

Portside CERP Tracker				
Measure Type	Measure Category	Measure	2021-2023 Actions	2024 Actions
enforcement	1	Coordinate and conduct inspections of stationary sources with Air District staff.	CARB CARB <i>conducted joint inspections for stationary sources</i> in 2021. Final report for inspections is pending. Direct emissions or exposures could be achieved upon implementation of recommendations to the District.	CARB Nothing new to report for 2024.
enforcement	2	Achieve compliance with the Truck and Bus Regulation via Senate Bill 1	CARB <i>Compliance with the Truck and Bus Regulation via Senate Bill 1 fully implemented</i> as of 01/01/2022. Statewide compliance rate ~99%	CARB Nothing new to report for 2024.
outreach	3	Provide Annual Report of Enforcement Activities	CARB Information provided to OCAP on CARB ED activities.	CARB Nothing new to report for 2024.
collaboration	4	CARB will seek opportunities to coordinate with other agencies with enforcement authority in Portside Environmental Justice Neighborhoods, including but not limited to the City and San Diego and Port of San Diego.	CARB <i>MOU Approved</i> and signed December 7, 2021	CARB Nothing new to report for 2024.
enforcement	5	CARB is committed to enhancing the quality of enforcement data for the Portside Environmental Justice Neighborhoods community.	CARB CARB continues to regularly update the EDVS tool with recent enforcement data. CARB has also released an enforcement data portal that summarizes enforcement activities from 2022. The data portal includes summaries of CARB's field operations, complaint program, Supplemental Environmental Projects, and more.	CARB Nothing new to report for 2024.
outreach	6	CARB will develop and offer training opportunities to the Portside Environmental Justice Neighborhoods community.	CARB CARB has not received requests from the CSC, but is committed to the strategy.	CARB Nothing new to report for 2024.
collaboration	7	CARB staff are committed to updating enforcement strategies as requested by the community steering committee, if those strategies are enforceable by CARB staff or if CARB can reasonably accommodate the request.	CARB CARB has not received requests from the CSC, but is committed to the strategy.	CARB Nothing new to report for 2024.
collaboration	Action A1: Incident Response Plan	Develop protocols and procedures to address major, unplanned incident with air quality impacts; Train staff to implement the incident response plan; Provide the plan in other languages	SDAPCD The <i>Incident Response Plan has been completed</i> with input from other agencies and members of the public. The final document was approved by the SDAPCD Governing Board on January 19, 2022	Completed.
outreach; collaboration	Action A2: Develop and Implement a Public Participation Plan	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.	SDAPCD The <i>Public Participation Plan (PPP) was developed</i> in partnership with CBOs, the Portside CSC, and general members of the public. The final document was approved by the SDAPCD Board on April 14, 2022	SDAPCD SDAPCD Office of Environmental Justice and Incentives have developed a <i>participatory budgeting framework</i> to guide incentives outreach priorities, get feedback from the CSC regarding the distribution of AB 617 funds, and have a transparent communications process with frequent updates.
outreach; collaboration	Action A3: Develop Plan to Quantify and Prioritize the Community Health Risks from Air Pollutants	Determine the goals and objectives of the health risk analysis; Based on the goals and objectives develop a work plan; Determine how the planning emission inventories can be utilized to quantify the health risks.	CARB <i>CARB has developed a model to quantify and prioritize cancer risk from air pollutants.</i> The Portside CSC provided input and approved objectives for the model. The model includes a dual approach to look at risks from a regional emissions perspective and from a community-generated emissions perspective. The final model was presented to the CSC at its May 24, 2022 meeting. CARB is developing a summary document and factsheet.	CARB Nothing new to report for 2024.

collaboration	Action A4: Establish an Office of Environmental Justice within the APCD	Implement educational plan for Air Pollution Control Board members; Administer a new Office of Environmental Justice; Develop and implement strategies to integrate environmental justice and equity in agency operations.	SDAPCD SDAPCD established the Office of Environmental Justice (OEJ) in November of 2020 and hired two positions to staff it (Deputy Director and Program Coordinator). In collaboration with the Portside CSC and community stakeholders, SDAPCD developed a Framework for the Office of Environmental Justice that was approved by the SDAPCD Board on April 15, 2022. Implementation is ongoing. The OEJ continues to grow and two more positions were added in fiscal year 23-24 to support the OEJ work.	SDAPCD Integrated environmental justice principles and practices into two agency operations: CEQA guidelines and Rule Development analysis process. OEJ secured a \$1 million grant from the EPA to launch the Environmental Justice Partnership program to expand its efforts to work with EJ communities region-wide to address air quality issues. As progress in EJ work continues, SDAPCD will also continue seeking opportunities to bring additional resources to support this work and meet arising needs.
incentives	Action B1: Create Additional Flexibility for Mobile Source Incentives	Work with the CSC and the public to identify and prioritize opportunities that could benefit from incentive funding.	SDAPCD SDAPCD proposed and CARB approved an electric truck pilot project for Portside to incentivize e-truck purchases without requiring scrapping old trucks. \$608,560 of AB 617 Incentive funds have been used.	SDAPCD Funded 9 zero emission trucks with \$1,777,918 in AB617 incentive funding. CARB Nothing new to report for 2024.
incentives	Action B2: Reduce Emissions from Passenger Vehicles	Incentive program for zero and near-zero vehicles for low income residents; Implement EV charging infrastructure incentive program; Support improvements to pedestrian, bicycle, shared mobility, and transit infrastructure	SDAPCD Clean Cars 4 All (CC4A) has entered into a “soft open” phase while the program mechanics are being worked out. GRID Alternatives has been contracted to handle the administration of the program. SA Recycle has also been contracted to help with the dismantling piece of the program. Currently, only a few cars dealers have signed contracts to be a part of the program but SDAPCD continues to work towards providing more options for applicants. The program will start in earnest during the first quarter of 2024 to provide clean vehicle options for those residents living in disadvantaged communities throughout San Diego County. \$18.4 Million in grants have been used for the program regionwide. CALeVIP has been implemented in cooperation with SANDAG and CEC.	SDAPCD Clean Cars 4 All currently open to eligible residents through https://www.sdcc4a.org/Clean_Cars/
incentives	Action B3: Reduce Exposure to Air Pollution	Develop and implement a residential air filtration and air monitoring program for up to 1,000 residents of the Portside Community	SDAPCD The Portside Air Quality Improvement and Relief (PAIR) program recently concluded in October as a very successful program. Approximately 550 air monitors and air purifiers were installed in homes throughout the Portside community of San Diego. The Environmental Health Coalition (EHC) was the administrator for the program and took great care to interact with the community and help make the program as successful as it was. The APCD will look to continue the success of the program and is currently evaluating a new iteration of the program that will look to expand to other areas of need throughout San Diego County. \$803,000 of funding from the Port (non-AB 617 incentive funds) have been used for the deployment of 550 air monitors and air purifiers.	SDAPCD No additional reporting for 2024.
incentives; outreach; collaboration	Action B4: Incentives Outreach	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.	SDAPCD SDACD also provides informational meetings regarding incentive opportunities and collaborates with other agencies in the region to bring additional funding to improve air quality.	SDAPCD SDAPCD has formalized a participatory budgeting process that prioritizes sectors/types of projects to conduct outreach and for the CSC to be able to inform AB 617 Incentive funding decisions.
regulatory	Action C1: Evaluate Rule 1206 to potentially regulate residential structures between 1-4 dwelling units	Evaluate the feasibility of amending Rule 1206 (Asbestos Removal, Renovation, and Demolition) to protect public health; Engage in community outreach on asbestos awareness.	SDAPCD SDAPCD is currently evaluating the feasibility of amending Rule 1206 (Asbestos Removal, Renovation, and Demolition) to protect public health, including an option for community outreach on asbestos awareness.	SDAPCD Ongoing.

regulatory	Action C2: Evaluate District Rule 1210 to Potentially Reduce Health Risks	Implement a regulatory process to amend District Rule 1210, which includes industry and community partners, to obtain input on and analyze reducing the toxic air pollution significance threshold.	<u>SDAPCD</u> SDAPCD adopted amendments to Rule 1210 on Nov 4, 2021 to lower the cancer risk reduction threshold from 100 in one million down to 10 in one million , thereby reducing the cancer risk impacting surrounding communities.	<u>SDAPCD</u> Action denoted in CERP is complete. Additionally, the District is now considering an amendment to Rule 1210 in 2025 that will correct a deficiency noted by CARB in the District's Program Audit. The amendment (if adopted) is administrative in nature and will not impact significance thresholds established in the 2021 amendment.
regulatory	Action C3: Evaluating Existing Rules and Considering New Rules	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.	<u>SDAPCD</u> SDAPCD adopted amendments to R61.2 and R67.0.1 on 2/10/21 to reduce VOC emissions from transfer to mobile transport trucks and architectural coatings , respectively. R67.18 (Marine Coating Operations) was evaluated and determined that an amendment to the rule would not be feasible at this time due to minimal emission reduction potential. Consistent with the adoption of the CERP and the SDAPCD's 2022 Regional Air Quality Strategy (RAQS), SDAPCD is in the background phase of rule development activities for a possible new rule affecting restaurant cooking operations (Rule 67.26) to reduce PM and VOC. SDAPCD is also currently evaluating possible regulatory and non-regulatory strategies that can reduce emissions from indirect sources (warehouses and distribution centers). Such efforts are being supported/guided through implementation of a local Warehouse Working Group (WWG), comprised of stakeholders from varied backgrounds. SDAPCD is also collaborating with the Port of San Diego on a possible Memorandum of Understanding (MOU) to reduce emissions from operations at the Port, and other actions that can support achieving goals found in the CERP and MCAS.	<u>SDAPCD</u> SDAPCD continues to evaluate possible regulatory and non-regulatory strategies to reduce emissions from indirect sources from warehouses and distribution centers. Staff convened 10 Warehouse Working Group (WWG) meetings and two site visits to better understand existing conditions, logistics, operations, and alternative regulatory and non-regulatory approaches. SDAPCD is working to update an ISR Framework Supplement to summarize conversations and information within WWG meetings, and anticipate receiving further direction from the Governing Board in 2025. In 2024-2025, the District will also: (1) Conduct a public workshop for possible new Rule 67.26 affecting commercial charbroiling operations to reduce PM and VOC emissions, (2) finalize language for a possible Memorandum of Understanding with the Port of San Diego to reduce indirect source emissions from Port operations, and (3) Have the Governing Board consider amendments to Rule 69.6 (Natural Gas-Fired Fan-Type Central Furnaces) to lower the emission limits for furnaces countywide.
regulatory	Action C4: Propose the amendment of District Rule 1401	Propose the amendment of District Rule 1401 to lower the threshold at which facilities must apply for and obtain a Federal Title V Operating Permit.	<u>SDAPCD</u> SDAPCD adopted amendments to Rule 1401 on 10/14/21. The amendment lowered the threshold at which facilities must apply for and obtain a Title V permit.	<u>SDAPCD</u> No additional reporting for 2024.
regulatory	Action D1: Propose the Development of a Supplemental Environmental Project (SEP) Program within the Violation Settlement Program	Formalize a SEP program to fund community-based projects from a portion of penalties received under the District's Violation Settlement Program.	<u>SDAPCD</u> SDAPCD established a Supplemental Environmental Project (SEP) Program to use part of violation fines to fund projects that benefit the community, with a focus on projects in disadvantaged communities.	<u>SDAPCD</u> No additional reporting for 2024.
regulatory	Action D2: Evaluate the Feasibility of Expanding Mobile Source Enforcement Program	Work with the California Air Resources Board (CARB) to evaluate the feasibility of obtaining authority to enforce additional mobile source regulations including; Marine - Commercial Harbor Craft Regulation; On-Road and Cargo Handling - 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.	<u>SDAPCD</u> MOU Approved and signed December 7, 2021. SDAPCD has implemented the expansion of the CARB/SDAPCD Mobile Source MOU to include Commercial Harbor Craft, and have begun conducting inspections.	<u>SDAPCD</u> No additional reporting for 2024. <u>CARB</u> Nothing new to report for 2024.

regulatory	Action D3: Evaluate the Current Air Quality Complaint Process	Evaluate the current air quality complaint process; 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, 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, 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.	SDAPCD <i>The air quality complaint process has been evaluated and process and tools have been updated.</i> The new SDAPCD Air Quality Complaints mobile app is available in English and Spanish for reporting air quality complaints. Members of the public can also call SDAPCD's complaint line 24/7 at (858) 586-2650, or at apcdcomp@sdapcd.org	Completed.
regulatory	Action D4: Increase APCD Presence in Portside Community	Evaluate options in increase APCD presence in the Portside	SDAPCD Since the implementation of the CERP, SDAPCD has doubled the number of idling inspections in the Portside Community by conducting vehicle idling sweeps in the area twice a week. Also, the District launched a new mobile app, available in English and Spanish, for reporting of air quality complaints, and has adopted an afterhours program to investigate air quality complaints.	SDAPCD No additional reporting for 2024.
regulatory	Action D5: Evaluate the Feasibility of Utilizing Portable Emission Analyzers to Verify Compliance	Evaluate the feasibility of utilizing Testo 350 portable emissions analyzers to enforce District requirements as they relate to combustion sources.	SDAPCD A vendor and purchase agreement to conduct testing and maintenance on the units has been established. Analyzers have been calibrated, maintenance and testing completed, and side by side comparison with source testing also completed. Next steps: Procurement of calibration gases to align with draft policy and procedures.	SDAPCD No additional reporting for 2024.
enforcement	Action D6: Promote enforcement of existing air quality rules and regulations pertaining to mobile sources.	Evaluating the feasibility of expanding enforcement of truck idling regulations within the Portside Community.	SDAPCD Since the implementation of the CERP, SDAPCD has doubled the number of idling inspections in the Portside Community by conducting vehicle idling sweeps in the area twice a week. Also, in collaboration with the City of San Diego and CARB, nine "no idling" signs were installed to prevent idling in the Portside community.	SDAPCD No additional reporting for 2024. CARB CARB and the District are coordinating to identify, deliver and install No-Idling signs for school sites (40) and streets (10) where the CSC and community members have expressed concern.
incentives	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.	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.	National City Free Ride Around National City (ZEV on demand mobility) operating. Port of San Diego <i>Request For Proposals for HD Zero Emission Truck Charging Stop in National City</i> Last calendar year the Port issued a Request for Information (RFI) (5/23 – 7/25/2022) seeking information to facilitate deployment of infrastructure to support the transition to zero-emission (ZE) truck trips to and from the Port's marine cargo terminals in San Diego and National City. The RFI identified four potential sites on Port Tidelands in addition to four regional locations along high-volume freight corridors outside of the Port's jurisdiction. Last fall Port staff presented its recommended pathway to the community and the Board; the Board directed Port staff to move forward with releasing a Request for Proposals (RFP). Building off direction Port staff received from the Board, an RFP was released (4/27 – 8/9/23) seeking proposals to construct and operate an EV Truck Stop on one or more of three adjacent parcels at the intersection of 19th Street and Tidelands Avenue (located on Port Tidelands), which together is approximately 13 acres. The RFP seeks business models that focus on battery electric technology, incorporates distributed energy resources, and provides preferential charging for trucks calling to and from the Port's marine cargo terminals. Port staff anticipate entering into an agreement with a partner to develop the ZE Truck Stop in early 2024.	SDAPCD APCD to offer funding for at least three EV infrastructure projects for Portside to facilitate zero emission truck/bus/shuttle adoption. Port of San Diego Zero-Emission Truck Hub in National City (Skychargers LLC selected) In March 2024, the Board of Port Commissioners selected Skychargers LLC pursuant to RFP 23-12MB to enter into an exclusive negotiating agreement for the development of a Zero-Emission truck charging station on Port Tidelands at 19th Street and Tidelands Avenue in National City, in furtherance of MCAS Truck Goal 2. The proposed project would also include a trucking-as-a-service program. Skychargers and Port staff continue to engage the community and stakeholder groups; are advancing the site design and engineering; and are in the early stages of environmental review consistent with applicable CEQA Guidelines.

			<p>Additionally, in June 2023 the Port entered a Memorandum of Agreement (MOA) with Caltrans District 11 to memorialize our agencies' shared commitment to work cooperatively toward the mutual goal and shared vision of developing sustainable transportation and freight projects to support the San Diego region and Port operations. This includes the collaborative development of Regional ZE Truck Infrastructure, hosted on Caltrans property, by providing opportunity charging for trucks that need a battery boost between the Port and their next destination. The Port and Caltrans staff are already collaborating on applying for SDG&E's Power Your Drive for Fleets program for the first regional ZE truck charging demonstration to arise from this partnership, located at the existing Caltrans Park and Ride located on Pala Road at the 76/15 Interchange in Fallbrook.</p> <p><i>Heavy-Duty Zero Emission Truck Transition Plan</i> In June 2022, staff completed the Final Heavy-Duty ZE Truck Transition Plan and presented it to the Board of Port Commissioners, which identified pathway(s) to meet the MCAS zero-emission truck goals for 2026 and 2030. The targeted pathway consists of replacing between 86 to 153 diesel truck trips with ZE truck trips to attain 40% zero emission truck trips by 2026.</p> <p><i>Technical Assistance & Outreach</i> To educate truck operators about ZE Trucks, funding, and regulations, the Port launched a pilot Technical Assistance program in January 2023. The program offered one-on-one coaching to truckers. In addition, the Port and project partners such as the Environmental Health Coalition, CALSTART, the San Diego Air Pollution Control District, and San Diego Gas & Electric conducted direct outreach to truckers at the Port's Tenth Avenue Marine Terminal. Events were held on the following dates:</p> <ul style="list-style-type: none"> ▪ February 15, 2023 ▪ April 24, 2023 ▪ June 26, 2023 ▪ June 28, 2023 <p>Additional outreach performed by Port staff and its partners to truck operators included:</p> <ul style="list-style-type: none"> ▪ Port of San Diego Trucker Roundtable: February 23, 2023 ▪ SDG&E EV Fleet Day: April 6, 2023 ▪ Harbor Trucking Association EV Truck Ride and Drive Event in Otay Mesa: April 7, 2023 ▪ CALSTART EV Truck Ride and Drive Event in Chula Vista: October 20, 2023 <p><i>EV Truck Incentives</i> The Port coordinated with APCD to develop synchronized incentive funding for truck operators to procure ZE trucks. The Port is actively working with trucking fleets to reach agreements.</p> <p>SANDAG SANDAG worked with the San Diego Regional Medium and Heavy-Duty Zero-Emission Vehicle Blueprint project, which kicked off in June 2022. Partners include the Port of San Diego and Environmental Health Coalition and consultants Fehr & Peers and ICF. The Blueprint will identify regional MD/HD ZE vehicle and infrastructure goals, develop public siting criteria, identify near and long-term strategies to accelerate MD/HD ZEV adoption, and guide SANDAG investments to address challenges with technology readiness, infrastructure availability, and costs.</p> <p>SANDAG staff coordinated biweekly with Port of San Diego staff on MD/HD ZEV planning efforts.</p> <p>SANDAG completed the Regional EV Charger Management Strategy in March 2023.</p>	<p><i>Technical Assistance & Outreach</i> To build upon the success of the pilot Technical Assistance program in January 2023, which was developed to educate truck operators about ZE trucks, funding, and regulations, the Port launched the Zero Emissions Technical Assistance for Truck Operators Program in February 2024. The program developed a Universal Truck Operator Education Program, which was presented to three truck operators in one-on-one virtual sessions.</p> <p>Additionally, the Port and project partners CALSTART and the California Air Resources Board conducted direct outreach to truckers at the Port's Tenth Avenue Marine Terminal on July 30, 2024.</p> <p>Lastly, outreach performed by Port staff and its partners to truck operators included:</p> <ul style="list-style-type: none"> ▪ CALSTART EV Truck Ride and Drive Event in Chula Vista: October 20, 2023 ▪ SDGE EV Fleet Day: April 19, 2024 ▪ Harbor Trucking Association Outreach Event (San Diego Sports Arena): September 4, 2024 <p>SANDAG SANDAG completed the San Diego Regional Medium- and Heavy-Duty Zero-Emission Vehicle Blueprint.</p> <p>SANDAG supported Caltrans in completing the Caltrans District 11 Truck Parking and MD/HD Truck Charging Feasibility Study. SANDAG was a member of the Project Development Team and supported Caltrans with analysis and review.</p> <p>SANDAG participated in the San Diego County Air Pollution Control District Warehouse Working Group that discusses possible rules and incentives to encourage the adoption of zero-emission vehicles and other emission-reducing activities at warehouses.</p> <p>SDGE National CityFree Ride Around National City (FRANC) continues to operate and provides electric vehicle shuttle rides to residents west of the 805 in National City.</p> <p>The Port of San Diego came to an agreement with Skycharger as the contractor to build the Zero Emission Truck Stop off of Tidelands Avenue in National City. The contractor has submitted application with SDGE for several projects for additional infrastructure to meet the electrical needs for such a large project. The project includes DCFC electrical vehicle charging, solar, battery, and even a small convenience store to reduce carbon emissions in the area.</p> <p>Through SDG&E's Power Your Drive for Fleets program, continue to support make-ready EV charging infrastructure for Medium/Heavy Duty fleets.</p> <p>Provide support for the Port's Truck Stop Electrification.</p>
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incentives	Action E2: Fair Outcome for Small Truck Owners	Evaluate potential regulatory impacts of truck replacements and maintenance on small fleets or sublessees.		<p>SDAPCD No additional reporting for 2024.</p> <p>CARB Nothing new to report for 2024.</p>
outreach; inspections; collaboration	Action E3: Support dedicated truck route and avoid truck impacts to local community	Establish a formal procedure to implement robust stakeholder outreach and educational component on a biannual basis; Improve street truck signage regarding designated truck route.	<p>Port of San Diego Port District support of Designated Truck Routes includes:</p> <ul style="list-style-type: none"> ▪ Coastal Development Permits issued along the working waterfront include the standard condition for project operations to comply with all applicable rules and regulations. ▪ Compliance with the designated truck routes in Barrio Logan are specifically called out as Special Conditions. ▪ Trucks entering/existing the Tenth Avenue Marine Terminal are additionally made aware of the truck routes via signage at TAMT and if the driver is new to TAMT, they are provided with a map of the designated route. 	<p>Port of San Diego Port District continues to support Designated Truck Routes:</p> <ul style="list-style-type: none"> ▪ Coastal Development Permits issued along the working waterfront include the standard condition for project operations to comply with all applicable rules and regulations. ▪ Compliance with the designated truck routes in Barrio Logan are specifically called out as Special Conditions. ▪ Trucks entering/existing the Tenth Avenue Marine Terminal are additionally made aware of the truck

			<ul style="list-style-type: none"> A Port of San Diego Hotline for concerns relating to truck routes and excessive noise is maintained and monitored. The Port of San Diego has an established Truck Route Violation Hotline for residents to express concerns over truck traffic issues or other issues related to marine terminals. A recorded message is played in English and Spanish, and then the caller can leave a detailed message regarding truck issues. The caller is asked to leave details such as the name of the trucking company and the vehicle license number or container number. Additionally, the hotline will also track Tenth Avenue Marine Terminal noise complaints related to cargo and construction activities. Hotline #: (619) 686-8100. Note that this is a new number. The Port updated its informational flyers provided to truckers at the terminal gates to reflect the updated designated and prohibited truck routes through Barrio Logan, following the City of San Diego's adoption of the updated Barrio Logan Community Plan. <p>City of San Diego The City posted on website a map showing for <i>routes for prohibited/allowable truck route</i>. https://www.sandiego.gov/blog/truck-route-and-street-prohibition-map.</p>	<p>routes via signage at TAMT. If the driver is new to TAMT, they are provided with a map of the designated route.</p> <ul style="list-style-type: none"> A Port of San Diego Hotline for concerns related to truck routes and excessive noise is maintained and monitored - Hotline #: (619) 686-8100. <p>SANDAG & Caltrans SANDAG completed the <i>San Diego and Imperial Counties Sustainable Freight Implementation Strategy</i>, which includes Inclusion of Overweight Trucking Corridors as strategy for reducing congestion and increasing viability of MD/HD ZEVs.</p>
incentives	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.	Increase number of truck parking facilities and electric charging facilities.	<p>Caltrans On Harbor 2.0, the project has included ZEV infrastructure in and around the Port of San Diego Terminals. Funding grant was procured from California Transportation Commission for design includes for the development of ZEV infrastructure for commercial vehicles. SB25 CMCP included these efforts in its plan.</p> <p>SANDAG SANDAG supports this action by developing <i>siting criteria in the San Diego Regional MD/HD ZEV Blueprint</i>.</p> <p>SANDAG staff will begin participating in the PDT of the ZEV charging and fueling stations feasibility study led by Caltrans.</p>	<p>SDAPCD APCD to offer funding for at least three EV infrastructure projects for Portside to facilitate zero emission truck/bus/shuttle adoption.</p> <p>Caltrans Caltrans completed the <i>Truck Parking and ZEV Medium-Duty/Heavy-Duty Charging Stations feasibility study</i> and 22 locations in San Diego and Imperial Counties have been selected to be evaluated further in the next phase. In addition, Caltrans will provide support to organizations such as the Campo and Quechan tribes that are proposing charging hubs within their facilities.</p> <p>SANDAG SANDAG completed the San Diego and Imperial Counties <i>Sustainable Freight Implementation Strategy</i>, which includes strategies for increasing truck parking and charging infrastructure.</p> <p>SANDAG supported Caltrans in completing <i>the Caltrans District 11 Truck Parking and MD/HD Truck Charging Feasibility Study</i>. SANDAG was a member of the Project Development Team and supported Caltrans with analysis and review.</p>
outreach; collaboration	Action E5: Ensure fair outcomes for truck drivers	Focus grant opportunities on truck companies, as opposed to individual drivers, to ensure an unfair burden is not placed on the driver.		<p>SDAPCD See B1.</p>
outreach; collaboration	Action F1: Support land uses that serve as a buffer between industrial and residential uses in the Portside Community	Provide Steering Committee support for 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 strategies and goals in the CERP with the BLCP Update; Support adoption of the Port of San Diego Maritime Clean Air Strategy (MCAS); Support Balanced Plan adoption that will ensure	<p>Port of San Diego Consistent with the recently updated Barrio Logan Community Plan adoption, the Port District is advancing a comprehensive update to the Port Master Plan. <i>The Draft Port Master Plan Update (PMPU) contains a first ever Environmental Justice Element</i>, as well as other goals and policies. An example of policies related to incompatible land uses is maintaining appropriate separation or buffers to mitigate adjacency, while many others are related to ensuring compatible land use development. For more information on the Draft PMPU Environmental Justice Policies, please refer to the Environmental Justice Element beginning on page 139. https://www.portofsandiego.org/waterfront-development/port-master-plan-update</p>	

		implementation for Pepper Park in National City; Support for Westside Specific Plan (WSP) amortization strategy (WSP strategies 3.		
incentives; outreach; collaboration	Action F2: Reduce exposures for sensitive receptors within 500 feet of Port, freeways, and industries	Support community request for Caltrans to develop buffers (vegetative/walls) along I-5 where possible.	Caltrans Caltrans through the Clean California program has a project <i>along Boston Ave</i> from 29th to 32nd Streets. The project is in construction and has <i>removed contaminated soil and replaced it with clean soil. The project is adding and improving the following features: pedestrian/bike path, a privacy wall that has reduced sound pollution to the abutting community, and existing street lighting is being replaced and additional lighting is added for safety.</i> A contract change is adding a ramp to replace the steps on the Pedestrian Bridge that connects the communities on either side of the I-5 freeway. The main elements of the Clean California project are per requests and continuous conversations/meetings with the Environmental Health Coalition group and the City of San Diego.	Caltrans The Clean California program <i>Boston Ave Community Improvements Project completed construction in fall 2023. The actions including adding or improving the pedestrian/bike path, a privacy wall, street lighting, and a ramp to replace the existing steps have been implemented.</i>
incentives	Action F3: Urban Greening	Support National City Pepper Park Expansion (additional 2.	Port of San Diego The Port District is advancing a comprehensive update to the Master Plan. The <i>PMPU contains goals and policies aimed at greening the urban environment with particular attention to disadvantaged communities.</i> In November 2022, <i>20 new trees were planted at Cesar Chavez Park</i> , on tidelands, increasing tree canopy coverage in the Portside Community of Barrio Logan.	City of San Diego To date, City of San Diego planted 1,020 trees. <i>901 have been planted in priority area 1/Portside Area (Barrio Logan, Logan Heights, Sherman Heights, Grant Hill and Stockton)</i> and 119 in priority area 2 (San Ysidro). The City of San Diego celebrated our 1,000 th tree in San Ysidro on October 25 – more information here . There’s also a really great video CityTV put together here . Port of San Diego The <i>Final Draft Port Master Plan Update (PMPU) was adopted by the Board of Port Commissioners in February 2024 and contains a first ever Environmental Justice Element</i> , as well as other goals and policies. As an example of PMPU advancing urban greening principals are the following Goal, Objective and Policies: <ul style="list-style-type: none"> ▪ EJ Goal 2- Promote inclusive public participation ▪ EJ Objective 2.1- Increase awareness about the District and Tidelands ▪ EJ Policy 2.1.1 Continue to work with partners promote and expand awareness of recreational opportunities for the people from disadvantaged communities and relevant indigenous communities and tribes to explore Tidelands. ▪ EJ Policy 2.1.2 Continue to support environmental education opportunities for communities and schools in Portside and Tidelands Border Communities, other disadvantaged communities, and relevant indigenous communities and tribes in the region. ▪ EJ Policy 2.1.3 The District may support or participate in urban greening opportunities in adjacent disadvantaged communities, where feasible and consistent with requirements of the Port Act. <i>Tree Planting</i> The Port of San Diego, along with the San Diego Convention Center, American Thoracic Society (ATS), AstraZeneca, Breathe Southern California and other partners, teamed up to plant <i>27 new trees in Embarcadero Marina Park North along the San Diego Bay waterfront.</i>
incentives	Action F4: Public school exposure reduction	Introduce indoor air filtration system technologies to school districts; Prioritize	SDAPCD	SDAPCD No additional reporting for 2024.

		incentive funding to support ZEV buses & charging infrastructure; Establish collaboration with school districts to pursue funding opportunities; Pursue grant funding opportunities.	\$2,971,044 AB 617 incentives funds for ZEV buses and charging Infrastructure in the Portside communities have been invested.	
incentives	Action F5: Support Harbor Drive Multimodal Corridor Study (HCMCS) Land Use Proposals	Beardsley St & Harbor Dr: Modification of raised median to restrict EB and SB left turns.	<p>Port of San Diego Port staff remains engaged and committed to the Harbor Drive Multimodal Corridor Study led by Caltrans District 11.</p> <p>In June 2023, the Port District and the State Department of Transportation (CalTrans) entered into an MOA in which the District and CalTrans agreed to work cooperatively toward the mutual goal and shared vision of developing sustainable transportation and freight projects to support the San Diego region and Port District operations that benefit underserved communities and promote climate action. These projects include but are not limited to: Harbor Drive 2.0 and nearby roadways, M5, and ZE Vehicle and Truck Infrastructure, and projects and programs identified in transportation planning efforts led and supported by the District and Caltrans.</p> <p>In June 2023, the California Transportation Commission announced that the Harbor Drive 2.0 project had received \$18.5M in grant funding from the Trade Corridor Enhancement Program (TCEP) program to fund the project design and rights-of-way. The award required a \$2,185,714 match that was funded by the Port at the February 2024 Board Hearing.</p> <p>SANDAG Harbor Drive 2.0 is included in the 2021 Regional Plan with project ID GM06 to be built by 2035. Additional Harbor Drive Multimodal Corridor Improvements are included in project ID GM05 to be built by 2050.</p> <p>SANDAG completed the Harbor Drive 2.0 Concept of Operations in August 2022. Harbor Drive 2.0 is included in the final South Bay to Sorrento (SB2S) Comprehensive Multimodal Corridor Plan (CMCP) with reference number 601 to be built by 2035. Harbor Drive Multimodal Corridor Improvements are included in the final SB2S CMCP with reference number 600 to be built by 2035.</p> <p>SANDAG, Caltrans, and the Port of San Diego continue identifying and pursuing funding for the Harbor Drive improvements.</p> <p>City of San Diego City of San Diego is fully engaged in the planning process for HDMC 2.0 and associated Vesta St. 1-15 multimodal project and participates in meetings, led by Caltrans, in coordination Navy, Port, and SANDAG.</p>	<p>Port of San Diego Port staff remain engaged and committed to the Harbor Drive Multimodal Corridor Project (Harbor Drive 2.0).SANDAG, now leading the project, is working on completing the design and rights-of-way and seeking construction funding.</p> <p>At the May 22, 2024, Barrio Logan Community Group meeting, SANDAG and Port staff presented the Harbor Drive 2.0 project concept, discussed next steps, and took questions from the Group members and the public.</p> <p>SANDAG and Caltrans were awarded \$11 million for Right-of-Way through the Reconnecting Communities and Neighborhood grant programs for the Harbor Dr 2.0 Port Access Improvements project. SANDAG and Caltrans are exploring different dedicated truck lane alternatives to optimize efficiency and limit truck impacts to the community. The project will support the dedicated truck route by providing truck-only lanes and freight signal priority on Harbor Drive and connecting arterials. Extensive stakeholder outreach will be conducted to keep impacted residents, business, property owners, community members, and other stakeholders informed about the Project on an as-needed basis through appropriate channels. SANDAG continues to advance the project through the design and ROW phases.</p>
incentives	Action F6: Neighborhood Resiliency & Housing Stability	Work with the County of San Diego Health and Human Services Agency (HHS) 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.	<p>SANDAG SANDAG published the Social Equity Baseline Report in April 2023. The report analyzes current inequities and will inform the Equity Action Plan, which will steer the agency forward in addressing past planning practices that divided and marginalized communities. The Social Equity Baseline Report shows health indicators by race/ethnicity and by jurisdiction and contains recommendations for transportation planning and policymaking based on health insights.</p> <p>SANDAG included a Social Equity Analysis appendix in the final 2023 Regional Transportation Improvement Program (RTIP). The Social Equity Analysis examines how the implementation of the 2021 Regional Plan, through the RTIP, identifies transportation project locations and short-term funding allocations towards our region's most vulnerable communities. The methodology is based on CalEnviroScreen 4.0 composite scores, which incorporate health indicators and pollution burdens.</p>	<p>SANDAG SANDAG included a Social Equity Analysis appendix in the final 2025 Regional Transportation Improvement Program (RTIP). The Social Equity Analysis examines how the implementation of the 2021 Regional Plan, through the RTIP, identifies transportation project locations and short-term funding allocations towards our region's most vulnerable communities. SANDAG improved upon the methodology used for the previous RTIP to provide its Board of Directors and the public more information about social equity in project funding.</p> <p>The SANDAG Board of Directors passed a resolution directs its staff to consider the following when preparing the draft 2025 Regional Plan: (1) Prioritize the goal of "Healthy communities and environment for everyone" through the reductions of harmful air pollutants from on-road transportation through programs, policies and pilot projects in the census tracts identified with Diesel PM scores in the 75th percentile or higher per the current CalEnviroScreen maps and data; (2) The health impacts, with an</p>

				emphasis on disadvantaged communities that have historically borne a disproportionate share of pollution caused by transportation; and (3) Support goals 1-6 of the APCD CERP as they relate to the 2025 Regional Plan.
incentives	Action F7: Improve Transportation Efficiencies	Prioritize implementation of Blue line trolley grade separation at 28th St and 32nd St (SANDAG MMAS project L-83, & HDMCS project 62 & project 22); 2.	<p>National City <i>8th St & Harbor Dr</i> Reconfiguration of WB 8th St to allow 3 through lanes Naval Base Gate 9 (8th St). (HCMCS project 32). In March 2023, the City received a notification from Caltrans that the City received \$2,000,000 for the ATP-Cycle state funding for construction only. The City is waiting for the release of funding from the Affordable Housing and Sustainable Communities (AHSC) to fund the project design.</p> <p><i>Civic Center Dr & Harbor Dr</i> Dual EB left turn lanes to increase capacity for traffic from nearby I-5 SB offramp. (HCMCS project 33). In March 2023, the City received a notification from Caltrans that the City received \$2,580,000 for the ATP-Cycle state funding to fund the project. In the next few months, the City will select the design engineer to work on the design phase of the project.</p> <p><i>8th St</i> 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). This should be the "8th Street and Roosevelt Avenue Active Transportation Corridor" project that will enhance pedestrian and bicycle connections between Naval Base San Diego, the 8th Street Trolley Station and Downtown National City. The City received \$5,185,000 for the ATP state funding for construction only. The City is finalizing the project design, which is close to 100% design. However, the City is waiting for the release of funding from the Affordable Housing and Sustainable Communities (AHSC) to fund a portion of the construction since we estimate the project construction cost is close to \$7M.</p> <p><i>24th St/Bay Marina Dr</i> 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). This should be the "24th Street Transit Center Connections project" project that will provide Class I and IV bikeways on 22nd Street from Wilson Avenue to D Avenue. Class IV bikeways on Hoover Avenue from 22nd Street to 33rd Street. Class IV bikeways on 30th Street from Hoover Avenue to Highland Avenue. The City successfully applied to several ATP cycles and also received funding from the Congressman Vargas. The City should have enough budget to fund the design and construction phases of the project. In the next few months, the City will select the design engineer to work on the design phase of the project.</p> <p><i>Bayshore Bikeway, National City</i> Relocation from Tidelands Ave to Marina Way and McKinley Ave. (HDMCS project 50). The project is close to the completion of the design phase. The City is planning to advertise the project for construction in early 2024 and go to construction by the middle of 2024.</p> <p>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) This project is on hold. The City does not have the funding to finance the project.</p> <p>National City wayfinding signage project throughout National City (SANDAG MMAS project # P-32, Port Capital Improvement Program (CIP) (2014)) Project design complete. The City is planning to advertise this project for construction in the next few months.</p>	<p>Caltrans The Clean California program Boston Ave Community Improvements Project completed construction in fall 2023. The Project repurposed four acres of land along Interstate 5 between 29th St and 32nd St and added a bike trail and walking path per action item 5. Also at this location, the Bridge Preservation SHOPP project will replace the fence and lighting, and fix the bridge deck and sidewalk to connect the community across the freeway.</p> <p>Port of San Diego The Final Draft Port Master Plan Update (PMPU) was adopted by the Board of Port Commissioners in February 2024 and contains a Mobility Element, as well as other goals and policies. As an example of PMPU advancing efficient transportation principals specifically related to the movement of goods are the following Goal, Objective and Policies:</p> <ul style="list-style-type: none"> ▪ M Goal 2- An integrated, efficient, diverse, and sustainable network that facilitates the movement of goods ▪ M Objective 2.1- Provide clean, modern, and efficient transfer points at the District's marine terminals for goods movement between water and land ▪ M Policy 2.1.1- The District shall prioritize the use of existing land on terminals for maritime uses and operations, including but not limited to navigational facilities and shipping industries. ▪ M Policy 2.1.2 - The District shall encourage the development of versatile infrastructure that can adapt to future needs and support multiple modes of travel for the transfer of freight between waterside and landside uses. ▪ M Policy 2.1.3- The District shall strive to maintain a diverse cargo mix, such as containers, dry bulk, liquid bulk, refrigerated cargo, multipurpose cargo, roll-on/roll-off cargo, and ocean-towed cargo. ▪ M Policy 2.1.4- The District shall require, where feasible, efficient and sustainable dockside operations for oceangoing vessels and freight-related harbor craft. ▪ M Policy 2.1.5- The District shall seek investment and grant opportunities for infrastructure, equipment, and technologies that enable the District's marine terminals to efficiently and sustainably transfer goods between waterside and landside.

			<p>Support 8th Street urban Trail from Harbor Drive to D Ave. (SANDAG MMAS project L-146, National City Downtown Specific Plan (2017)). This project is on hold. The City does not have the funding to finance the project.</p> <p>Caltrans Caltrans through the Clean California program has a project along Boston Ave from 29th to 32nd Streets. The project is in construction and has added a pedestrian/bike path per action item 5.</p> <p>Port of San Diego The Port District is advancing a comprehensive update to the Port Master Plan. The Draft Port Master Plan Update (PMPU) contains a Mobility Element that is to provide direction for the maintenance, enhancement, accessibility, and integration of the travel options to, from, and throughout Tidelands. Specifically, the focus of this element is to:</p> <ul style="list-style-type: none"> ▪ Encourage the implementation of new mobility networks and the improvement and expansion of existing mobility networks to provide users with diverse travel options, including transit, on both water and land; ▪ Provide efficient marine terminals as cargo connection points to maintain a sustainable freight network; and ▪ Continue coordination with the Department of Defense to support and maintain the Strategic Port designation that facilitates U.S. military operations on Tidelands. For more information on the Draft PMPU Mobility Element Policies, please refer to the Mobility Element beginning on page 69. <p>The Free Ride Around National City (FRANC) Program (FRANC Program) is a Neighborhood Electric Vehicle (NEV) shuttle system that ties together destinations in downtown National City, Old Town National City, and West Side National City. In July 2023, the Board of Port Commissioners authorized \$400,000 from the Maritime Industrial Impact Fund (MIIF) to go towards the FRANC Program, which will supplement the up to \$1,500,000 "Mobility Project Voucher" that the City has received from the California Air Resources Board (CARB) through the Clean Mobility Options program.</p> <p>SANDAG Blue Line grade separations for 28th St and 32nd St are included in the 2021 Regional Plan with project ID TL12, anticipated to be built by 2035. Blue Line grade separations are included in the SB2S CMCP with reference number 11, anticipated to be built by 2035.</p> <p>City of San Diego City of San Diego is assessing feasibility of a traffic calming study to be completed along Boston between 26th and 28th. This supports Port Action F7. Improve Transportation Efficiencies.</p> <p>City of San Diego has included Class I multi-use path as a planned facility in the Barrio Logan Community Plan Update. This project has been also included and prioritized in the Draft Mobility Master Plan as well. All of these are citywide guiding policy documents that the City leads and supports.</p> <p>Main Street Class IV Cycle Tracks is a planned bikeway per the Barrio Logan Community Plan Update. This project extends from Schley Street all the way to Rigel Street along Main Street and includes the removal of a travel lane to install a Class IV two-way cycle track on the south side, and the installation of new raised medians, driveways and new curb ramps. The project is prioritized in the Draft Mobility Master Plan and is identified in the City's Capital Improvement Program as under preliminary engineering design and partially funded.</p>	
incentives	Action F8: Truck Diversion	Truck diversion to prevent trucks from driving onto Beardsley St.		

incentives	Action G1: Reduce Diesel Emissions from cargo handling equipment (CHE).	Facilitate upgrading and/or replacing diesel emitting CHE with ZE CHE at the Port's marine terminals.	<p>Port of San Diego The following zero emission cargo handling equipment replaced diesel equipment located at the Tenth Avenue marine Terminal:</p> <ul style="list-style-type: none"> ▪ Two all-electric mobile harbor cranes arrived at the Tenth Avenue Marine Terminal (TAMT) in July 2023, replacing a diesel mobile harbor crane, the dirtiest piece of cargo handling equipment at TAMT. The new cranes are expected to begin operation in 2024. In addition to the \$14M to acquire the cranes, an additional \$8.9M has been invested in the modernization and upgrade to electrical infrastructure to operate and charge the cranes, totaling nearly a \$23M investment in zero-emission cargo handling equipment at the Tenth Avenue Marine Terminal. ▪ Five electric 'Yard Trucks', replacing existing diesel-powered yard trucks, were received at the Tenth Avenue Marine Terminal and are in active use. ▪ An electric Heavy Lift (forklift), also replacing a diesel-powered forklift, was received at the Tenth Avenue Marine Terminal and is in active use. ▪ Overall, five of 20 Yard Trucks and four of 10 forklifts, have been replaced with zero emission, electric powered alternatives. ▪ SDAPCD funded \$2,723,000 (AB617 incentives funds) for infrastructure for cranes and 4 electric forklifts for Marine Group boatworks for \$214,882. 	<p>SDAPCD No additional reporting for 2024.</p> <p>Port of San Diego Sixteen of twenty diesel-powered Cargo Handling Equipment have been replaced with zero-emission equipment, consistent with the Maritime Clean Air Strategy Cargo Handling Equipment Objective 1, to reduce DPM from cargo handling equipment at the marine terminals by 80% by 2026.</p> <p>Two all-electric mobile harbor cranes arrived at the Tenth Avenue Marine Terminal (TAMT) in July 2023, replacing a diesel mobile harbor crane, the dirtiest piece of cargo handling equipment at TAMT. The electrical infrastructure to power the cranes was installed and operational in March 2024. Commissioning procedures have been completed for both cranes, which are now fully operational.</p> <p>New zero-emission cargo handling equipment were put into service at TAMT: two electric yard trucks (seven total) an electric heavy-lift (two total) three electric forklifts (three total) and two electric reach-stackers.</p>
incentives	Action G2: Reduce Emissions from Ships at Berth	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	<p>Navy The Navy continues to ensure our at berth ships are using shore-power whenever feasible in order to minimize fuel usage and air quality impacts to the surrounding communities. Naval Base San Diego (NBSD) is actively working to expand its shore power capabilities through funding provided by the state's low-carbon fuel standard (LCFS) program.</p> <p>Port of San Diego A second shore power system for Cruise Ships was installed and became operational in January 2023 at the Port's B Street Pier. Two cruise ships can be plugged into grid power simultaneously, dramatically reducing DPM emissions in Downtown San Diego. The first system was installed and has been operational since 2010.</p> <p>In April 2023 the Port Commissioners approved \$7.1M for final design and construction of a Phase 1 shore power system at the National City Marine Terminal for ocean-going vessel cold ironing operations.</p> <p>The Port's Vessel Speed Reduction (VSR) Program is a voluntary strategy to reduce air pollutants and greenhouse gas emissions from vessels calling to the Port by reducing speeds in the vicinity of San Diego Bay. The VSR Zone extends 40 nautical miles seaward from Point Loma. The Port asks vessel operators entering or leaving San Diego Bay to observe a 12-knot speed limit for cargo and 15-knot for cruise ships. Participation in the program encourages that 90% of vessel trips within the VSR zone follow the requested speed limits. From July 2022 to June 2023, the Port saw 26 separate vessel operators participate in the program at rates of greater than 90% accounting for 122 reduced-speed and reduced-emission trips.</p>	<p>SDAPCD No additional reporting for 2024.</p> <p>Port of San Diego The Port continues to build shore power for Ocean Going Vessels and Commercial Harbor Craft. At its September 2024 Board of Port Commissioners meeting, the Board awarded a construction contract for a new shore power outlet at the Cruise Ship Terminal in the amount of \$463,500. The additional shore power outlet will add flexibility for vessels connecting to shore power while at berth by not limiting the connection based on the side of the ship where the connection is located. Shore power capabilities allow cruise ships to plug into the electrical grid to power their ships while at berth rather than using diesel generators.</p> <p>Two Ocean Going Vessel shore power systems are being pursued at National City Marine Terminal (NCMT), with Phase 1 currently under construction and anticipated to be operational in early 2025. The design phase for Phase 2 shore power at NCMT has begun, and construction funding will be sought in future years for project implementation.</p> <p>The Port's Vessel Speed Reduction (VSR) Program is a voluntary strategy to reduce air pollutants and greenhouse gas emissions from vessels calling to the Port by reducing speeds in the vicinity of San Diego Bay. The VSR Zone extends 40 nautical miles seaward from Point Loma. The Port asks cargo vessel operators entering or leaving San Diego Bay to observe a 12-knot speed limit and cruise ship operators to observe a 15-knot speed limit. The program encourages that 90% of vessel trips within the VSR zone follow the requested speed limits. From October 2023 to October 2024, 31 separate vessel operators participated in the program at rates of greater 90% accounting for 153 reduced-speed and reduced-emission trips.</p>

incentives	Action G3: Reduce emissions from harbor craft	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.	<p>Port of San Diego The Port District continues to be an active partner with Crowley Marine Services in the design, development, and deployment of North Americas first ZE electric tugboat and associated landside charging infrastructure, expected to be operational winter 2023-24.</p> <p>The Port District is partnering with the APCD and Star & Crescent Boat Company, doing business as Flagship Cruises & Events (Flagship), to gain funding from CARB to electrify two (2) ferries that currently transport passengers across San Diego Bay to and from Downtown San Diego and Coronado, including charging infrastructure on both docks in the City of San Diego. - not for public release yet. Historically, SDAPCD has funded \$1,804,996 for several cleaner diesel harbor craft projects, including C&W Diving (\$122,500), Pacific Dredge (\$122,086), Pacific Tugboat (\$1,477,970), and RE Staite (\$82,440).</p>	<p>SDAPCD Completed Crowley e-tug project and SDAPCD provided \$8,002,785 in AB617 incentives, with an additional \$2 million in DERA funding through the Air District. Crowley Marines' eWolf, the first all-electric tugboat in North America is now operational in San Diego Bay and operates exclusively with Ocean Going Vessels calling to the TAMT. The eWolf displaces 30,000 gallons of diesel fuel annually by replacing an existing diesel-powered tugboat.</p> <p>Port of San Diego The Port remains engaged and hopeful that the partnership with Flagship Cruises & Events and San Diego County APCD to procure grant funding from CARB will enable the construction and deployment of two (2) electric ferries that currently transport passengers across San Diego Bay between Downtown San Diego and Coronado as well as charging infrastructure on both docks in the City of San Diego. The grant agreement is currently in negotiations.</p>
incentives	Action G4: Reduce DPM and NOx emissions from portable air compressors and other diesel sources at shipyards.	Shipyards to require portable air compressors on site to be powered by ZEV or Tier 4 engines; Shipyards will continue ongoing actions to reduce emissions from on and off-road diesel equipment.	<p>NASSCO Since 2021, the three shipyards have adopted a number of voluntary actions to reduce DPM and NOx emissions, including electric or Tier 4 portable compressor requirements, adoption of renewable diesel, and preliminary on-road/off-road electric vehicle feasibility demonstrations.</p> <p>In September 2023, NASSCO, in cooperation with San Diego APCD (APCD) Zero-Emission Truck Pilot Project, purchased 3 electric buses and 1 electric semi-truck to replace their diesel-powered counterparts in NASSCO's on-road fleet.</p> <p>The purchases present a significant first effort in adopting electric vehicles ahead of State regulatory deadlines. NASSCO expects delivery of the semi-truck by October 31, 2023 and the buses by March 1, 2024.</p> <p>In addition to on-road fleet electrification efforts, NASSCO is replacing its older diesel engines on two gantry cranes with new Tier 4 Final versions. Tier 4 Final engines emit significantly less DPM during operations than lower-tiered engines and are expected to further reduce NASSCO's annual emissions of DPM. As of September 22, 2023, NASSCO has replaced the engine of one crane, Crane 10, and will complete the replacement of the engine for a second crane, Crane 11, by the end of November 2023.</p> <p>BAE In first half of 2023, BAE Systems SDSR advanced their own fleet electrification efforts and acquired an electric 22-ton forklift to replace its diesel counterpart and an all-electric 2023 Peterbilt semi-truck. CMSD reduced their fleet DPM emissions by retiring multiple Tier 0 diesel forklifts and cranes</p> <p>In addition to the fleet electrification efforts described previously, CMSD and BAE Systems SDSR retained the services of "Smash My Trash", a trash compaction service that reduces the volume of trash inside waste receptacles within the shipyards resulting fewer truck miles driven in the Portside community from Republic Services. BAE further reduced their DPM emissions with the use of robotic skimmers that collect floating trash and debris in the Bay, akin to a water-based Roomba. The skimmers reduce the need to collect the trash and debris by diesel boats.</p>	<p>SDAPCD No additional reporting for 2024.</p> <p>NASSCO In March through May, 2024, NASSCO acquired and put into service its 3 electric buses and 1 electric semi-truck, which were purchased as part of the Zero-Emission Truck Pilot Project with the San Diego APCD. The vehicles have since begun making regular trips through and around the Portside as well as the Border AB617 Disadvantaged Communities.</p> <p>BAE Systems In the first half of 2024, BAE Systems has put into services its electric semi-truck acquired in 2023. In addition, BAE Systems has purchased 2 new electric security vessels, which are expected for delivery between Q4 2024 and Q1 2025. BAE Systems has also disposed six older forklifts from its offroad fleet and anticipates replacements with all-electric models, and is proceeding with plans to electrify/shorepower its POSD dry dock.</p> <p>Continental Maritime (CMSD) For 2024, Continental Maritime has purchased an electric flat-bed truck and associated charging infrastructure and expects to receive it between Q4 2024 and Q1 2025. In addition, CMSD disposed of a combination of 7 on/off-road vehicles, including 4 forklifts, a bus, boom truck, and off-road crane.</p>
incentives	Action G5: Promote best practices for reducing diesel,	Provide training on best practices for ship repair contractors; Navy will assess emission	<p>Navy The Navy continues to provide shore power to new ships that are added to NBSD for repairs. In addition, the Navy has been diligently verifying that all portable diesel engines conducting ship repair work at NBSD are the highest engine tier available (Tier 3 or Tier 4) to</p>	<p>Navy Contractors working on ships pier side must complete specific air quality training, provide certificates of training completion for their primary and alternate company representatives,</p>

	<p>VOC and other emissions from ship repair activities.</p>	<p>changes from increased ship repair operations at NBSD.</p>	<p>improve air quality.</p> <p>The Navy provides annual Marine Coating training to sailors and contractors to promote best practices for reducing VOC emissions. NBSD's efforts will help to reduce diesel fuel usage and minimize PM and VOC emissions.</p> <p>Shipyards In 2021 and 2022, this action supported promoting best practices for reducing diesel, VOC and other emissions from activities conducted by small ship repair contractors that work in the three shipyards or in surrounding areas. In 2023, the scope was expanded to strategizing fleet electrification for local members of industry groups such as the Industrial Environmental Association (IEA), San Diego Environmental Professionals (SDEP), and Society of American Military Engineers (SAME) who also have operational impacts to air quality in the community and San Diego County.</p> <p>The first subcontractor in-person training session was coordinated through the San Diego Ship Repair Association (SDSRA) and held at the Anchors Conference Center on July 11, 2023. The presentation focused on compliance with applicable marine coating rules, including:</p> <ul style="list-style-type: none"> ▪ Material handling and best practices to reduce emissions of VOCs, ▪ Use of VOC-compliant paints and solvents, and ▪ Recordkeeping procedures. <p>A second subcontractor training event occurred on September 14, 2023 through the SDSRA at the USS Midway. The presentation focused on compliance with application adhesive application rules, including:</p> <ul style="list-style-type: none"> ▪ Material handling and best practices to reduce emissions of VOCs, ▪ Use of VOC-compliant adhesives and solvents, and ▪ Recordkeeping procedures and common violations. <p>In addition to the subcontractor trainings, NASSCO presented at two in-person and one virtual industry environmental group events throughout the summer of 2023.</p> <p>The presentations centered on global trends in supply chains, energy, and manufacturing for electric vehicles and renewable energy sources and how local industry leaders can optimize their electrification strategies to reduce their fleet emissions with minimal delays.</p>	<p>submit Safety Data Sheets for all procured materials that show regulatory compliance, and specify the work planned. Following these verifications contractors are authored to begin work; they are subject to random inspections that assess their compliance with air quality standards. Monthly usage reports are required from each contractor, these verify their compliance with applicable air permits.</p> <p>Emissions reduction via procuring electric vehicles for government fleet, ultimately supporting ship operations and the bases' overall mission. This reduced fuel consumption by 10% since 2020, representing a reduction in CO2 emissions of 178 metric tons. This aligns with Executive Orders (EO) 14008 and 14057 that directed federal non-tactical vehicle fleets transition to zero-emission fleets.</p> <p>Shipyards In 2024, the shipyards, through the San Diego Ship Repair Association (SDSRA) held multiple trainings for subcontractors working within the Portside area with 3 centered specifically on air compliance measures to support the CERP. In addition, NASSCO presented to the Industry Environmental Association (IEA) conference on emerging green technologies that can assist fleet electrification efforts within the Portside community.</p> <p>The first subcontractor in-person training session was coordinated through the SDSRA and held at the Anchors Conference Center on February 13, 2024. The presentation focused on compliance with CARB rules and updates, including:</p> <ul style="list-style-type: none"> ▪ An overview of the regulatory developments by CARB regarding on/off-road fleets and commercial harborcraft, ▪ Changes to the In-Use Off-Road Diesel Vehicle Rule (effective Jan 2024), and ▪ How to comply with the requirements therein. <p>The second subcontractor in-person training session was coordinated through the SDSRA and held at the Anchors Conference Center on March 12, 2024. The presentation focused on compliance with applicable adhesive operation rules, including:</p> <ul style="list-style-type: none"> ▪ Material handling and best practices to reduce emissions of VOCs, ▪ Use of VOC-compliant adhesives and solvents, and ▪ Recordkeeping procedures. <p>The third subcontractor training event occurred on September 10, 2024 through the SDSRA at the Anchors Conference Center. The presentation focused on common violations of APCD rules for Marine Coating, Adhesive, and Solvent operations and ways to prevent them, including:</p> <ul style="list-style-type: none"> ▪ Open containers ▪ Verifying and demonstrating VOC compliance with APCD Rules ▪ Recordkeeping procedures and common violations
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incentives	Action G6: Reduce emissions from shipyard employee transportation	Continue ongoing programs and partnership with SANDAG iCommute to promote and increase participation in alternative transportation.	<p>Shipyards Prior to approval of the CERP, all three shipyards had existing transportation alternative programs that incorporated vanpools, carpools, and/or transit incentives in partnership with SANDAG. This action was included as a way to reduce emissions from employee transportation by increasing participation in transportation alternatives through outreach and education.</p> <p>The end of the COVID-19 pandemic led to a resurgence in the shipyards promoting and advertising their alternate commuting options. In collaboration with SANDAG, the shipyards participated in several outreach events throughout the year to ensure that these employees were aware of the various programs available to them. On September 12, 2023, SANDAG recognized BAE Systems SDSR and NASSCO with the prestigious Platinum tier Diamond Award for their extensive alternate transportation programs and outreach efforts.</p> <p>Summary of Shipyard Actions to Promote Use of Transportation Alternatives:</p> <ul style="list-style-type: none"> ▪ 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 Guaranteed Ride Home Program, and ▪ Conduct an iCommute survey as feasible to determine employee commute preferences and measure drive alone rate changes. 	<p>Shipyards Outreach materials were distributed by shipyards to educate employees and promote participation in transportation alternatives. Depending on the shipyard, distribution of these materials occurred through employee newsletters, e-mail distributions, new hire orientation events, company intranet sites, and/or posting on bulletin boards. In-person outreach events were also helpful in raising awareness of these programs to employees who do not utilize computers or e-mail in their day-to-day work.</p> <p>NASSCO In collaboration with SANDAG, NASSCO conducted a survey of its employees to determine the effectiveness of its alternative commuting options on single occupant drivers. The result of the survey indicated that single-occupancy vehicle (SOV) ridership dropped from 69%, as surveyed in 2022, to 65% in 2024. We are proud of the progress we continue to make and we are excited to develop and implement strategies to continue the trend of reduced SOV ridership.</p> <p>In recognition of its efforts, NASSCO was awarded the SANDAG Platinum Diamond Award for a consecutive year.</p>
incentives	Action G7: Promote adoption of ZE technologies by Port tenants, truckers, and other users of equipment	Demonstration event where ZE equipment can be viewed and tested.	<p>Navy The Navy has planned for and is currently committed to more than \$20 million dollars in EV infrastructure upgrades at NBSD this year. The Navy will be installing 340 chargers across NBSD. This effort will support the Navy's transition to electric vehicle fleets while improving the air quality in the portside community. The project was awarded September 2023.</p> <p>NBSD continues to increase its renewable energy assets. A micro grid project is scheduled to be awarded in early calendar year 2024. The project will provide 300KW of renewable on site generation and 1MW/8MWH of battery storage. The project will provide renewable and redundant power to key NBSD facilities and reduce electric load on the SDG&E grid.</p> <p>Port of San Diego The Port District promotes the use of new and emerging non-diesel-powered technologies. The Port District's ZE vehicle fleet has expanded and is anticipated to grow. Currently, the Port has acquired fifteen (15) electric vehicles.</p> <ul style="list-style-type: none"> ▪ One (1) Ford F150 Lightning truck ▪ Two (2) Lordstown Endurance trucks ▪ Four (4) Ford e-Transit 350 work vans ▪ Eight (8) Tesla Model Ys <p>Eleven (11) additional Ford F150 Lightning trucks are scheduled to arrive by 2024.</p> <p>In December 2022, the Board approved an agreement to participate in the SDG&E Power Your Drive for Fleets Program to construct make-ready infrastructure to support EV charging located at the Port's General Services facility located in National City.</p> <p>As stated in E1, the Port has conducted extensive outreach to Port tenants and trucking operators regarding ZE Trucks.</p>	<p>SDAPCD See B1. Zero Emission Truck Pilot Program provides incentive funding to facilitate transition to electric heavy duty trucks, with those vehicles traveling the community as a visual reminder that ZE vehicles are available.</p> <p>Port of San Diego The Port of San Diego has been awarded a nearly \$59 million grant from the United States Environmental Protection Agency (EPA) for the Port's San Diego Clean Cargo Project (CCP), which will further electrify operations at the Port's two maritime cargo terminals and support Zero Emissions (ZE) freight movement. An additional \$28 million in match funding provided collectively by the Port of San Diego, the San Diego Air Pollution Control District (APCD), Dole, PASHA, Skycharger, and SSA Marine brings the total project cost to \$86 million.</p> <p>The San Diego CCP will significantly reduce emissions to neighboring communities by implementing the following project components:</p> <ul style="list-style-type: none"> ▪ Construct all remaining improvements to the Tenth Avenue Marine Terminals' (TAMT) legacy 12-kilovolt (kV) electrical distribution system (12-kV loop) to support zero-emissions electric equipment and shore power systems. ▪ Install two shore power systems to support commercial harbor craft at TAMT and deployed throughout San Diego Bay. ▪ Install a shore power system to support Ocean Going Vessels calling at TAMT that can connect to the system. ▪ Advance a proposed Zero Emissions Truck Stop, strategically located to serve the Port of San Diego's two maritime cargo terminals, the arterial corridor Harbor Drive, and the region's freeway network.

				<ul style="list-style-type: none"> ▪ Purchase and deploy battery-electric zero-emissions equipment, vehicles, and charging infrastructure, including 32 pieces of cargo handling equipment, 20 medium-duty stevedore shuttle vans, and 25 heavy-duty trucks. ▪ The Port District promotes the use of new and emerging non-diesel-powered technologies. <p>The Port District's ZE vehicle fleet has expanded and is anticipated to grow. Currently, the Port has acquired twenty-five (25) electric vehicles.</p> <ul style="list-style-type: none"> ▪ Twelve (12) Ford F150 Lightning trucks ▪ Four (4) Ford e-Transit 350 work vans ▪ Eight (8) Tesla Model Y vehicles ▪ One (1) Nissan Leaf service vehicle <p>As stated in E1, the Port continues to conduct extensive outreach to Port tenants and trucking operators regarding ZE Trucks.</p>
incentives	Action G8: Reducing emissions associated with traffic at Naval Base San Diego	Reduce total emissions from employee transportation associated with travel to and from the base.	<p>Navy The Navy is a large proponent of telework for personnel whose work allows for it. This schedule flexibility reduces traffic that affects surrounding communities. Unnecessary emissions and noise have been minimized due to the decrease in vehicle miles traveled. The Navy supports a Transportation Incentive Program (TIP) and iCommute program, including partnering and participating in the Bike anywhere day event.</p> <p>The Navy continues to help alleviate traffic by increased security checkpoints throughput at nearby installations during peak traffic hours.</p> <p>Sailors who reside at NBSD must use the base shuttle service provided when traveling across the base during peak hours. Shuttle service has been improved as of October to include 3 different routes, increased bus stops, and extended morning and afternoon hours. The Navy continues to implement and support the e-bike program to further alleviate traffic and pollution.</p>	<p>Navy Understanding the amount of personnel transit required for ship maintenance, repair, and operation, NBSD started a new shuttle service tailored specifically to pier side activities. The shuttles are available to anyone with base access including military, civilian, and contractor personnel; they span the entire wet side of the base, with 15 stopping points. Shuttle schedules are planned to meet the demands of weekday and weekend operations. This shuttle use has reduced vehicle emissions, traffic, and parking constraints.</p> <p>In partnership with the California Energy Commission (CEC), Naval Base San Diego (NBSD) installed 14 dual-use EV chargers to support the Navy Electric Vehicle Pilot Program. These chargers support charging of private and government owned vehicles.</p> <p>Concurrently, NBSD is installing over 350 more level 2 and 3 chargers. NBSD has a financial and environmentally driven commitment to reducing vehicle emissions; these chargers will be available for use by all electric vehicles and have the potential to reduce CO2 emissions by 1,600 metric tons per year.</p>
incentives	Action H1: Support Emission Reductions Opportunities	Support emission reductions opportunities to improve air quality	The Portside Community Steering Committee and the SDAPCD continue to partner in advocacy opportunities to support emission reductions and prevention in the Portside Community.	<p>SDAPCD See section B4.</p>
regulatory	Advanced Clean Cars II	CARB staff is developing the Advanced Clean Cars II regulations to reduce criteria and greenhouse gas emissions from new light- and medium-duty vehicles and increase the number of zero emission vehicles for sale.	OAL has approved this rulemaking and filed with the Secretary of State on November 30, 2022. The effective date of the regulation is November 30, 2022.	<p>CARB In October 2023, staff launched a new effort to consider potential amendments to the Advanced Clean Cars II regulations, including updates to the tailpipe greenhouse gas emission standard and limited revisions to the Low-emission Vehicle and Zero-emission Vehicle regulations. View the Advanced Clean Cars II Amendments Fact Sheet for more information and how to get involved. Visit Meetings and Workshops to learn about the latest workshops and meetings.</p>
regulatory	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	<p>CARB The Advanced Clean Fleets regulation was adopted on April 28th, 2023 by CARBs board at the second public hearing. Under the new rule, fleet owners operating vehicles for</p>	<p>CARB CARB's Advanced Clean Fleets regulation was approved by the Board and became effective starting October 1, 2023. As</p>

		bus California fleet by 2045 everywhere feasible.	<p>private services such as last-mile delivery and federal fleets such as the Postal Service, along with state and local government fleets, will begin their transition toward zero-emission vehicles starting in 2024. CARB remain committed to working with stakeholders in taking in and considering comments related to the rulemaking. CARB continue to work with sister agencies, including the California Energy Commission and California Public Utilities Commission, to assist with utility planning efforts for the statewide transition to a zero-emissions transportation system and the needed fueling infrastructure to support that transition. CARB expect to make conforming modifications as directed by the Board at the first hearing and plan to release revised language for a 15-day comment period. CARB will then bring the finalized recommendation to the Board in Spring or early Summer 2023 for a final vote.</p> <p>CARB released the Initial Statement of Reasons for the proposed Advanced Clean Fleets regulation on August 30, 2022, for a 45-day public comment period starting September 2, 2022, and ending October 17, 2022. CARB have held multiple individual meetings with stakeholders this quarter and hosted a workgroup meeting focused on discussing and seeking feedback on the draft exemption and extension provisions.</p>	we await a waiver from the US EPA to enforce the regulation, implementation activity is well under way, with outreach, training, and education efforts to reach fleets across California who are developing their plans to meet the regulation's zero-emission vehicle procurement requirements. CARB has also begun work to amend the regulation to conform with changes required by Assembly Bill 1594 to provide additional compliance flexibility to public agency utilities.
regulatory	Cargo Handling Equipment Regulation Amendments	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.	<p>CARB CARB is beginning the rulemaking process for amendments to the CHE rule. No formal documents or outreach yet. CARB is participating in contracts with CHE experts to begin the rulemaking process. https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment</p>	CARB Nothing new to report for 2024.
regulatory	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.	<p>CARB At the March 24th Board Hearing, the Board approved the Commercial Harbor Craft Amendments, which will take effect on January 1st, 2023. The Board directed staff to release a 15-day package for public comment, and all public comments will be included in the Final Statement of Reasons.</p>	CARB Nothing new to report for 2024.
regulatory	Heavy-Duty Vehicle Inspection and Maintenance	CARB is now exploring the development of a more comprehensive heavy-duty inspection and maintenance program ensuring all vehicle emissions control systems are maintained adequately.	<p>CARB With the heavy-duty inspection and maintenance (HD I/M) program effective January 1, 2023, Phase 1 enforcement began with screening for potential high-emitting vehicles using the Portable Emissions Acquisition System (PEAQs). Starting in mid-February 2023, CARB began issuing Notices to Submit to Testing (NSTs) at a rate of 50 per week to those vehicles identified as potential high emitters through PEAQS. An NST requires a vehicle owner to have their vehicle tested by a credentialed HD I/M tester to verify compliance within 30 days of receipt of the NST. Repairs to emissions related components may be required to demonstrate compliance. CARB also conducted multiple in-person and webinar trainings (class MS510 on CARB's Learning Management System) on February 15 and 16, March 29, and April 4 to educate vehicle owners, credentialed testers, other interested stakeholders, and community members on the regulation's requirements and phase in schedule. CARB started the process of transitioning to the new name for the program, Clean Truck Check.</p> <p>CARB updated its webpages, including on TruckStop, to reflect the new Clean Truck Check name. Additional MS510 training sessions will soon be scheduled for the Spring timeframe. Enforcement of Phase 1 of the program (potential high-emitter vehicle screening and the issuance of NSTs) is ongoing. CARB continues to work with vendors/manufacturers of on-board diagnostic (OBD) testing devices, including telematics, through CARB's device certification process; the certification application period for vendors/manufacturers is June 1, 2023, through June 30, 2023, to prepare for the program's full implementation in the 2024 timeframe when periodic testing on all applicable heavy-duty vehicles will begin. Referee services (similar to the Referee in the Bureau of Automotive Repair's Smog Check Program for passenger vehicles) to conduct compliance testing on CARB-directed vehicles and to assist vehicle owners with compliance issues are expected to start by the end of June 2023. https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program and https://ww2.arb.ca.gov/sites/default/files/truckstop/truckstop.html</p>	CARB Nothing new to report for 2024.

regulatory	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.	https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit	CARB In February 2022, CARB approved the 2022 Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate, which require all truck TRUs operating in California to be zero-emission by December 31, 2029. Staff are developing zero-emission requirements for non-truck TRUs and plan to take a second rulemaking to the Board for consideration.
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