: Promote enforcement of existing air quality rules and regulations pertaining to mobile sources.	
Strategies and Course of Action	
<ul style="list-style-type: none"> • Evaluating the feasibility of expanding enforcement of truck idling regulations within the Portside Community. 	
Goals:	
<ul style="list-style-type: none"> • Enforcement • Community Outreach 	
Targeted Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Evaluate performance of idling inspections
California Air Resources Board (CARB)	Enforcement of idling regulations.
Community Steering Committee (CSC) Members	Help with development of performance metrics and provide input on critical areas for inspections.
Additional Information:	
N/A	

E. Heavy Duty Truck Strategies

The CERP steering committee created subcommittees to discuss and establish specific actions to reduce emissions from various sources within the Portside community. A subcommittee was formed to focus on the technological and institutional challenges to electrification of heavy-duty truck fleet, including trucks that serve the port’s cargo terminals as well as businesses and industries that are interspersed throughout the community. Trucks serving the port and other businesses in the community traverse the Portside communities, exposing residents and other sensitive receptors to diesel emissions.

Below are some of the actions EPA and CARB have committed to take to reduce truck emissions statewide.

Agency	Upcoming Action	Expected Decision	Expected Phase-in Period
EPA	Cleaner Truck Initiative – In response to a petition from South Coast AQMD, EPA has committed to updating its truck engine standard to reduce NOx emissions.	2020-2021	2024
CARB	Transport Refrigeration Unit Regulation ³ – Measure to reduce emissions and residual risk from TRUs by transitioning to zero-emission technologies.	2021	tbd
CARB	Zero-Emission Fleet Rule ⁴ – Would require fleets to transition to zero-emissions, including drayage trucks.	2021	2024
CARB	Heavy-Duty Inspection and Maintenance - Similar to smog check for cars and light duty trucks, this would allow an on-board diagnostics system checks to identify malfunctioning emissions-related components in applicable engines.	2021	2023

While CARB and APCD have taken many actions to reduce truck pollution through regulation, enforcement, and incentive programs, Portside residents are still disproportionately affected by

³ CARB, New Transport Refrigeration Unit Regulation in Development, <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.

⁴ CARB, Zero-Emission Vehicle Fleet, <https://ww2.arb.ca.gov/our-work/programs/zero-emission-vehicle-fleet>.

trucks in their neighborhoods. As business and activities increase within and around the Portside community in coming years, these impacts could be greater without concerted action.

The CERP Trucks Subcommittee met weekly from May 22 through July 31, 2020 to develop a set of strategies to reduce truck emissions and exposure to those emissions in the Portside communities. The committee recognizes that trucks play a vital role in the movement of goods in Portside and other communities, and truck drivers and businesses should have opportunities to transition to clean technologies and minimize impacts on neighborhoods. The subcommittee identified actions to support electric trucks and charging infrastructure, support dedicated truck route(s) in the community to minimize exposure to at-risk populations, provide for the needs of truck drivers and businesses that rely on them, ensure fair outcomes for truck drivers with regard to incentives and promote enforcement of mobile source air quality rules.

Action E1: Advance the deployment of heavy-duty on-road electric trucks to demonstrate operational feasibility and reduce emissions within the Portside Community and other disadvantaged communities.

Strategies and Course of Action

- Develop and implement a Short-haul on-road electric truck pilot program to/from Port tidelands for one or more routes.
- Develop EV Truck charging needs assessment and strategy to support EV Truck expansion beyond above pilot. Install charging facilities to support deployment of on-road electric trucks (include DC Fast charging and wireless).
- Implement a Community (Off Port) Operators Mitigation Strategy to coordinate with other operators for their transition to ZEVs, infrastructure, truck routes and truck operations.
- Pursue all grant funding opportunities.
- Identify new sources of funding, including new fees, to promote zero and near-zero emission trucks and other emissions reduction opportunities at the Port of San Diego.
- As City of San Diego and National City acquire ZE Trucks, encourage the Cities to prioritize utilizing them in the Portside Community.
- As City of San Diego and National City acquire ZE light duty vehicles, encourage the Cities to prioritize utilizing them in the Portside Community.

Goals:

- Develop a short-haul on-road electric truck pilot program that seeks to displace between 3,000 and 10,000 diesel vehicle miles traveled (VMT) annually or more, and yields the corresponding emission reduction benefits, during pilot program implementation.
- Install EV charging in conjunction with the above pilot(s).
- Seek to implement the pilot program for a period between one and two years.
- Include an evaluation component in the pilot program that (1) identifies lessons learned and (2) recommends actions to accelerate the implementation of electric trucks to/from Port tidelands.

- Identify a process to introduce this strategy to the Cities with staff from San Diego Gas and Electric (SDG&E), San Diego Association of Governments (SANDAG), ACCELERATE TO ZERO EMISSIONS etc.
- Develop EV Strategy for region including opportunities in Portside communities.
- Incorporate SANDAG’s EV Management Strategies (currently in development).
- Develop process to obtain necessary permits to make sure all of the cities are EV ready (e.g., State of CA Go-BIZ may have resources).
- Work with Barrio Logan CPG and other stakeholders to establish working group to identify businesses (including private waste hauling services), and companies within the Portside Community that can pilot EV truck routes.
- Target funding between 85% and 90% of all heavy-duty on-road electric truck projects and studies with outside grant support.

Targeted Timeline(s):

- Develop a short-haul electric truck pilot program and seek to secure environmental approvals and entitlements within an 18 to 24-month period.
- Develop EV Needs Assessment by end of Q1 2021.
- Identify a minimum of three candidates within the Portside Community to deploy an EV delivery program in 2022.
- Prepare a market study/feasibility analysis for the Port of San Diego’s Board of Port Commissioners consideration by the end of 2023, that explores potential fees that can support and promote zero and near-zero emission trucks and other emission reduction opportunities, as well as implications to the District’s revenue and maritime business opportunities.
- Obtain commitment from City of San Diego in 2022 that prioritizes deploying ZE Light Duty, Medium Duty and Heavy-Duty Trucks, if available, including ZE Garbage Trucks, within the Portside Community.
- Obtain commitment from National City in 2022 that prioritizes deploying ZE Light Duty, Medium Duty and Heavy-Duty Trucks, if available, within the Portside Community.

Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
City of San Diego	Encourage prioritization of deployment of ZE vehicles.
City of National City	Encourage prioritization of deployment of ZE vehicles.
San Diego Association of Governments (SANDAG)	Develop EV strategy for region including opportunities in Portside communities.
Environmental Health Coalition (EHC)	Work with Barrio Logan CPG and other stakeholders to establish working group to identify businesses (including private waste hauling services), and companies within the

	Portside Community that can pilot EV truck routes.
Air Pollution Control District (APCD)	Target funding of 85-90% of all heavy-duty on-road electric truck projects with outside (federal, state, or local) grant support.
San Diego Gas and Electric (SDG&E)	Develop process to obtain necessary permits to make sure all of the cities are EV ready (e.g, State of CA Go-BIZ may have resources
Port District	Develop electric truck pilot program, secure environmental approvals, install EV charging stations, implement pilot program for 1 to 2 years. Prepare feasibility analysis for the Board of Port Commissioners by 2023 that explores potential fees to promote zero and near-zero emission trucks and other emissions reduction opportunities, as well as implications to the District's revenue and maritime business opportunities.
Additional Information:	
N/A	

Action E2: Fair Outcome for Small Truck Owners	
Course of Action	
<ul style="list-style-type: none"> Evaluate potential regulatory impacts of truck replacements and maintenance on small fleets or sublessees. 	
Strategies and Goals	
<ul style="list-style-type: none"> Support CARB rule requiring larger fleets to transition over time to ZE technologies. Expected DPM and NOx benefits from draft rule and ISOR when available. Consult with APCD legal counsel to identify potential grant contract amendments requiring compliance with all federal, state and local labor laws. 	
Targeted Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Evaluate fairness of burden when distributing grant funding.

California Air Resources Board (CARB)	Continue developing the Advanced Clean Fleets Rule to require larger fleets to transition to ZE technologies.
Additional Information:	
Additional information on the development of the Advanced Clean Fleets Rule: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets	

Action E3: Support dedicated truck route and avoid truck impacts to local community

Strategies and Course of Action

- Establish a formal procedure to implement robust stakeholder outreach and educational component on a biannual basis.
- Improve street truck signage regarding designated truck route. Recommend asking the City of San Diego to post on its website a map showing the routes for prohibited/allowable truck route. Implement Harbor Drive 2.0 Improvements to facilitate the dedicated truck route and to reduce stop/go truck diesel emissions at key intersections (HDMCS project #64) (consider incorporating wireless charging technology in this concept).
- Reinstitute aggressive enforcement of designated Truck Haul route and keep the Barrio Logan CPG updated on enforcement efforts.
- Install signage, especially around sensitive receptors.
- Enforce Truck Route (City of San Diego and National City).
- Expand truck route along Main street between 28th and 32nd St.
- Update the City of San Diego’s “Get It Done” application to include truck route complaints. Evaluating the feasibility of allowing users to file their complaint related to truck idling or truck route utilizing this application and have the idling complaints forwarded to the APCD.

Goals:

- In 2021 - 50% Operations within Portside Community (warehouses, storefronts, small restaurants, etc.) will be notified of designated truck route in the first year.
- Ensure the Harbor Drive 2.0 Improvements concept gets included in the San Diego Association of Governments (SANDAG’s) South Bay to Sorrento Comprehensive Multimodal Corridor Plan (CMCP) and consider for inclusion in the San Diego Forward: 2021 Regional Plan.
- Target environmental approvals for the infrastructure improvements identified in the Harbor Drive 2.0 project and related infrastructure improvements identified in the South Bay to Sorrento CMCP by 2024/2025.
- Continue the Barrio Logan Truck Route Enforcement Task Force, that was established and implemented by the San Diego Police Department in October 2019 and continued through March 2020.
- Update the Barrio Logan CPG on # of truck stops, # of tickets, and # of warnings on a monthly basis.

<ul style="list-style-type: none"> • Ensure adequate funding for enforcement, such as Supplemental Environmental Projects (SEP) funding. 	
Targeted Timeline(s):	
<ul style="list-style-type: none"> • In 2021 – 85% of Port tenants and assoc. trucking companies will be provided training info. • By the end of 2021, present a plan to the City of San Diego and California Department of Transportation (CALTRANS) for consideration, that identifies upgrades to existing street signage and locations to install new street signage informing truck drivers of the designated truck haul route. • Target installation of new signs in calendar year 2022 by the City of San Diego and CALTRANS. • Develop a concept of operations for the intelligent transportation system (ITS) technologies in the Harbor Drive 2.0 project and related ITS systems identified in the South Bay to Sorrento CMCP, focusing on implementing freight signal priority, gate operating system, truck reservation system, and/or geofencing (or other ITS technologies). 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
City of San Diego	Notify relevant parties of designated truck routes, improve trucking route street signage infrastructure throughout the city. Coordinate with the APCD to evaluate the feasibility of allowing APCD to access complaints submitted via the “Get It Done” app that are under its jurisdiction
City of San Diego	Continue robust enforcement of truck route, continue Barrio Logan Truck Route Enforcement Task Force, and update Barrio Logan Community Planning Group monthly on truck route enforcement activities.
San Diego Association of Governments (SANDAG)	Support inclusion of Harbor Drive improvements in Regional Plan. Provide technical assistance regarding geofencing program (or other ITS technologies).
California Department of Transportation (CALTRANS)	Participate in creation of signage plan and install signage according to adopted plan.
Air Pollution Control District (APCD)	Support improved signage and education programs

Community Steering Committee (CSC) Members	Create/inform education and training programs, provide feedback on geofencing (or other ITS technologies), Harbor Drive improvements, and signage plan.
Port District	Based on established procedure, provide educational material to Port tenants and other companies doing business at the Port on a biannual basis. Ensure new drivers are provided the information on an ongoing basis..
Additional Information:	
N/A	

Action E4: Increase number of truck parking and staging facilities with electric charging capabilities to address regional parking needs and alleviate the truck parking burdens within the Portside Community.	
Strategies and Course of Action	
<ul style="list-style-type: none"> • Increase number of truck parking facilities and electric charging facilities. 	
Goals:	
<ul style="list-style-type: none"> • Provide relief to local communities and support the needs of truckers. • Prepare a feasibility study by 2023 to determine needs and potential locations of truck parking facilities. This feasibility study might explore potential public-private partnership opportunities. • Identify and advance one location in Otay Mesa. • Identify and advance one location to alleviate truck parking burdens in National City. 	
Targeted Timeline(s):	
<ul style="list-style-type: none"> • Complete feasibility study by 2023. Date assumes funding to be available in 2021-2022. This date is subject to change depending on funding being secured 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
County of San Diego	Assist in identifying allowable locations for truck parking in Otay Mesa (unincorporated areas).
City of San Diego	Help identify allowable location for truck parking in Otay Mesa.
San Diego Association of Governments (SANDAG)	Work with National City and Otay Mesa as well as other city districts to identify allowable locations for truck parking facilities.

California Department of Transportation (CALTRANS)	Assist as needed.
Additional Information:	
N/A	

Action E5: Ensure fair outcomes for truck drivers	
Strategies and Course of Action	
<ul style="list-style-type: none"> Focus grant opportunities on truck companies, as opposed to individual drivers, to ensure an unfair burden is not placed on the driver. 	
Goals:	
<ul style="list-style-type: none"> Ensure all grant contracts to awardees require compliance with all federal, state and local labor laws. 	
Targeted Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Include language in incentive grants for on-road trucks emphasizing the need for grantees to follow all appropriate labor laws
Additional Information:	
N/A	

F Land Use Strategies

The CERP steering committee created subcommittees to discuss and establish specific actions to reduce emissions from various sources within the Portside community. The Land Use Subcommittee was formed to focus on a series of strategies to reduce exposure to toxic air contaminants in the Portside Communities. The Subcommittee reviewed over 125 proposals and identified those strategies with the highest priority for the stakeholders, as well as additional strategies (Phase 2) which would continue to be developed to further these goals. The subcommittee identified strategies which would provide for reduced exposure through improved community planning, transportation planning, development of additional community green space, indoor air filtration, enforcement of truck regulations, as well as further study of health inequities in the communities.

Some of the strategies call for the development and adoption of community plan documents which provide for increased separation between sensitive receptors and sources of toxic air

contaminants (TACs), as well as additional green space in the communities. Additional physical separation between sensitive receptors and sources of TACs can reduce the community exposure and associated health risks from those TACs. Additional green space in the community can provide physical separation, as well as provide important recreational opportunities for community residents.

The strategies also call for the development of grant programs to provide air filtration to residents within 500 feet of the Port, freeways, or industrial land uses, as well as the development of vegetative buffers along freeways. In order to reduce exposure in local public schools, the strategies call for the installation of air filtration systems, and increased use of electric school buses.

Further study and documentation of health inequities in the Portside communities is also an identified strategy from the Subcommittee. The strategies call for the completion of health equity assessments for Portside communities in order to inform CERP health outcomes, as well as a transportation and health equity study of all mobility project strategies in CERP. These studies will assist with information needed for several Phase 2 strategies to provide relief to local communities by supporting neighborhood resiliency and housing stability for AB617 neighborhoods as a health/racial/environmental justice cross agency goal.

Finally, transportation planning is also an important strategy in reducing the exposure to air pollution. Traffic congestion and idling, especially from diesel vehicles, can result in increased pollution in communities. As a result, the Subcommittee identified a priority project related to grade separation of the local trolley network in order to reduce freight, truck, and vehicle impacts and emissions on Portside communities, while reducing traffic congestion from the working waterfront by improving transportation efficiencies. Several Phase 2 strategies related to transportation planning have also been suggested.

Action F1: Support land uses that serve as a buffer between industrial and residential uses in the Portside Community
Course of Action
<ul style="list-style-type: none"> • Provide Steering Committee support for the Barrio Logan Community Plan (“BLCP”) Update, which proposes commercial land uses and zoning that serve as a buffer between industrial uses within the Port and residential uses within the community.. • Coordinate air quality policies and goals in BLCP Update. • Support adoption of the Port of SD Maritime Clean Air Strategy (“MCAS”). • Support Balanced Plan adoption that will ensure implementation for Pepper Park in National City.
Phase 2:
<ul style="list-style-type: none"> • Support for Westside Specific Plan amortization strategy (WSP LU strategy #'s 3.4 & 3.5).
National City to pursue the implementation of the amortization plan
Strategies:
<ul style="list-style-type: none"> • Public information and outreach • Collaboration • Planning

Goals:	
<u>BLCP Update</u>	
<ul style="list-style-type: none"> • Adoption of the New Barrio Logan Community Plan with commercial land uses and zoning that serve as a buffer between industrial uses in the Port and residential uses in the community. • Ensure air quality policies and goals in New BLCP meet all regulatory requirements, including APCD requirements. • Obtain support from Barrio Logan Community Planning Group for MCAS adoption. 	
<u>Pepper Park Expansion</u>	
<ul style="list-style-type: none"> • Adoption of the Balanced Plan with 2.54 acre expansion. • Set goals for the completion of Pepper Park expansion. 	
Phase 2:	
<ul style="list-style-type: none"> • Set amortization implementation & timeline goals. • Support commitment from National City by Third Quarter 2021 	
Estimated Timeline:	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Portside Steering Committee	<ul style="list-style-type: none"> • Support development BLCP update • Support adoption of MCAS
City of San Diego	<ul style="list-style-type: none"> • Support/Adopt new BLCP • Confirm that air quality policies in BLCP are coordinated with APCD requirements
Barrio Logan Community Planning Group	<ul style="list-style-type: none"> • Support/Adopt new BLCP • Confirm that air quality policies in BLCP are coordinated with APCD requirements
City of National City	<ul style="list-style-type: none"> • Set amortization implementation & timeline goals • Support the adoption of the Balanced Plan with Pepper Park expansion
Port of San Diego	

Additional Information:
N/A

Action F2: Reduce exposures for sensitive receptors within 500 feet of Port, freeways, and industries	
Course of Action	
<ul style="list-style-type: none"> • Support community request for Caltrans to develop buffers (vegetative/walls) along I-5 where possible. • Pursue all grant funding opportunities. <p>Phase 2:</p> <ul style="list-style-type: none"> • Support new policies for requiring all <u>new</u> housing & other sensitive receptors (like daycares, health & medical facilities) install landscape buffers & indoor air filtration systems. (By subcommittee) 	
Strategies:	
<ul style="list-style-type: none"> • Public Outreach • Collaboration • Grant funding/Incentives 	
Goal(s)/Timeline:	
<u>Vegetative buffers</u> <ul style="list-style-type: none"> • Prepare a feasibility study in 2022 to identify locations where strategy can be implemented. • Set goals for project construction. <p>Phase 2- New policies for new sensitive land uses:</p> <ul style="list-style-type: none"> • Continued support of the City of San Diego to integrate policy for determining compatible land uses in BLCP Update • Continued implementation by National City of policy in WSP. 	
Estimated Timeline:	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
California Department of Transportation (CALTRANS)	<ul style="list-style-type: none"> • Based on SB2S identify locations where vegetative barrier strategy can be implemented in the Portside Community • Pursue construction of vegetative barriers where feasible in the Portside Community

Additional Information:
N/A

Action F3: Urban Greening
Course of Action
<ul style="list-style-type: none"> • Support National City Pepper Park Expansion (additional 2.54 AC of open space, Balanced Plan). • Pursue all grant funding opportunities. <p>Phase 2:</p> <ul style="list-style-type: none"> • Support the development of New Urban Green Spaces in National City such as Urban Mini-parks with community gardens. • Support the creation of urban green spaces as proposed by the BLCPU. • Support the proposal for urban greening along Cesar Chavez parkway between 25th St. and Cesar Chavez Park to encourage outdoor activity, walking, and increase pedestrian access to Cesar Chavez Park. (HDMCS project #67)
Strategies:
<ul style="list-style-type: none"> • Public Outreach • Collaboration • Grant funding/Incentives
Goal(s)/Timelines:
<p>Pepper Park Expansion:</p> <ul style="list-style-type: none"> • Obtain commitment from National City and Port of San Diego to prioritize implementation by 2021. • Project completion by 2025. <p>Phase 2:</p> <p>Urban Mini- Parks:</p> <ul style="list-style-type: none"> • Request National City to prepare a feasibility Study by 2022 to identify: <ul style="list-style-type: none"> ○ necessary policy/plan, ○ analysis of 3-4 potential locations that present best opportunities for implementation. • Complete 1-2 urban mini-parks by 2025. <p>Linear Park:</p> <ul style="list-style-type: none"> • Support the creation of urban green spaces as proposed by the BLCPU Seek project funding. • <p>Cesar Chavez:</p>

<ul style="list-style-type: none"> • Obtain commitment from City of San Diego & Port in 2021. • Obtain project funding in 2022. • Project construction start in 2023. 	
Estimated Timeline(s):	
Obtain commitments from National City, San Diego, Caltrans for proposals above by First Quarter 2021.	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
City of National City	Support adoption of Balanced Plan (With EHC and Port of San Diego support). Pursue all grant funding opportunities.
City of San Diego (Port of SD, SANDAG, BLCPPG support)	Support the proposal for Boston Avenue Linear Park creating a new Urban Green space along I-5 and Boston Ave. in San Diego. (By subcommittee) Support the proposal for urban greening along Cesar Chavez parkway between 25 th St. and Cesar Chavez Park to encourage outdoor activity, walking, and increase pedestrian access to Cesar Chavez Park. (HDMCS project #67) Pursue all grant funding opportunities
California Department of Transportation (CALTRANS)	Support the proposal for Boston Avenue Linear Park creating a new Urban Green space along I-5 and Boston Ave. in San Diego. (By subcommittee)
Additional Information:	

Action F4: Public school exposure reduction
Course of Action

<ul style="list-style-type: none"> • Introduce indoor air filtration system technologies to school districts. • Prioritize incentive funding to support ZEV buses & charging infrastructure. • Establish collaboration with school districts to pursue funding opportunities. • Pursue grant funding opportunities. 	
Strategies:	
<ul style="list-style-type: none"> • Public Outreach • Collaboration • Grant funding/Incentives 	
Goal(s):	
<ul style="list-style-type: none"> • Identify all public schools and school districts within AB617 area. • Obtain commitment from school districts to support and implement air filtration technologies. • Assist school districts to develop indoor air filtration transition plan for all AB617 schools. • Obtain commitment from School Districts to prioritize bus fleet transition in 2021. • Assist school districts to develop grant fund applications. 	
Estimated Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD) (with San Diego Gas and Electric (SDG&E), City of San Diego and City of National City support)	<p>Identify all public schools and school districts within AB617 area.</p> <p>Work with school districts to identify opportunities to implement air filtration technologies.</p> <p>Assist school districts to develop incentive funding applications for indoor air filtration systems.</p> <p>Work with School Districts to prioritize bus fleet transition in 2021.</p> <p>Assist school districts to develop grant fund applications</p>
Additional Information:	
N/A	

Action F5: Support Harbor Drive Multimodal Corridor Study (HCMCS) Land Use Proposals (Phase 2)

Course of Action:

- Beardsley St & Harbor Dr: Modification of raised median to restrict EB and SB left turns. (project #9)
- Cesar Chavez Pkwy & Logan Ave: Reconfiguration of intersection to improve operations and bike/ped access. (project #10)
- Schley St & 26th St: Diverter island on 26th St to restrict NB traffic from Schley St. (project #4)
- Schley St & Harbor Dr: Reconfiguration of intersection to improve operations and bike/ped access to shipyards. (project #16)
- Cesar Chavez Pkwy: Evaluate ingress/egress from driveways near Tenth Avenue Marine Terminal to improve safety and operations. (project #14)
- Harbor Drive 2.0: Construction of infrastructure and transportation engineering improvements, in conjunction with ITS technologies, between TAMT and NCMT to provide a more efficient movement of freight while maintaining the quality of life for neighborhood residents and improving public safety (project #64).

Strategies:

- Transportation Planning
- Collaboration
- Public Outreach

Goal(s):

- Continued collaboration between the City of San Diego and Port of San Diego in 2021/2022 to support the goals of the HCMCS.
- Set goals for project construction.

Estimated Timeline(s):

N/A

Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
City of San Diego	Support implementation of the HCMCS.
Port of San Diego	Support implementation of the HCMCS
City of National City	Support implementation of portion of Harbor Drive 2.0 (HDMCS #64) that is within National City’s jurisdiction.

Additional Information:

N/A

Action F6: Neighborhood Resiliency & Housing Stability	
Course of Action	
<ul style="list-style-type: none"> • Work with the County of San Diego Health and Human Services Agency (HHSA) to evaluate the feasibility of conducting a health equity assessments for Portside communities in order to inform CERP health outcomes. • Work with SANDAG to evaluate the feasibility of developing a framework to identify and assess significant health impacts within the Portside communities, analyze the relationship between these health issues and the built environment, and evaluate impacts of major transportation strategies in the CERP. • Leverage SANDAG’s 2012 Healthy Communities Atlas to inform future health equity studies. • Pursue all grant funding opportunities (such as: Caltrans Planning Grants, other planning grants, or grants for public health). • Phase 2 Support the development of new affordable housing units in AB617 communities. 	
Strategies:	
<ul style="list-style-type: none"> • Collaboration • Research • Public Outreach • Grants 	
Goal(s)/Timelines:	
<ul style="list-style-type: none"> • Perform health assessment in 2021 to establish existing conditions and health equity metrics and coordinate public workshops. • Perform health assessment update in 2025. • Work with SANDAG to develop transportation & health equity study in 2022—based on funding—in collaboration with the County of San Diego HHSA and the Environmental Health Coalition. • Phase 2 Establish working group with the City of San Diego and National City to align CERP goals with Climate Action Plans, Transit Oriented Developments and affordable housing to identify goals and opportunities for leveraging funding for residential charging infrastructure and ZEV support, solar panel installations, restorative landscape, and indoor air filtration or other similar goals for healthy environment. • Support a commitment from City of San Diego by First Quarter 2021. 	
Estimated Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
County of San Diego Health and Human Services Agency (HHSA)	<ul style="list-style-type: none"> • Evaluate the feasibility of conducting health equity assessments.

San Diego Association of Governments (SANDAG)	<ul style="list-style-type: none"> Develop transportation & health equity study in 2022, based on funding opportunities.
City of San Diego, City of National City	<ul style="list-style-type: none"> Support development of affordable housing in AB617 communities.
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Support regional and local land use efforts that improve air quality and public health, subject to available resources and board direction
Additional Information:	
https://www.sandiegocounty.gov/content/dam/sdc/hhsa/programs/phs/CHS/healthequity/_HE_RaceEthnicity_FINAL.pdf https://www.sandiegocounty.gov/content/dam/sdc/hhsa/programs/phs/CHS/healthequity/_HE_SES_FINAL.pdf	

Action F7: Improve Transportation Efficiencies
Course of Action
<ol style="list-style-type: none"> 1. Prioritize implementation of Blue line trolley grade separation at 28th St and 32nd St (SANDAG MMAS project L-83, & HDMCS project #62 & project #22) VERY HIGH PRORITY PROJECT <p>Phase 2:</p> <ol style="list-style-type: none"> 2. SD/BL – Support adding traffic calming measures along Main Street between Cesar Chavez Parkway and 32nd St. to discourage truck use. (By subcommittee) 3. Pursue freeway ramp removal and relocation of I-5 Southbound onramp from Boston Ave. to 28th St. (HDMCS project #69) 4. Boston Ave: Traffic calming improvements including potential bike boulevard between 26th St and 28th St. (HDMCS # 48 – Coordinate w/above HDMCS #69) 5. Boston Ave: Class I bikeway/multi-use path between 29th St and 32nd St. (HDMCS # 49 – Coordinate w/above HDMCS #69) 6. 28th St & National Ave: Reconfiguration of intersection to alleviate queueing issues for WB vehicles. (HDMCS # 26 – Coordinate w/above HDMCS #69) 7. 28th St & Harbor Dr: Enhanced pedestrian facilities to accommodate shipyard demand including widened crosswalks, curb extensions, curb ramps, curb ramps, and potential pedestrian scramble. (HDMCS project #38) 8. 28th St: Reconfiguration to increase capacity and improve access between Main St and National Ave. Initial study assumed 2 NB and 3 SB lanes with raised median. (HDMCS project #46) 9. 8th St & Harbor Dr: Additional and/or extended left-turn pocket to improve access from WB Harbor Drive to Naval Base Gate 9 (8th St). (HCMCS project #31) 10. 8th St & Harbor Dr: Reconfiguration of WB 8th St to allow 3 through lanes Naval Base Gate 9 (8th St). (HCMCS project #32) 11. Civic Center Dr & Harbor Dr: Dual EB left turn lanes to increase capacity for traffic from nearby I-5 SB offramp. (HCMCS project #33)

12. 8th St: Class II bike lanes connecting Harbor Dr, 8th St Trolley/Bus Station and National City communities. Pedestrian upgrades including rail crossing gates and curb ramps. Wayfinding facilities. (HCMCS project #53)
13. 24th St/Bay Marina Dr: Class II bike lanes connecting NCMT, 24th St Transit Center and National City communities. Pedestrian upgrades including rail crossing gates and curb ramps. Wayfinding facilities. (HCMCS project #55)
14. Pepper Park: Bike/pedestrian connections to Pepper Park extension proposed in National City Marina District Balanced Land Use Study (2016). (HDMCS project #19)
15. Bayshore Bikeway, National City: Relocation from Tidelands Ave to Marina Way and McKinley Ave. (HDMCS project #50)
16. NC – Support Bay Marina Drive Active Transportation Connection from east of I-5 to gates on Terminal Ave (SANDAG MMAS project # L-198, December 2018 Workshop NBSD Table)
17. NC – National City wayfinding signage project throughout National City (SANDAG MMAS project # P-32, Port Capital Improvement Program (CIP) (2014))
18. SD/BL - Support Chollas Creek Multi-Use Path from Dorothy Petway Park to Harbor Drive (SANDAG MMAS project # L-142, City of San Diego Capital Improvement Program (CIP GIS Shapefile) (2017))
19. NC – Support 8th Street urban Trail from Harbor Drive to D Ave. (SANDAG MMAS project # L-146, National City Downtown Specific Plan (2017))

Strategies:

- Collaboration
- Planning

Goal(s)/Timeline:

High Priority:

- Identify and evaluate if both or one location can move forward in the South Bay to Sorrento Comprehensive Multimodal Corridor Study and SANDAG’s 2021 Regional Plan as priorities.
- Based on evaluation above, prioritize implementation by conducting advanced planning of grade separation project by 2024. Implementation refers to advancing the project to the next step in the project development process.

Phase 2:

For actions #'s 2 and 4-8, above:

- Support actions from City of San Diego in 2021/2022.
- Set goal for project construction.

For action #3, above:

- Confirm feasibility by Second Quarter of 2022.
- If advanced, obtain commitment from Caltrans for project construction.

For actions #'s 9-17 and 19, above:

- Obtain commitment from National City in 2021/2022.
- Set goal for project construction.

For action #18, above:

<ul style="list-style-type: none"> • Support commitment from City of San Diego, Port & Caltrans to prioritize project in 2021/2022. • Set goal for project construction. 	
Estimated Timeline(s):	
TBD	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego Association of Governments (SANDAG), Port of San Diego, Naval Base San Diego	<ul style="list-style-type: none"> • Identify and advance if both or one location can move forward in the South Bay to Sorrento Comprehensive Multimodal Corridor Study and SANDAG's 2021 RTP as priorities. • Prioritize implementation to expedite grade separation project start in 2024. <i>Implementation can mean the project will advance to the next step in the project development process assuming funds can be secured.</i>
City of San Diego, Port of San Diego, Naval Base San Diego	<ul style="list-style-type: none"> • Support SANDAG prioritization of project.
For Phase 2 projects:	
City of San Diego	<ul style="list-style-type: none"> • Review proposed actions 2, 4-8.
City of National City	<ul style="list-style-type: none"> • Review proposed actions 9-17, 19.
California Department of Transportation (CALTRANS)	<ul style="list-style-type: none"> • Review proposed action 3.
Naval Base San Diego	<ul style="list-style-type: none"> • Review proposed action 16, provide support for actions 17-19.
Port of San Diego	<ul style="list-style-type: none"> • Review proposed action 16, provide support for actions 5-19.
Additional Information:	
Please see this Caltrans document for a list of phases: https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/2011-how-caltrans-builds-projects-all.pdf	



The CERP steering committee created subcommittees to discuss and establish specific actions to reduce emissions from various sources within the Portside community. A subcommittee was formed to focus on key port-related emission sources and strategies to control them beyond current regulatory programs to further reduce health risks. In addition to emission reduction strategies associated with the Port of San Diego, the subcommittee identified strategies to reduce emissions at U.S. Naval Base San Diego (NBSD) and the neighboring Port of San Diego Tenants including private shipyards. These facilities are located along the westernmost boundary of the Portside Community, which is an area commonly referred to as the working waterfront.

As the fourth largest port in California, with over 500 ship calls per year, the Port of San Diego includes two cargo terminals within the Portside Community and a cruise ship terminal that is located west of downtown San Diego. The National City Marine Terminal (NCMT) focuses primarily on automobiles (or roll-on roll-off cargo), whereas the Tenth Avenue Marine Terminal (TAMT) includes, refrigerated containers, as well as dry bulk and breakbulk commodities. These ship calls are assisted in their trade by pilot boats for navigation, tugboats for maneuvering, and other harbor craft that provide vessel services. In order to move cargo, marine terminals throughout the Port District service the calling ships with cranes, container-handling equipment, and trucks. Cargo is moved from marine terminals to its final destination with on-road trucks and trains.

NBSD is the Navy’s most populous base on the west coast and occupies approximately 2,000 acres south of downtown San Diego. It is homeport to 60 surface ships and more than 200 tenant commands in the San Diego metropolitan area. Several private shipyard facilities are also located along the westernmost boundary of the Portside Community. These facilities are engaged in building and repairing of commercial and military ships.

The tables below propose strategies that were designed to reduce emissions associated with activities occurring along the working waterfront.

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Action G1: Reduce Diesel Emissions from cargo handling equipment (CHE).	
Course of Action	
<u>High Priority</u>	
<ul style="list-style-type: none"> Facilitate upgrading and/or replacing diesel emitting CHE with Zero Emission CHE at the Port's marine terminals. Port staff will encourage the use of ZE technology and will help assess the feasibility of ZE equipment when it is scheduled to be upgraded. If electric cargo handling equipment is not feasible, Port staff shall demonstrate the legal, technological, operational, and/or financial constraints to zero emission equipment implementation. Ensure new CHE is compatible with operational needs of end users. Ensure CHE has been vetted by end user. 	
<u>Phase II</u>	
<ul style="list-style-type: none"> Port staff will establish Zero Emission / Near Zero Emission goals for 2030 in the Maritime Clean Air Strategy (MCAS). Port staff will develop recommendations to require the best available CHE technology in the Maritime Clean Air Strategy (MCAS) 	
Strategies and Goals	
<ul style="list-style-type: none"> Reduce cargo handling equipment DPM emissions by 80% and NOx 89% For demonstration equipment and pilots, incorporate feedback from end users, such as ILWU, Teamsters and stevedores. Identifying which ZE CHE works better than the rest. 	
Timeline(s):	
<ul style="list-style-type: none"> Meet Reduction Goals by 2025. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego Gas and Electric (SDG&E)	<ul style="list-style-type: none"> Implementing agency for infrastructure and load requirements.
Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Assist with funding opportunities
Port District	<ul style="list-style-type: none"> Exhibit ZE CHE equipment and engage with CHE owners.
Additional Information:	

N/A

Action G2: Reduce Emissions from Ships at Berth	
Course of Action	
<ul style="list-style-type: none"> • Grant funding support for shore power or equivalent reductions in ship hoteling emissions. • Emission reductions from ship hoteling or innovative concepts, starting with pilot testing in 2024. • Utilize existing ship-to-shore power infrastructure to shut down main and auxiliary engines 	
Strategies and Goals	
<ul style="list-style-type: none"> • Pilot testing of ship emission reduction technology by 2024 or implementation of innovative concepts in consultation with CARB. • The US Navy at Naval Base San Diego commits to operating all in-ported ships on ship-to-shore power and shutting down their main and auxiliary diesel-fired engines. 	
Timeline(s):	
<ul style="list-style-type: none"> • Full implementation of RoRo vessels by 2025 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
California Air Resources Board (CARB)	Evaluate how CARB can assist the Port in piloting of ship emission reduction technology.
Port District	Provide materials to Port tenants and other companies doing business at the Port regarding shore power requirements. Develop 30% design plans to implement shore power at the Port District marine terminals
San Diego Gas and Electric (SDG&E)	Determine infrastructure improvements that are necessary to support load requirements.
US Navy at Naval Base San Diego	Operate in-port ships on shore power to the maximum extent possible considering national defense requirements
Additional Information:	
N/A	

Action G3: Reduce emissions from harbor craft	
Course of Action	
<ul style="list-style-type: none"> • Evaluate options to implement ZE tugboats and ferries in advance of State regulations. • Seek opportunities for grant funding to fund projects in advance of regulatory requirements. 	
Strategies and Goals	
<ul style="list-style-type: none"> • All short-run ferries (under three miles) to be zero emissions • All excursion vessels and tugs to be hybrid/electric 	
Timeline(s):	
<ul style="list-style-type: none"> • Install dock power by 2024 at high traffic marinas (50 visits per year or more) • By 2026 all short-run ferries to be zero emissions • By 2025 all excursion vessels and tugs to be hybrid/electric 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Port District	Assist Port tenants to facilitate transition to ZE tugboats and ferries. Provide necessary landside infrastructure to support transition to ZE harbor craft
SDGE	Supply power for chargers as needed
APCD	Explore expanding agreement with CARB to enforce harbor craft regulations locally
CARB	Enforce regulations to support goals described above
Additional Information:	

Action G4: Reduce DPM and NOx emissions from portable air compressors and other diesel sources at shipyards.
Course of Action
<ul style="list-style-type: none"> • Shipyards to require portable air compressors on site to be powered by zero-emission technology or Tier 4 engines. • Shipyards will continue ongoing actions to reduce emissions from on and off-road diesel equipment. Actions to reduce emissions may include retirements, replacements (to cleaner fuel or higher engine tier), exhaust retrofits, or electrification.
Strategies and Goals

<ul style="list-style-type: none"> • NASSCO, BAE Systems and Continental Maritime of San Diego LLC (CMSD) will implement portable air compressor policies by May 1, 2021. • The number and types of action will vary depending on a variety of factors including shipyards specific equipment needs, business cycle, availability of incentives, technical feasibility and availability of zero/low emissions equipment. • Shipyards will report progress on achieving this goal to the Steering Committee annually. 	
Timeline(s):	
<ul style="list-style-type: none"> • 2021 for portable air compressors. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Shipyards	Implementation of policy for portable air compressors.
Additional Information:	

Action G5: Promote best practices for reducing diesel, VOC and other emissions from ship repair activities.	
Course of Action	
<ul style="list-style-type: none"> • Provide training on best practices for ship repair contractors. • Navy will assess emission changes from ship repair operations at NBSD. 	
Strategies and Goals	
<ul style="list-style-type: none"> • Shipyards conduct a minimum of three training or outreach events per year from 2021 through 2025. • US Navy will monitor changes in emissions over the next 5 years as a result of ship activities in the area as well as overall emissions at the base and make it available to the public. 	
Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Shipyards	Training and outreach events.
US Navy	Conduct emissions evaluations on operations, monitor emissions and make information available to the public
Additional Information:	

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Action G6: Reduce emissions from shipyard employee transportation	
Course of Action	
<ul style="list-style-type: none"> Continue ongoing programs and partnership with SANDAG iCommute to promote and increase participation in alternative transportation. 	
Strategies and Goals	
<ul style="list-style-type: none"> Annual report to steering committee. Facilitate outreach and education to encourage vanpool, carpool, transit, bike options. Inform employees about available iCommute transportation subsidies for eligible vanpool and transit users. Designate an existing staff member(s) to coordinate and promote commuter programs to employees. Inform employees who carpool, vanpool, take transit, bike, or walk to work about iCommute’s Guaranteed Ride Home Program which provides a reimbursement for those who take alternative transportation to work and need a ride home in the event of an emergency, illness, or unscheduled overtime. Conduct an iCommute survey as feasible to determine employee commute preferences and measure drive alone rate changes. 	
Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Shipyards	Educate workforce and coordinate with SANDAG iCommute staff.
San Diego Association of Governments (SANDAG)	Support initiative
Additional Information:	

Action G7: Promote adoption of ZE technologies by Port tenants, truckers, and other users of equipment
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Course of Action	
<ul style="list-style-type: none"> Demonstration event where ZE equipment can be viewed and tested. 	
Strategies and Goals	
<ul style="list-style-type: none"> Conduct one event in 2021. 	
Timeline(s):	
<ul style="list-style-type: none"> Conduct one event in 2021. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Port	Organize Event and reach out to Shipyards, ILWU, Teamsters, Port tenants and other interested parties
Additional Information:	

Action G8: Reducing emissions associated with traffic at Naval Base San Diego	
Course of Action	
<ul style="list-style-type: none"> Reduce total emissions from employee transportation associated with travel to and from the base. 	
Strategies and Goals	
<ul style="list-style-type: none"> Support Telework Schedules Support of the Federal Transportation Improvement Plan (TIP) & San Diego Association of Governments (SANDAG) iCommute Programs to reduce emissions via public transportation and vanpools Utilizing TIP Coordinators to market the program to all Sailors on station, newly arriving Sailors to the city, and Sailors within San Diego to maximize TIP and Vanpools Monitor reductions in VMT in partnership with SANSAG’s iCommute survey Reduce queueing delays at security checkpoints by increasing NBSD personnel at checkpoints during peak traffic hours Restrict sailors residing at NBSD from driving onto the wet-side of the base during peak morning commute hours Exploring innovative ideas within existing housing areas to maximize the FEDGOV TIP program creating “transit oriented-like” housing Continue use of 33 electric passenger vehicles and supporting on-base charging stations in support of reduced emissions Continue its partnerships with SANDAG and CALTRANS on assessing and identifying potential strategies to reduce VMT and the resulting emissions impacting the portside communities 	

<ul style="list-style-type: none"> • Facilitate outreach and education to encourage vanpool, carpool, transit, bike options. • Inform employees about available iCommute transportation subsidies for eligible vanpool and transit users. • Designate an existing staff member(s) to coordinate and promote commuter programs to employees. • Inform employees who carpool, vanpool, take transit, bike, or walk to work about iCommute’s Guaranteed Ride Home Program which provides a reimbursement for those who take alternative transportation to work and need a ride home in the event of an emergency, illness, or unscheduled overtime. • Conduct an iCommute survey every two years to determine employee commute preferences and measure drive alone rate changes. 	
Timeline(s):	
<ul style="list-style-type: none"> • Commute related VMT will be tracked and reported on over the next 5 years • Transit oriented housing will be explored over the next 5 years • All other strategies are implemented and currently ongoing 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
US Navy	Implement strategies and report on actions
Additional Information:	

20. Advocacy Measures

Some measures require a commitment by an agency that cannot be made until after a public process and/or after May 2021 when the CERP will be finalized. The only action the APCD and/or Steering Committee can take is to support an outcome that will improve air quality in Portside, all disadvantaged communities, or the region.

Action H1: Support Emission Reductions Opportunities
Course of Action
<ul style="list-style-type: none"> • Support emission reductions opportunities to improve air quality
Strategies and Goals
<ul style="list-style-type: none"> • Support new State Implementation Plan (SIP) Measures • Support a Regional Transportation Plan with significant reduction in VMT throughout the region • Support for transit as a funding priority for SANDAG and cities • Support for early transition to ZE transit buses • Support SANDAG in the development of EV strategies for region including opportunities in Portside communities

<ul style="list-style-type: none"> • Support new policies for requiring all new housing & other sensitive receptors (like daycares, health & medical facilities) install landscape buffers & indoor air filtration systems. • Support the development of polices to develop new affordable housing units in AB617 communities. • Support CARB fleet rules. • Support for a Barrio Logan community plan update that eliminates zoning that allows incompatible land uses. 	
Timeline(s):	
<ul style="list-style-type: none"> • TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Air Pollution Control District (APCD)	Support regional and local land use and transportation planning efforts that improve air quality and public health, subject to available resources and board direction
Community Steering Committee (CSC)	Support actions as needed
Additional Information:	

Additional Emission Reduction Actions

In addition to the proposed strategies outlined in this document to reduce air pollution in the Portside community, the District will continue to reduce emissions Districtwide through its incentive and rule development programs.

The District develops and adopts detailed air quality plans that evaluate new and existing emissions reduction strategies to meet federal and state air quality targets. The most recent proposed plans include: the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County⁵, the 2020 Reasonable Available Control Technology Demonstration for the National Ambient Air Quality Standards for Ozone in San Diego County⁶, the 2008 Eight-Hour Ozone Attainment Plan for San Diego County⁷, and the 2008 Eight-Hour

⁵ San Diego Air Pollution Control District, *2020 Plan for Attaining the National Air Quality Standards for Ozone in San Diego County*, October 2020, available at: [https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20A%20\(Attainment%20Plan\)_ws.pdf](https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20A%20(Attainment%20Plan)_ws.pdf).

⁶ San Diego Air Pollution Control District, *2020 Reasonable Available Control Technology Demonstration for the National Ambient Air Quality Standards for Ozone in San Diego County*, October 2020, available at: [https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20B%20\(RACT\).pdf](https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20B%20(RACT).pdf).

⁷ San Diego Air Pollution Control District, *2008 Eight-Hour Ozone Attainment Plan for San Diego County*, December 2016, available at: <https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/8-Hr-O3%20Attain%20Plan-08%20Std.pdf>

Ozone Reasonable Available Control Technology Demonstration for San Diego County.⁸ These proposed plans highlight emissions reductions through incentives and rule development and provide implementation strategies and actions.

The sections below demonstrate Districtwide actions as a result of the 2020 proposed plans for attaining National Ambient Air Quality Standards in San Diego County and highlight how these specific actions can address some of the air pollution concerns in the Portside community. Please refer to Chapter 5 of this CERP to review the District's Enforcement Program.

District's Incentive Programs

The District's incentive programs are designed to provide funding to encourage owners of older, dirtier mobile equipment to replace it with newer cleaner machines before regulations require them to do so. Since 1999, the District incentives programs have provided over \$131 million in funding to residents and businesses who work throughout the County and achieved over 1,800 tons per year of emission reductions.

Funding for the District's incentive programs typically comes from state or federal sources, include the California Air Resources Board (CARB) and the US Environmental Protection Agency (EPA). Each program the District administers follows guidelines to ensure projects using this funding provide expected emission reductions for each program. In the last five years, the District has administered the following incentive programs:

- Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program and Moyer State Reserve Program)
- Community Air Protection Program (AB 617 CAPP)
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER)
- Voluntary NO_x Remediation Measure Program
- AB 2766 DMV Funding
- Goods Movement Emission Reduction Program (GMERP)

Along with these District-run programs, residents of San Diego can also participate directly in state incentive programs such as Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), the Clean Off-Road Equipment Voucher Incentive Project (CORE), and programs for passenger vehicles like the Clean Vehicle Rebate Program and the Clean Vehicle Assistance Program. San Diego Gas and Electric also provides incentive funding for electric vehicle charging through their Power Your Drive program for passenger cars and medium and heavy-duty vehicles.

Community Air Protection Program

⁸ San Diego Air Pollution Control District, *2008 Eight-Hour Ozone Reasonable Available Control Technology Demonstration for San Diego County*, December 2016, available at: <https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/8-Hr-O3%20RACT%20Demo-08%20Std.pdf>

The District and state programs mentioned above provide opportunities for newer cleaner vehicles and equipment throughout San Diego County. While businesses and agencies in the Portside Environmental Justice Communities can and have participated in these programs, the Community Air Protection Program (CAPP) is focused on ensuring that incentive funding is available and spent on projects that directly benefit residents of state-designated disadvantaged communities. In the first year of the CAPP program (2019), San Diego awarded \$2.1 million to four contractors for 14 projects in or adjacent to Portside. In 2020, the District has approximately \$18 million available for projects in Portside. To date the District is contracting up to \$11.2 million of that funding for projects in or adjacent to the Portside community and anticipates a second solicitation for projects to occur before the end of 2020.

Mobile source CAP projects that can be funded through the Carl Moyer program must meet a cost-effectiveness limit of \$30,000 per weighted ton of emission reductions for diesel or natural gas projects, and \$100,000 per weighted ton of emission reductions for zero emission projects. In order to address local sources of air pollution, projects identified, prioritized and included in a CERP have the ability to set its own cost-effectiveness limits. Because the state of California has identified diesel particulate matter as a carcinogen, any emission reductions achieved by the projects are weighed by a factor of 20. With the anticipated \$33 million in overall CAPP funding, the District expects to reduce approximately 330 tons of nitrogen oxides or reactive organic gases, or 16.5 tons of particulate matter from CAPP-funded projects such as off-road equipment, on-road trucks, and marine vessels in the region.

Rule Development Actions

This section discusses recently adopted and upcoming rule development actions that will apply districtwide but can also benefit the Portside community. The District's Rule Development program proposes revisions to existing rules and develops new rules. During this process, the District evaluates whether existing rules meet Federal Reasonable Available Control Measures (RACM) or California's Best Available Retrofit Control Technology (BARCT). Existing rules are also compared to other air district's rules to further evaluate potential emission reductions from rule development actions. A more thorough analysis of potential emission reductions from rule development actions can be found in Attachment G and Attachment J of the proposed 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County. Some of the measures are highlighted below.

Recently Adopted SDAPCD Regulations

Stationary Reciprocating Internal Combustion Engines

Stationary reciprocating internal combustion engines are non-mobile piston engines that run on gaseous or liquid fuels. Though their use varies widely, examples of such engines can be found on compressors or cranes, or more typically used for emergency power systems critical to human life (i.e. emergency standby engines). Despite their widespread use, the category will comprise only 1% of the total emissions inventory for NOx in 2032.

An amendment to Rule 69.4.1 was approved in July 2020 to require all non-emergency engines to meet a Tier 4 engine standard, currently the cleanest available technology for compression-ignition equipment. The District has already been implementing the lower emission standard through enforcement of California's Diesel Engine ATCM and federal

NSPS III. The amendment also consolidates all the source category's requirements into one over-arching rule to simplify compliance and permitting. Because amended Rule 69.4.1 is as stringent as applicable state/federal requirements, and because the category represents RACT, there are no RACM available that would enable further emissions reductions in this source category.

Small Boilers, Process Heaters, and Steam Generators

The District regulates residential water heaters through multiple rules which include Rule 69.5.1 (for residential water heaters less than 75,000 BTU/hour), and Rule 69.2.1 (for small boilers 600,000 to 2 million BTU/hour). However, large water heaters from 75,000 to less than 600,000 BTU/hour had not been regulated. South Coast Air Quality Management District (SCAQMD) Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters) regulates units from 75,000 to 2 million BTU/hour, limiting NOx emissions to 14 ng/J.

The District preliminarily evaluated the local feasibility, cost-effectiveness, and emission reduction potential of amending Rule 69.2.1 to reflect the more stringent emission limit of 20 ppmv NOx included in SCAQMD Rule 1146.2 for all new boilers and large water heaters rated from 75,000 to 2 million BTU/hour. Amended Rule 69.2.1 was adopted on July 8, 2020. The potential emission reductions (averaged over 365 days of operation per year) are estimated to be approximately 0.80 tons of oxides of nitrogen (NOx) per day.

Medium Boilers, Process Heaters, and Steam Generators

New Rule 69.2.2 (Medium Boilers, Process Heaters, and Steam Generators) applies to medium-sized new and replacement units rated between 2-5 million BTU/hour. There are estimated to be 900 boilers of that size range in San Diego County, cumulatively emitting an estimated 315 tons per year of NOx.

The District reviewed similar rules of other California air districts that regulate units in this size range. SCAQMD requires a permit to operate such equipment through Rule 1146.1 (Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters, December 7, 2018). The SCAQMD rule was recently strengthened in specific categories, such as units firing on landfill gas (25 ppm), digester gas (15 ppm), and natural gas (9 ppm or 0.011 pounds/106 BTU). On the other hand, San Joaquin Valley Air Pollution Control District (SJVAPCD) chooses to regulate the source category via registration through Rule 4307 (Boilers, Steam Generators, and Process Heaters – 2.0 MMBTU/hour to 5.0 MMBTU/hour, April 21, 2016). Registration is required to operate similar equipment at the same control levels for certain equipment categories. Both the SCAQMD and SJVAPCD rules were adopted with cost-effectiveness values well above the District's threshold for further reductions. The District created a requirement that all medium-sized natural-gas-fired units (between 2 and 5 million BTU/hour) to be either certified as meeting a NOx emission limit of 30 ppm or installed in accordance with a District registration. Rule 69.2.2 is anticipated to reduce NOx emissions from medium-sized boilers by 194 tons per year (0.53 tons per day).

Potential Upcoming SDAPCD Regulations

Architectural Coatings

Architectural coatings include a variety of residential, commercial and industrial paints, primers, sealers, and other coatings which, when applied, emit VOCs. The category will comprise 10% of the total emissions inventory for VOC in 2032. The District regulates architectural coatings through District Rule 67.0.1 (Architectural Coatings). Rule 67.0.1 currently incorporates VOC limits from CARB's 2007 Suggested Control Measure (SCM). However, an amendment to Rule 67.0.1 is planned for consideration to incorporate more stringent limits found in CARB's 2019 Suggested Control Measure, as well as to incorporate other attainment plan provisions.

Petroleum Storage Tanks

Existing District Rule 61.1 (Receiving and Storing Volatile Organic Compounds at Bulk Plants and Bulk Terminals) regulates large storage tanks for gasoline and other high volatility motor vehicle fuels. Based on emission inventory information and updated equipment descriptions, estimated emissions from this source category are about 0.12 tons per day of VOC. Based on emission factors in the SCAQMD Rule 1178 staff report, if the standards of SCAQMD Rule 1178 were incorporated in Rule 61.1 the estimated emission reduction potential would be about 0.05 tons per day. About 40% of the emission reduction potential (0.02 tons per day) would result from upgrading rim seals. However, since ongoing BACT adherence is required by Rule 61.1 for rim seal replacement, these emission reductions will be achieved over time by existing Rule 61.1. District permit data suggests rim seals are usually replaced between 12-16 years, and some facilities have already installed upgraded rim seals. The remaining potential emission reduction benefit of the Rule 1178 standards would be approximately 0.03 tons per day, from the more stringent requirements for fittings and the requirement for external floating roof tanks to be domed.

Mobile Transport Tanks Loading

Existing District Rule 61.2 (Transfer of Organic Compounds into Mobile Transport Tanks) controls vapors displaced by loading of mobile transport tanks with gasoline and other high volatility fuels from bulk terminals and vapor and liquid leaks during the loading process. The primary standard of Rule 61.2 requires a 90% emission reduction for all Volatile Organic Compounds (VOC) vapors displaced during the transport tank loading process. Based on emission inventory information, total estimated VOC emissions in San Diego County due to vapor displacement are about 0.03 tons per day from three bulk terminal loading rack facilities. San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 4621 (Gasoline Transfer into Stationary Storage Containers, Delivery Vessels and Bulk Plants) requires a 95% emission reduction for displaced VOC vapors. Source testing data for the largest San Diego County facility shows that it consistently achieves greater than 97% control of VOC vapors released in the loading process. The emission reduction potential for the two remaining facilities is about 0.01 tons per day if they were required to meet a 95% control level instead of the 90% control level in existing Rule 61.2.

Metal Parts and Product Coating Operations

District Rule 67.3 (Metal Parts and Products Coating Operations) controls VOC emissions for the source category by limiting the VOC content of paints and cleaning solvents and specifies methods to minimize VOC emissions during equipment cleaning

operations. Rule 67.3 also requires the use of high-transfer efficiency application equipment. One specialty coating limit found in Rule 67.3 (chemical agent resistant coatings, or CARC) has a VOC limit that exceeds the CTG requirements. Rule 67.3 requires CARC to not exceed 420 grams of VOC per liter when air-dried, or 420 grams of VOC per liter when baked. Limits for CARC are not specified directly in applicable federal guidelines; thus, it can be construed that CARC limits could adhere to “general” coating limits of 340 grams of VOC per liter (air-dried) or 280 grams of VOC per liter when baked.

The limited use of CARC produces a negligible impact to miscellaneous metal and plastic part coating emissions, and even less of an impact to total countywide VOC emissions. The emission reduction potential for the lowering of the VOC limit for CARC is about 0.003 tons of VOC per day.

Marine Coating Operations

Existing District Rule 67.18 (Marine Coating Operations) regulates VOC emissions from coating of marine vessels, including ships and pleasure boats. Based on emission inventory information, total VOC emissions from this source category are approximately 0.65 tons of VOC per day. VOC limits in Rule 67.18 are generally consistent with SCAQMD Rule 1106 (Marine Coating Operations). Specifically, for pleasure craft, some coating limits in San Diego County are more stringent than Rule 1106, which include antenna coatings, antifoulants for aluminum substrates, high gloss coatings, pretreatment wash primers, and special markings. In other pleasure craft coating categories, such as extreme high gloss topcoats, SCAQMD has a lower VOC content limit.

Additional emission reductions from updates to Rule 67.18 would more likely occur by lowering the VOC limit of materials used in the cleaning process. Less than 0.01 tons per day of additional VOC emission reductions would occur should the VOC limit of cleaning materials be lowered to 25 g/l. These would be primarily from smaller facilities, as the largest source already uses cleaning material that complies with what would be the lower standard in an amended rule.

Adhesive Materials Application Operations

District Rule 67.21 (Adhesive Materials Application Operations) regulates VOC emissions from the use of adhesives and sealants. Rule 67.21 was found by the EPA to represent RACT in March 2020. In 2017, South Coast AQMD amended their adhesive Rule 1168 (Adhesive and Sealant Applications) and reduced VOC contents for a variety of products, including certain flooring adhesives, plastic welding products, and various types of sealants. Many of these lowered limits do not take effect until January 1, 2023. As such, the possible incorporation of more stringent VOC limits found within Rule 1168 into Rule 67.21 could potentially reduce VOC by 0.09 tons per day in the same timeframe.

Natural Gas-Fired Fan-Type Central Furnaces

Existing District Rule 69.6 (Natural Gas-Fired Fan-Type Central Furnaces) is a point-of-sale rule that limits NO_x emissions of new natural gas-fired residential-type central furnaces. The District adopted Rule 69.6 on June 17, 1998, establishing NO_x emission limits of 40 ng/J for new residential furnaces. In 2014, SCAQMD amended their equivalent rule (Rule 1111 – Reductions of NO_x Emissions from Natural-Gas-Fired, Fan-

Type Central Furnaces) mandating a NOx limit of 14 ng/J on complying units and establishing an optional per unit mitigation fee for noncompliant units. Preliminary estimates for annual emission reductions in San Diego County, if similar controls are found to be feasible and cost-effective, are 0.14 tons of NOx per day, about a 65% reduction in NOx emissions. Full implementation would be expected 10 years after rule adoption, considering an existing unit’s useful life of 10 years.

Estimated Emission Reductions from Rule Development

In addition to the above approved and possible rule development actions, there are other possible control measures in Attachment J of the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County. A summary of the possible emission reductions is presented in Table 7a which is an excerpt from Attachment J.⁹

Calculation of Cumulative Potential Emission Reductions for Possible Reasonably Available Control Measures (RACM)

Control Measure (Further Control of Possible Control of)	VOC Emission Reduction Potential (Tons/Day)	NOx Emission Reduction Potential (Tons/Day)
G.1 - Receiving and Storing VOC at Bulk Plants and Bulk Terminals	0.03	
G.2 - Transfer of Organic Compounds into Mobile Transport Tanks	0.01	
G.3 - Metal Parts and Product Coating Operations	0.003	
G.4 - Paper, Film, and Fabric Coatings	0.01	
G.5 - Aerospace Coating Operations	0.005	
G.6 - Graphic Arts Operations	0.05	
G.7 - Marine Coating Operations	0.01	
G.8 - Adhesive Materials Application Operations	0.09	
G.9 - Ind. & Comm. Boilers, Process Heaters & Steam Generators		0.1
G.10 - Natural Gas-Fired Fan-Type Central Furnaces		0.14
G.11 - Stationary Gas Turbine Engines		0.14
G.12 - Vacuum Truck Operations	0.04	
G.13 - Miscellaneous NOx Sources		0.015
G.14 - Equipment Leaks	0.01	
G.15 - Restaurant Cooking Operations	0.02	
G.16 - Food Products Manufacturing/Processing	0.03	
G.17 - Metalworking Fluids & Direct-Contact Lubricants	0.1	
Stationary Sources Subtotal (2008 & 2015 NAAQS)	0.408	0.395

Overview of California Air Resources Board’s Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local level to deliver new emissions reductions directly within these communities.

⁹ San Diego Air Pollution Control District, *2020 Plan for Attaining the National Air Quality Standards for Ozone in San Diego County*, October 2020, available at: [https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20A%20\(Attainment%20Plan\)_ws.pdf](https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/Att%20A%20(Attainment%20Plan)_ws.pdf)

The California Air Resources Board (CARB) has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the State Strategy for the State Implementation Plan,¹⁰ the California Sustainable Freight Action Plan,¹¹ California’s 2017 Climate Change Scoping Plan,¹² and the Short-Lived Climate Pollutants Reduction Strategy,¹³ along with a suite of incentive programs. The Community Air Protection Blueprint¹⁴ further identified additional actions to reduce the air pollution burden in heavily impacted communities throughout the State. Together, these plans provide a foundation for the new actions identified as part of this community emissions reduction program.

This section illustrates CARB’s statewide role in the community emissions reduction program, by broadly describing the regulatory and incentive-based foundational actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the San Diego Portside Environmental Justice community. CARB’s potential enforcement strategies are described in Chapter 6 of this CERP.

CARB’s Incentive Programs

CARB operates incentive programs that reduce the costs of developing, purchasing, or operating cleaner technologies. The programs help ensure cleaner cars, trucks, equipment, and facilities are operating in our neighborhoods by driving the development of new, cleaner technologies, and by accelerating their sale and adoption. Specifically, they accelerate the introduction of advanced technology vehicles and equipment, accelerate the turnover of older and higher emitting vehicles and equipment, and increase access to clean vehicles and transportation in disadvantaged communities and lower-income households.

Examples of CARB incentive programs include the Carl Moyer Memorial Air Quality Standards Attainment Program¹⁵ (the Community Air Protection Incentives¹⁶ are implemented by the air district through this program), Proposition 1B: Goods Movement Emission Reduction Program,¹⁷ Funding Agricultural Replacement Measures for Emission Reductions Program,¹⁸

¹⁰ California Air Resources Board, *Revised Proposed 2016 State Strategy for the State Implementation Plan*, March 7, 2017, available at: <https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf>.

¹¹ California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: <https://dot.ca.gov/programs/transportation-planning/freight-planning/california-sustainable-freight-action-plan>.

¹² California Air Resources Board, *California’s 2017 Climate Change Scoping Plan*, November 2017, available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

¹³ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final>.

¹⁴ California Air Resources Board, *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

¹⁵ For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>

¹⁶ For more information on the Community Air Protection Incentives, visit: <https://ww3.arb.ca.gov/msprog/cap/capfunds.htm>

¹⁷ For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

¹⁸ For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: <https://ww2.arb.ca.gov/our-work/programs/farmer-program>.

and Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).¹⁹ While CARB is responsible for program oversight, some of these programs are implemented as a partnership with local air districts.

Community Air Protection Incentives

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California communities that are most heavily impacted by disproportionate levels of air pollution.

The Legislature designated the initial appropriation of \$250 million in 2017 for immediate benefits in heavily impacted communities while the other aspects of AB 617 were created and implemented. In order to ensure swift action, the Legislature directed that air districts must spend funds according to two existing mobile source incentive programs: the Carl Moyer Memorial Air Quality Standards Attainment Program, and the Proposition 1B Goods Movement Emission Reduction Program. Air districts have been using the resulting Community Air Protection Funds Supplement to the Carl Moyer Program 2017 Guidelines since it was approved by the Board on April 27, 2018.

The Legislature appropriated an additional \$245 million in 2018 and provided additional direction for new opportunities for stationary source incentives as well as Community-Identified Projects consistent with Community Emissions Reduction Programs. The approved 2019 California State Budget contains another appropriation of \$209 million for continued incentives to support the Community Air Protection Program, with Legislative direction matching the previous year's appropriation.

Subsequently, staff developed the Community Air Protection (CAP) Incentives 2019 Guidelines to provide eligibility and funding criteria for two new project categories, this represents CARB's first steps in providing incentives to clean up stationary sources of air pollution. The new project categories aim to reduce hexavalent chromium emissions from chrome plating activities, as well as include a suite of project types to reduce exposure at public schools. These guidelines will continue to be expanded with new categories of projects, to be responsive to the needs of the most heavily impacted communities across the State.

At the May 2019 Board hearing, CARB staff was directed to provide more flexibility within the Community Air Protection Incentives Guidelines to allow communities and air districts the ability to develop specific Project Plans to quickly address unique local air quality concerns. Unlike traditional Moyer projects, Stationary and Community-Identified projects do not lend themselves to the same type of cost effectiveness evaluation. Therefore, the proposed criteria for stationary and Community-Identified projects will focus on community involvement, transparency, and consistency. Air Districts will work with communities to identify project categories needed to address community problems and general concepts. Air districts will then develop Project Plans that:

¹⁹ For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program>

- Document community support – Community members will evaluate whether there has been sufficient community involvement
- Detail the project selection process
- Set participant requirements
- Establish funding amounts and project costs
- Quantify expected emissions/exposure reductions

To ensure reporting requirements are met CARB will be responsible for:

- Assisting districts with development of technical details
- Helping districts be consistent in quantifying benefits
- Confirming that project plans are consistent with statutory requirements
- Ensuring transparency for communities regarding projects funded, dollars spent, and benefits expected

For more information on air pollution incentives, grants, and credit programs, visit:

<https://ww2.arb.ca.gov/our-work/topics/incentives>.

CARB Regulatory Programs

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants.

At the State level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources (with the exception of consumer products in most cases) through rules and permitting programs within their regions.

CARB regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and their deployment into the fleet, for cleaner fuels, and to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One important and relevant regulatory authority of CARB's is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne

Toxic Control Measures (ATCM).²⁰ These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, the Statewide Air Toxics “Hot Spots” Program²¹ addresses the health risk from toxic air contaminants at individual facilities across the State. The Air Toxics “Hot Spots” Program includes several components to collect emissions data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels. Under the Air Toxics “Hot Spots” Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses conducting health risk assessments and developing emissions reduction plans.

Additionally, in some instances CARB has pursued enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB’s agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

CARB Actions Related to The San Diego Portside Environmental Justice Neighborhoods Community

This section highlights CARB actions that specifically relate to the Portside Environmental Justice Neighborhoods community. This list should not be interpreted as comprehensive or exhaustive, but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local level strategies identified in this community emissions reduction program. Additional CARB foundational strategies can be found in Appendix D and Appendix F of the Community Air Protection Blueprint.²²

Recently Adopted CARB Regulations

CARB adopted the Advanced Clean Trucks Rule²³ in June 2020 requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales will need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.

²⁰ California Health and Safety Code § 39650 et seq.

²¹ Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connolly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

²² California Air Resources Board, Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring, October, 2018, available at: <https://ww2.arb.ca.gov/capp-blueprint>.

²³ For more information on the Advanced Clean Trucks Rule, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

In August 2020 CARB adopted the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments²⁴ which require manufacturers to comply with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NOx (oxides of nitrogen, a key component of smog) are reduced to help California meet federal air quality standards and critical public health goals. The regulation is expected to have a significant impact on communities adjacent to railyards, ports and warehouses that typically experience heavy truck traffic. These trucks often idle, move slowly and make frequent stops – all actions that increase NOx emissions. Today’s heavy-duty trucks do not control NOx effectively during such “low load” conditions. The new standards will reduce NOx emissions by 90 percent or more when trucks are operating under these low load real-world operations. All components of the new rule will be phased-in, allowing engine manufacturers time to prepare for compliance. The NOx standards that engines must meet will be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027.

The Control Measure for Ocean-Going Vessels At Berth²⁵ was also adopted in August 2020 and is an updated version of the CARB’s At-Berth Regulation that supersedes the existing At-Berth Regulation, as specified, and is designed to achieve further emissions reductions from vessels at berth to improve air quality in communities surrounding ports and terminals throughout California. Emission reductions will be achieved through the inclusion of new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals, and through updated control requirements, among other provisions.

Upcoming CARB Regulations

- **Commercial Harbor Craft Regulation Amendments** – CARB’s existing commercial harbor craft regulation was adopted in 2007 and will be fully implemented by the end of 2022. CARB is working through a public process to consider additional amendments that may further reduce emissions and pursue more stringent in-use standards, with consideration for Tier 4 engine technology and near-zero and zero emission technologies. For more information on the regulation and potential new regulatory concepts, visit: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>.
- **Heavy-Duty Vehicle Inspection and Maintenance** – When emissions control systems are not operating correctly, in-use emissions can increase. CARB’s current inspection programs include the roadside Heavy-Duty Vehicle Inspection Program and the fleet Periodic Smoke Inspection Program. These regulations require heavy-duty vehicles operating in California be inspected for excessive smoke and tampering. In July 2018, CARB approved amendments to the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program to reduce the smoke opacity limits to levels more

²⁴ For more information on the Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>

²⁵ For more information on the Control Measure for Ocean-Going Vessels At Berth, see: <https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation>, and the At Berth Factsheet: https://ww2.arb.ca.gov/sites/default/files/2020-08/External%20At-Berth%20Fact%20Sheet%20August%202020%20ADA_0.pdf

appropriate for today's modern engine technology. CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program that would help ensure all vehicle emissions control systems are maintained adequately throughout the vehicles' operating lives. For more information on existing heavy-duty maintenance programs, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>. For more information on the development of a comprehensive heavy-duty inspection and maintenance program, visit: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

- **Cargo Handling Equipment Regulation Amendments** – Mobile cargo handling equipment is any motorized vehicle used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017. CARB staff is currently assessing the availability and performance of zero-emission technology to further reduce emissions. For more information on the regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>.
- **Advanced Clean Fleet Rules** – CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications. For more information, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.
- **Transport Refrigeration Unit Regulations** – Transport refrigeration units congregate at distribution centers, railyards, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB is working through a public process to consider new requirements to transition the transport refrigeration units fleet to zero emission operations by requiring both zero emission technology and supporting infrastructure. For more information on this new regulation, visit: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>.
- **Advanced Clean Cars II** – CARB staff is developing the Advanced Clean Cars II regulations, which will seek to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles beyond the 2025 model year, and increase the number of zero emission vehicles for sale. For more information on these new regulations, visit: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>.

Estimated Emission Reductions from CARB Measures

CARB has estimated the emission reductions benefits for some of the proposed statewide measures as shown in Table 7b for the 2025 and 2030 milestone years for the Portside Environmental Justice Community. Note the emission reductions from the recently adopted Ocean-Going Vessels At Berth Amendment and Low NOx Omnibus Regulation are not reflected in the emissions inventory presented in Chapter 3, Appendix 3a, or Appendix 3b.

Table 7b. Estimated Emission Reductions from CARB Measures in the San Diego Portside Environmental Justice Community

Proposed Statewide Measures	Emission Reductions (tons per year)							
	PM2.5		DPM		NOx		ROG	
	2025	2030	2025	2030	2025	2030	2025	2030
Ocean-Going Vessels At Berth Amendment	1.48	1.70	1.61	1.84	98.04	109.97	4.59	5.26
Advanced Clean Car 2		0.03		0.001		1.50		0.55
Heavy-Duty Inspection and Maintenance	0.20	0.22	0.21	0.23	16.39	18.6		
Low NOx Engine Standard					1.62	11.43		
Small Off-Road Engine Amendment	0.38	2.73	0.30	0.72	40.81	68.11	23.14	82.16

District Annual Reporting

In order to monitor the progress of the strategies outlined in this chapter, the District will work with the Community Steering Committee (CSC) and other agencies involved to prepare an annual progress report and make it available to the public by October 1st every year after approval of the CERP. The report will provide a status update on all strategies included in the CERP to evaluate the corresponding metrics.

The District will also report on the dollar amounts invested on incentive-based emissions reduction projects and the corresponding emission reductions from those projects. The District will also report on emissions reductions achieved resulting from any rule development implemented. Table 7-3 shows estimated expected ozone forming emissions reductions countywide and specifically in the Portside Community from full implementation of the items in the table. Ozone is formed through the combination of NOx and ROG and can be transported around the San Diego region by wind patterns. Reduction in these emissions both locally and Countywide can have an impact on reducing ozone exposure in the Portside Community.

Table 7-3- Estimated Expected Districtwide Emission Reductions

Estimated Expected Emission Reductions Districtwide (tons per year)		
	NOx	ROG
Small Boilers, Process Heaters, and Steam Generators	292	
Medium Boilers, Process Heaters, and Steam Generators	194	
Petroleum Storage Tanks		11
Mobile Transport Tanks Loading		3.7
Metal Parts and Product Coating Operations		1.1
Marine Coating Operations		3.7
Adhesive Materials Application Operations		33
Natural Gas-Fired Fan-Type Central Furnaces	51	
Districtwide Potential Reductions:	537	86
Estimated Expected Emission Reductions in Portside (tons per year)		
\$33 Million in CAPP Incentive Funding		330

Ocean-Going Vessels At Berth Amendment (CARB)	110	5.3
Advanced Clean Car 2 (CARB)	1.5	0.55
Heavy-Duty Inspection and Maintenance (CARB)	18.6	
Low NOx Engine Standard (CARB)	11	
Small Off-Road Engine Amendment (CARB)	68	82
Additional Potential Reductions in Portside:	539	88

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