

Warehouse Working Group (WWG) Meeting

1/2/24

Meeting Summary

A total of 32 people registered for the meeting, including SDAPCD staff.

Agenda items:

- December 4th Meeting Summary
- CARB Regulations Presentation (CARB staff)
- Appointment System at Calexico East Port of Entry
 - Concept Proposal
 - Potential component in indirect source strategy
- Incentive Program – Santa Barbara Vessel Speed Reduction mode

The following is a summary of the comments received during the meeting:

- Implementation of ACF will result in an estimated reduction of 0.56 tpd NOx emissions (CARB presentation slide 17) in 2032 for San Diego County. Why won't more emission reductions be realized in comparison to the baseline through ACF?
- Which parts of ACF will enforcement actions be delayed until the EPA grants a preemption waiver?
- CARB's CEPAM model forecasts an increase in PM2.5 emissions due to brake and tire wear and road dust. What are the contributing factors to this increase?
- Is CARB doing something to help ensure the availability of ZE trucks?
- What happens if the electrical grid and infrastructure are not sufficient to meet the new CARB regulations?
- Will regulatory extensions in those regulations be enough?
- Which agencies will take responsibility if the energy supply and infrastructure are not sufficient?
- Does CARB consult with other agencies prior to adopting a regulation?
- What's the status on partnership with Caltrans regarding increasing the weight limit on roads to accommodate heavier ZE trucks?
- Does the reported data on trucks to CARB include anything about the type of use, or the type of facilities that the trucks are visiting?
- Has CARB done an analysis of the anticipated emission reductions through implementation of ACT and ACF for warehouses?
- Improved enforcement of existing CARB regulations, such as the Truck and Bus Rule, is a good opportunity for more emission reductions due to trucks that are out of compliance.

- For trucks operating in California, do Mexico-domiciled fleets also report fleet info on TRUCRS?
- Will the reservation system be pay per use? If so, who would pay the appointment fee – the truck driver or trucking company?
- Has Caltrans evaluated the economic and emissions impact of improving wait times at the border crossing?
- Trucking companies, and warehouse owners and operators should participate in a focus group discussion on a potential incentive program.
- One barrier to building public access charging infrastructure is few customers. Incentives for ZE trucks will help create new customers to spur that growth.