

Portside CERP 2023 Annual Progress Report

Community Details					Qualitative	TO BE FILLED FOR ALL OTHER ACTIONS		
					Status	Metrics		
Air District	Community	Action	Short Description	Action Type	Update	Metric (unit)	Target	Progress
San Diego APCD	Portside Environmental Justice Communities	1	Coordinate and conduct inspections of stationary sources with Air District staff	enforcement	CARB conducted joint inspections for stationary sources in 2021. Final report for inspections is pending. Direct emissions or exposures could be achieved upon implementation of recommendations to the District.			
San Diego APCD	Portside Environmental Justice Communities	2	Achieve compliance with the Truck and Bus Regulation via Senate Bill 1	enforcement	Fully implemented as of 01/01/2022. Statewide compliance rate ~99%			
San Diego APCD	Portside Environmental Justice Communities	3	Provide Annual Report of Enforcement Activities	outreach	Information provided to OCAP on CARB ED activities.			
San Diego APCD	Portside Environmental Justice Communities	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.	collaboration	MOU Approved and signed December 7, 2021			
San Diego APCD	Portside Environmental Justice Communities	5	CARB is committed to enhancing the quality of enforcement data for the Portside Environmental Justice Neighborhoods community.	enforcement	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.			
San Diego APCD	Portside Environmental Justice Communities	6	CARB will develop and offer training opportunities to the Portside Environmental Justice Neighborhoods community.	outreach	CARB has not received requests from the CSC, but is committed to the strategy.			
San Diego APCD	Portside Environmental Justice Communities	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.	collaboration	CARB has not received requests from the CSC, but is committed to the strategy.			
San Diego APCD	Portside Environmental Justice Communities	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	collaboration	The Incident Response Plan has been completed with input from other agencies and members of the public. The final document was approved by the SDAPCD Governing Board on January 19, 2022	Incident Response Plan Developed; Outreach to Stakeholder Agencies and Organizations		Completed
San Diego APCD	Portside Environmental Justice Communities	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.	outreach; collaboration	The Public Participation Plan (PPP) was developed 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	Public Participation Plan Developed		Completed

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San Diego APCD	Portside Environmental Justice Communities	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.	outreach; collaboration	CARB has developed a model to quantify and prioritize cancer risk from air pollutants. 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.	Model Developed		Completed
San Diego APCD	Portside Environmental Justice Communities	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.	collaboration	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 have been added to support the OEJ work (anticipated start date in early 2024).	Staffing OEJ; Staff available with ASL or other language experience; Development of a framework for the OEJ		Completed/Ongoing
San Diego APCD	Portside Environmental Justice Communities	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.	incentives	The District proposed and CARB approved an electric truck pilot project for Portside to incentivize e-truck purchases without requiring scrapping old trucks.	Number of additional programs to affected communities available through AB617		1
San Diego APCD	Portside Environmental Justice Communities	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	incentives	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. CALeVIP has been implemented in cooperation with SANDAG and CEC.			
San Diego APCD	Portside Environmental Justice Communities	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		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.			
San Diego APCD	Portside Environmental Justice Communities	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.	incentives; outreach; collaboration	SDAPCD shares incentive opportunities through social media and via email to a robust distribution list including contacts with local jurisdictions and agencies and the Port. SDACD also provides informational meetings regarding incentive opportunities and collaborates with other agencies in the region to bring additional funding to improve air quality.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	The District 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.			

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San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	The District 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.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	The District 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 District's 2022 Regional Air Quality Strategy (RAQS), the District 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. The District 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. The District 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.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	The District 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.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	The District 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.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	MOU Approved and signed December 7, 2021. The District has implemented the expansion of the CARB/SDAPCD Mobile Source MOU to include Commercial Harbor Craft, and have begun conducting inspections. Increased enforcement of these emission sources are expected to improve air quality in the region and benefit the Portside Community.			

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San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	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			
San Diego APCD	Portside Environmental Justice Communities	Action D4: Increase APCD Presence in Portside Community	Evaluate options in increase APCD presence in the Portside	regulatory	Since the implementation of the CERP, the District 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.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	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 & procedures.			
San Diego APCD	Portside Environmental Justice Communities	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.	enforcement	Since the implementation of the CERP, the District 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.			

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<p>San Diego APCD</p>	<p>Portside Environmental Justice Communities</p>	<p>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.</p>	<p>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.</p>	<p>incentives</p>	<p><u>National City</u> Free Ride Around National City (ZEV on demand mobility) began operating</p> <p><u>Port of San Diego</u> -Request For Proposals for HD Zero Emission Truck Charging Stop in National City 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.</p> <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>-Heavy-Duty Zero Emission Truck Transition Plan 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>-Technical Assistance & Outreach 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: <ul style="list-style-type: none"> • February 15, 2023 • April 24, 2023 • June 26, 2023 • June 28, 2023 Additional outreach performed by Port staff and its partners to truck operators included: <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 -EV Truck Incentives 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><u>SANDAG</u></p>			
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San Diego APCD	Portside Environmental Justice Communities	Action E2: Fair Outcome for Small Truck Owners	Evaluate potential regulatory impacts of truck replacements and maintenance on small fleets or sublessees.	incentives				

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<p>San Diego APCD</p>	<p>Portside Environmental Justice Communities</p>	<p>Action E3: Support dedicated truck route and avoid truck impacts to local community</p>	<p>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>	<p>outreach; inspections; collaboration</p>	<p><u>Port of San Diego</u> Port District support of Designated Truck Routes includes: <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/exiting 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. • 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><u>SANDAG</u> 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 and Caltrans were awarded \$18.5 million through the California Transportation Commission's Trade Corridor Enhancement Program for the I-5/Harbor Drive 2.0 Connected Corridor AND SR-15 Operational Improvements - Vesta Street Bridge project, with a \$2 million match from the Port of San Diego.</p> <p>SANDAG, Caltrans, and the Port of San Diego continue identifying and pursuing funding for the Harbor Drive improvements.</p> <p><u>City of San Diego</u> The City posted on website a map showing for routes for prohibited/allowable truck route. https://www.sandiego.gov/blog/truck-route-and-street-prohibition-map.</p> </p>	<p>Post truck route map on website; outreach and enforcement</p>	<p>Completed/On going</p>
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San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p><u>Caltrans</u> 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.</p> <p>SB2S CMCP included these efforts in its plan.</p> <p><u>SANDAG</u> SANDAG supports this action by developing siting criteria in the San Diego Regional MD/HD ZEV Blueprint.</p> <p>SANDAG staff will begin participating in the PDT of the ZEV charging and fueling stations feasibility study led by Caltrans.</p>			
San Diego APCD	Portside Environmental Justice Communities	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.	outreach; collaboration				
San Diego APCD	Portside Environmental Justice Communities	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 implementation for Pepper Park in National City; Support for Westside Specific Plan (WSP) amortization strategy (WSP strategies 3.	outreach; collaboration	<p><u>Port of San Diego</u> Consistent with the recently updated Barrio Logan Community Plan adoption, the Port District is advancing a comprehensive update to the Port Master Plan. The Draft Port Master Plan Update (PMPU) contains a first ever Environmental Justice Element, 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>			
San Diego APCD	Portside Environmental Justice Communities	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.	incentives; outreach; collaboration	<p><u>Caltrans</u> Caltrans through the Clean California program has a project along Boston Ave from 29th to 32nd Streets. The project is in construction and has 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. 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.</p>			
San Diego APCD	Portside Environmental Justice Communities	Action F3: Urban Greening	Support National City Pepper Park Expansion (additional 2.	incentives	<p><u>Port of San Diego</u> The Port District is advancing a comprehensive update to the Master Plan. The PMPU contains goals and policies aimed at greening the urban environment with particular attention to disadvantaged communities. In November 2022, 20 new trees were planted at Cesar Chavez Park, on tidelands, increasing tree canopy coverage in the Portside Community of Barrio Logan.</p>			

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San Diego APCD	Portside Environmental Justice Communities	Action F4: Public school exposure reduction	Introduce indoor air filtration system technologies to school districts; Prioritize incentive funding to support ZEV buses & charging infrastructure; Establish collaboration with school districts to pursue funding opportunities; Pursue grant funding opportunities.	incentives				
San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p><u>Port of San Diego</u> Port staff remains engaged and committed to the Harbor Drive Multimodal Corridor Study led by Caltrans District 11. 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. In June 2023, the California Transportation Commission staff has recommended allocating an \$18.5 million as part of the Trade Corridor Enhancement Program to SANDAG and Caltrans in partnership with the Port of San Diego for the Harbor Drive 2.0 Port Access Improvements.</p> <p><u>City of San Diego</u> 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>			
San Diego APCD	Portside Environmental Justice Communities	Action F6: Neighborhood Resiliency & Housing Stability	Work with the County of San Diego Health and Human Services Agency (HHSA) to evaluate the feasibility of conducting a health equity assessments for Portside communities in order to inform CERP health outcomes; Work with SANDAG to evaluate the feasibility of developing a framework to identify and assess significant health impacts within the Portside communities, analyze the relationship between these health issues and the built environment, and evaluate impacts of major transportation strategies in the CERP; Leverage SANDAG's 2012 Healthy Communities Atlas to inform future health equity studies.	incentives	<p><u>SANDAG</u> 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>			

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<p>San Diego APCD</p>	<p>Portside Environmental Justice Communities</p>	<p>Action F7: Improve Transportation Efficiencies</p>	<p>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>	<p>incentives</p>	<p><u>National City</u></p> <ul style="list-style-type: none"> - 8th St & Harbor Dr: Additional and/or extended left-turn pocket to improve access from WB Harbor Drive to Naval Base Gate 9 (8th St). (HCMCS project 31). In March 2023, the City received a notification from Caltrans that the City received \$2,000,000 for the ATP 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. - 8th St & Harbor Dr: 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. - Civic Center Dr & Harbor Dr: 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. - 8th St: Class II bike lanes connecting Harbor Dr, 8th St Trolley/Bus Station and National City communities. Pedestrian upgrades including rail crossing gates and curb ramps. Wayfinding facilities. (HCMCS project 53). 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. -24th St/Bay Marina Dr: Class II bike lanes connecting NCMT, 24th St Transit Center and National City communities. Pedestrian upgrades including rail crossing gates and curb ramps. Wayfinding facilities. (HCMCS project 55). 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 Congressmerber 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. -Bayshore Bikeway, National City: 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. - NC – Support Bay Marina Drive Active Transportation Connection from east of I-5 to gates on Terminal Ave (SANDAG MMAS project L-198, December 2018 Workshop NBSD Table) This project is on hold. The City does not have the funding to finance the project. - NC – 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. - NC – 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><u>Caltrans</u> Caltrans through the Clean California program has a project along Boston Ave from 29th to 32nd</p>			
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					<p>Streets. The project is in construction and has added a pedestrian/bike path per action item 5.</p> <p><u>Port of San Diego</u> 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. <p>For more information on the Draft PMPU Mobility Element Policies, please refer to the Mobility Element beginning on page 69.</p> <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><u>SANDAG</u> 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><u>City of San Diego</u> 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>			
San Diego APCD	Portside Environmental Justice Communities	Action F8: Truck Diversion	Truck diversion to prevent trucks from driving onto Beardsley St.	incentives				
San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p><u>Port of San Diego</u> The following zero emission cargo handling equipment replaced diesel equipment located at the Tenth Avenue marine Terminal:</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 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</p>			

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					<p>cargo handling equipment at the Tenth Avenue Marine Terminal.</p> <p>Five electric 'Yard Trucks', replacing existing diesel-powered yard trucks, were received at the Tenth Avenue Marine Terminal and are in active use.</p> <p>An electric Heavy Lift (forklift), also replacing a diesel-powered forklift, was received at the Tenth Avenue Marine Terminal and is in active use.</p> <p>Overall, five of 20 Yard Trucks and four of 10 forklifts, have been replaced with zero emission, electric powered alternatives.</p>			
San Diego APCD	Portside Environmental Justice Communities	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	incentives	<p><u>Navy</u></p> <p>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><u>Port of San Diego</u></p> <p>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>			
San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p><u>Port of San Diego</u></p> <p>The Port District continues to be an active partner with Crowley Marine Services in the design, development, and deployment of North America's 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.</p>			

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San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p>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. 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>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>			
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San Diego APCD	Portside Environmental Justice Communities	Action G5: Promote best practices for reducing diesel, VOC and other emissions from ship repair activities.	Provide training on best practices for ship repair contractors; Navy will assess emission changes from increased ship repair operations at NBSD.	incentives	<p><u>Navy</u> 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 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><u>Shipyards</u> 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: Ø Material handling and best practices to reduce emissions of VOCs Ø Use of VOC-compliant paints and solvents Ø Recordkeeping procedures</p> <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: Ø Material handling and best practices to reduce emissions of VOCs Ø Use of VOC-compliant adhesives and solvents Ø Recordkeeping procedures and common violations</p> <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>			
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San Diego APCD	Portside Environmental Justice Communities	Action G6: Reduce emissions from shipyard employee transportation	Continue ongoing programs and partnership with SANDAG iCommute to promote and increase participation in alternative transportation.	incentives	<p>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. Table 1 in the follow pages presents a summary of the various outreach events completed in 2023. 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: -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 -Conduct an iCommute survey as feasible to determine employee commute preferences and measure drive alone rate changes</p> <p>Examples of outreach materials used by the shipyards to educate employees and promote participation in transportation alternatives are included as attachments to this letter. Depending on the shipyard, distribution of these materials would have 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>			
San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p><u>Navy</u> 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><u>Port of San Diego</u> 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. 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. As stated in E1, the Port has conducted extensive outreach to Port tenants and trucking operators regarding ZE Trucks.</p>			

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San Diego APCD	Portside Environmental Justice Communities	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.	incentives	<p><u>Navy</u> 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>			
San Diego APCD	Portside Environmental Justice Communities	Action H1: Support Emission Reductions Opportunities	Support emission reductions opportunities to improve air quality	incentives	The Portside Community Steering Committee and the SDAPCD continue to partner in advocacy opportunities to support emission reductions and prevention in the Portside Community.			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	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.			
San Diego APCD	Portside Environmental Justice Communities	Advanced Clean Fleet Rules	CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible.	regulatory	<p>The Advanced Clean Fleets regulation was adopted on April 28th, 2023 by CARB's board at the second public hearing. Under the new rule, fleet owners operating vehicles for 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> <p>The Advanced Clean Fleets regulation is scheduled for the first of two Board hearings on October 27, 2022.</p> <p>https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events</p>			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	<p>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.</p> <p>https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment</p>			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	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.			

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San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	<p>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>Over the next few months, CARB will update 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.</p> <p>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>			
San Diego APCD	Portside Environmental Justice Communities	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.	regulatory	https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit			