



**AB 617 Portside Community Steering Committee  
Meeting Agenda + Notes**

**8/27/2024**

**5:00 pm - 7:00 pm**

**Port of San Diego**

**(1400 Tidelands Ave, National City, CA 91950)**

**[Click here for meeting materials](#)**

**Meeting Objectives**

- Receive an update and provide feedback on the Port of San Diego and San Diego Air Pollution Control District (SDAPCD) draft MOU concept.
- Presentation, discussion, and opportunity to vote on the Portside Projects and Leases Expectations document.
- Hold working sessions for Portside Community Steering Subcommittees.

**Action Items**

- [Approval of 6/25/2024 Meeting Notes and 8/27/2024 agenda](#)

**Agenda**

*(Meeting Facilitator: Shalem Aboody-Lopez, SDAPCD Office of Environmental Justice)*

**I. Welcoming Remarks**

**5:00 pm**

- a. Review Meeting Objectives & Agenda
- b. Roll call Community Steering Committee (CSC) members
- c. General Updates
  - i. **Tim Garret** announced that SANDAG is hosting an information session August 28 at 6 pm on Zoom about two transit projects: Rapid 688 and the Purple Line. Register at [SANDAG.org](https://www.sandag.org)
  - ii. **Phil Gibbons** announced that the Port of San Diego and Skycharger are holding a Zero Emission Truck & Community Hub Partner Networking Event to review the Port proposed ZE truck stop, September 12, 5-7 pm at National City Library, 1401 National City Blvd., National City, CA 91950.
  - iii. **Lauren Perez** from the SDAPCD thanked Silvia for sharing a community event where SDAPCD was able to share information. Lauren requested if there are any opportunities to have SDAPCD participate, please share them.
  - iv. **John Alvarado** announced that the Good Neighbor Project San Diego through Sweetwater school district is teaching skills/rules of use of drones. Can get recreational pilot certificate. Program starting in two weeks.

**II. Approval of 6/25/2024 Meeting Notes and tonight's agenda**

**5:10 pm**

- a. MOTION to pull Item IV. Port Projects and Leases Expectations Document and approve the rest of the 8/27/2024 agenda by **Nicholas Paul**.
  - i. Seconded by **John Alvarado**.
  - ii. Motion passed unanimously.
- b. MOTION to approve 6/25/2024 meeting notes by **Tim Garret**.
  - i. Seconded by **John Alvarado**.
  - ii. Motion passed unanimously.



### III. Presentation: Port of San Diego and SDAPCD Draft MOU Concept Update

5:15 pm

- a. **Nick Cormier**, SDAPCD Rule Development provided a review of the MOU Concept. The MOU is not final yet and no vote expected at this meeting.
- b. Questions and comments
  - i. Tim Garret asked what percentage of CAPP funds is the \$7M for the MOU?
    - (A) **Kathy Keehan** responded Half of yearly allocation total for the region for AB 617
  - ii. **John Alvarado** asked if the community going to be able to participate in real terms. Interested to see if there are visuals early on.
    - (A) **Nick C.** - Yes, community will be able to participate, assuming MOU gets approved. Including reporting provisions and other provisions to require reports from Port to SDAPCD and to the community. Could include visual components. Since this is CAPP funding, involves SDAPCD coming to this steering committee, another opportunity to highlight projects that are advancing.
    - (B) **John A.** added that it would be good to include the community planning group.
  - iii. **Nicholas Paul** commented and asked: lots of potential with this-excited to see what turns out. Why were the years 2025 & 2029 selected as potential milestone years—why not annual progress report?
    - (A) **Nick C.** Going back to where the board provided SDAPCD direction. 2026 and 2030 targets are MCAS goals – to push the ball forward to meet targets. Depending on if MOU gets adopted that might shift.
    - (B) Annual progress reports- SDAPCD is going to be asking the Port for an annual progress report as a part of this MOU.
    - (C) **Phil Gibbons** commented that the MOU will likely not fully achieve the MCAS objectives.
    - (D) **Nicholas P.** commented that annual goal share out will be important to reaching the objectives
  - iv. **Question (Maybe John)** asked will the truck portion include class 7,8,9 for heavy-duty equipment trucks?
    - (A) **Nick** responded that the zero-emission truck pilot is for class 4-8— but something we would take feedback from the CSC on to see what is appropriate to spend those funds on.
  - v. **Follow up Q:** Understand there were some issues because of scrapping requirement?
    - (A) **Nick** responded SDAPCD has heard concerns from equipment operators that the requirement to scrap the old equipment (required by CARB) is they have interest but that there's still useful life left in the diesel truck they're operating and there's still value in it and hesitate to just throw it away in the required timeline of the program.
  - vi. **Follow up Q:** Would there be some sort of check and balance that would indicate that there has been some sort of emissions reduction because of the ZE investment?
    - (A) **Kathy** responded SDAPCD requires a minimum of 52 trips a year in portside and the total number of miles that truck operates over the year. Emissions reduction is calculated with those inputs.



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- vii. **Tim G.** asked: In the absence of the MOU what would that money be used for?
- (A) **Phil G.** responded that thru COVID recovery funds, reserved \$1million for zero emission trucks and no one has taken up funds. Right now earmarked for zero emission trucks.
- viii. **John A.** asked about emissions from vessels in international waters and Mexico's air comes our way. How much is taken into consideration in relation reductions?
- (A) **Phil G.** responded that vessel speed reduction program is one of the provisions in this program—as ships slow down they reduce emissions—GHG emissions included. Currently have a 70% participation rate, want to get it up to 90% -- want to institute rewards to help try and fill that gap. The Port and state doesn't have much control over ships that are in transit. Through MOU Port is going to put resources towards that. There is a performance curve – have proposed the optimal speed as part of the Vessel Speed Reduction. Is up to 40 nautical miles.
- ix. **Martiza** asked about annual reporting, on the truck registry, is it close to being finalized? Will it be accessible to the public? Who has access to that info?
- (A) **Phil** responded that the Port truck tracking system is operating at Tenth Ave. Terminal & National City Terminal with use of cameras, trucks are tracked as they come in via a license plate # and vin# and the fuel it uses, diesel, C&G and electric. In a continual collaborating with CARB, the Port is required to validate and verify with regulations, ongoing because not complete yet. MOU would agree to provide numbers of trucks, and percentages – would model after Ports of LA and Long beach.
- x. **Question was asked:** How was the break down of funds decided--\$4mil to trucks, \$3mil to cargo handling—is it possible to reallocate?
- (A) **Kathy** responded that the \$3MM is Something the CSC has weighted in on and supported in the past. The \$4MM for trucks is looking at the available funding at CAPP– want to make sure there is enough money in the program to encourage people to participate in it for specifically port-serving trucks.
- (B) **Mike Watt** commented that SDAPCD will be looking at the total \$7 million and seeing what the demand is and, over time, evening it out and reviewing the potential to have some flexibility based on need/demand and the emission reduction potential.
- (C) **Peter:** The dollar amount is really important but also the other demands are really important—e.g., the no scrappage—going above and beyond and put the best food forward to see what are the barriers to transition.
- xi. **Tim G.** asked what are the barriers to the ocean-going vessels that aren't participating in the speed reduction program?
- (A) **Phil G.** responded that some carriers have stated they are not informed of the program, so Port needs to do better publicity. Have also heard that awarded and recognition program from other air districts is an approach that is working.
- xii. **Question asked: How long has truck-tracking been active at the Port?**



- (A) **Phil** responded that all the gates installed within the past year.
- xiii. **Follow up Q:** Will truck tracking expand to collect mileage on the vehicle to see the lifespan of the vehicle for future grant programs? How much frequency per plate? We should narrow our targets down to local vs. out of towners.
  - (A) **Phil** responded that the program currently not capturing mileage. Only really capturing fuel-type for MCAS. Will be Building in verification process that CARB requires for regulation. Will eventually have to report their mileage to CARB.
  - (B) **Additional comment made:** There seems to be a small group that are the core group—trying to get them to turn over their trucks. Need targeted marketing to that core group of trucks making the most trips to the Port. Maybe send a letter to them from the Outreach subcommittee.
  - (C) **Phil** added - Truck drivers don't want a lot of questions at the gate, they want to get in and get out – but maybe it could be programmed in as a survey at a later date.
  - (D) **Additional comment made:** January 2025 CARB is going to require they report their odometer—would be great to connect and share that with the Port
- xiv. **Montserrat** asked, if it is it possible to have a report of those trucks that have already been tracked? Can we know the details of how that's functioning?
  - (A) **Phil** responded yes. Not publicly available data on the Port's website. But the Port can report at the CSC—maybe at the Oct/Nov meeting. Similar report that Ports of LA/Long beach have created as part of the MOU.
- xv. **Sarah** commented thanks for all the investment and sharing how much there has already been advanced —didn't realize it was that much.
- xvi. **Phil** commented that Port has been working on this with SDAPCD for quite some time. These partnerships are really important to us through the MCAS and the CERP and to provide and promote transparency in the decision making process at the Port.
- xvii. **Tim** asked if this will come back to the CSC in it's final language before the board's weight in?
  - (A) **Phil** responded - Yes that is the intention. it goes to the board in September (not for adoption, just to present the concept).

**IV. ~~Action Item (Discussion & Vote): Portside Projects and Leases Expectations Document Item Pulled, No Action~~**

**6:05 pm**

**V. Working Sessions: Portside CSC Subcommittees**

**a. CERP Implementation and Funding**

**6:35 pm**

- b. Air Monitoring and Data
  - i. Reviewed slides on background information on pollutant, health effects, sources, data and impacts to community.
- c. Community Outreach
  - i. Reviewed and edited outreach flyer and doorhanger. Final text approved by committee members.

**VI. Public Comments - NONE**



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- a. Reserved for comments on items not listed on the agenda
- b. Each speaker is limited to 3 minutes

**6:50 pm**

**VII. Closing Remarks**

**6:55 pm**

**VIII. Adjourn**

**7:00 pm**

*The next scheduled meeting is scheduled for 09/24/2024 virtually via Zoom*

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