

Warehouse Working Group (WWG) Meeting

9/3/24

Meeting Summary

A total of 39 people registered for the meeting, including SDAPCD staff.

Agenda items:

- June Meeting Summary
- SANDAG Commercial Vehicle Survey
- SCAQMD WAIRE Program Implementation Update – Year 2 (Rule 2305)
- Caltrans Truck Counts vs SANDAG Modeled Data
- Other Suggested Datasets

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

- Additional information to highlight from the Commercial Vehicle Survey (CVS):
 - Table 12 - estimated number of commercial vehicles by industry group and vehicle type operating in the San Diego region. The estimated fleet size of the Transportation sector, which includes Warehousing, is similar to the fleet sizes of the Retail and Wholesale sectors.
 - Table 18 - number of trips (unweighted and weighted), the median distance and travel time (unweighted), and the mean distance and travel time (unweighted and weighted) broken out by industry segment. The average weighted trip distance for the Transportation sector is the sixth highest compared with other industries. Also, the Education/Other Public Services segment has about 5 times the number of trips than the trips taken in the Transportation sector.
 - Table 19 - total vehicle miles traveled (VMT) and vehicle hours traveled for the trips in the expanded dataset. More than 50% of the VMT are attributed to light commercial vehicles.
 - Figure 20 - breakdown of trips by origin-destination segment is displayed by vehicle type. About 98% of the light and medium vehicle trips, and about 90% of the heavy vehicle trips started and ended within the San Diego region.
- Does the Transportation sector noted in the CVS include Warehousing?
- The CVS was not developed specifically for the purpose of evaluating warehousing activities. The CVS, along with other surveys, were conducted to help inform SANDAG's regional transportation demand model that is used to support the Regional Plan.

- What is the timeline for the release of the latest modeled data ABM3, which will support the 2025 Regional Plan?
- The information in the CVS report does not capture all the commercial vehicle trips occurring in the region but is only a representative sample. For example, 2,697 unique establishments participated in the establishment survey. This amounts to about 2.6% of the total establishments in the region.
- In reference to Table 17 in the CVS report, the average trip distance ranges from 7.0 to 14.0 miles for the various vehicle classes. This indicates potential feasibility for the implementation of ZE trucks for short trip operations.
- Would existing staff be tasked with providing compliance assistance if a warehouse ISR was developed for San Diego?
- Based on the information presented on the SCAQMD WAIRE Program update, it seems that the warehouse industry may be receptive to investing in ZE technologies now.
- Is the information presented on the Deploying Zero Emissions table (slide 16) for actions reported since SCAQMD Rule 2305 was adopted?
- What are the emission reductions that were realized from implementing the various WAIRE menu options?
- Within the SCAQMD region there is approximately 2 billion square feet of warehouse area. In comparison, in San Diego County there is approximately 200 million sq. ft., which is 10% of the warehouse area in SCAQMD. Proportionately, adoption of an ISR for San Diego may result in 10% of the instances reported on the Deploying Zero Emissions table (slide 16).
- The reporting rates for Rule 2305 (slide 17) are unexpectedly low. These rates suggest that either SCAQMD overestimated the number of subject facilities, or there are many warehouse operators that are not reporting.
- Data suggests that warehouse rents in urban infill areas are increasing while rents in the Inland Empire are decreasing. Are warehouse operators choosing to move into smaller warehouses (less than 100,000 sq. ft.) and consequently not be subject to Rule 2305?
- The purpose of the SANDAG modeled data wasn't to predict the amount of traffic at certain locations but rather to show changes in traffic flow due to certain planning actions.
- There are various unknowns at this point: warehouse population, truck destinations, total population of these trucks, and the total VMT. The information in the CVS report should be used to characterize where the trucks are going, the distances they travel, and the industries they serve.
- How much of a difference between truck traffic counts and modeled data would be required to determine that the modeled data is not supported by truck counts? Is there an acceptable error standard that the District could refer to in order to make that determination?

- How many warehouses are there in the county that are 100,00 sq. ft. or greater?
How many between 50,000 and 100,000 sq. ft.?
- What is the timeline for future WWG meetings, and for the District to provide an update to the Governing Board?
- The GO-Biz website tool gives a good idea on the number of transportation-warehousing establishments there are in the county.