

Chapter 7 - Actions and Strategies

As previously discussed, the Portside community has several census tracts with very high CalEnviroScreen 3.0 (CES 3.0) ratings. Specifically, it has four census tracts that are in the 98th percentile for CES 3.0 and another eight that are in the 85th percentile. Over 50,000 San Diegans reside in this area and are subject to significant pollution exposure.

Diesel particulate matter (PM) emissions, a known carcinogen and the greatest toxic air pollutant risk in the County, is one of the challenges the community faces. Eleven of the twelve census tracts (over 45,000 people) have an exposure risk greater than the 95th percentile. Four of the census tracts (over 15,000 people) are in the 99th percentile for diesel PM.

The Portside community is a very sensitive population as evidenced by its CES 3.0 indicators. Of particular concern is the asthma indicator with five census tracts (20,000 residents) in the 95th+ percentile. With the high asthma indicator and significant pollution exposure, residents are very vulnerable to the effects of asthma.

The sources of air pollution are often located close to homes, schools, and other community areas where the public can be exposed to harmful pollutants. As a result, reducing exposure to air pollution at schools and residential areas is a priority for the community.

In addition to the ongoing efforts described in this plan, the Community Steering Committee (CSC) is proposing new actions to reduce air pollution in the community. The actions set forth in this chapter define a path to further reduce air pollution from sources in the community under the following seven categories:

- A. Outreach and Community Engagement
- B. Incentives
- C. Rule Development
- D. Enforcement
- E. Heavy-Duty Trucks
- F. Land Use
- G. Working Waterfront Activities

Each action in this chapter is to be carried out based on a set of strategies, goals, and timelines. Timelines outlined here are ambitious, and subject to change depending on priorities of the community and availability of funding. The entity (e.g., government agency or organization) responsible for the actions is also identified.

A. Outreach and Community Engagement Strategies

To further communicate and provide outreach to protect the health and welfare of San Diego County residents in the community, the San Diego County Air Pollution Control District (District or APCD) is proposing three outreach strategies:

- Incident Response Plan. The District will prepare and implement an incident response plan that clearly defines the protocols and procedures prior to, during, and after an incident involving major, unplanned air contaminant releases and other emergencies with air quality impacts. The plan, which will be designed to provide for the protection of public health, safety and the environment, will include criteria for response times and public outreach and an evaluation procedure to identify areas of improvement after incidents. It will be developed in collaboration with other government agencies and the public to ensure understanding and readiness for any future incident.
- Office of Environmental Justice. The District will provide a guideline to help design, establish, and administer a new Office of Environmental Justice within the APCD. This strategy will help to provide under-served communities with additional opportunities to fully participate in decision-making processes. This new office will provide additional institutional support for the Community Air Protection Program.
- Public Outreach and Community Engagement. The District will 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. The Public Participation Plan will include opportunities for community members to learn about and provide feedback on CERP-related strategies, as well as an educational component to SDAPCD Board members that focuses on historically disadvantaged areas that are disproportionately impacted by air pollution.

The strategies identified in the tables shown below align with the District's commitment to continuing to foster environmental justice and community engagement.

Action A1: Incident Response Plan	
Course of Action	
Establish and implement an APCD Incident Response Plan: <ul style="list-style-type: none"> • Develop protocols and procedures to address and manage the series of events during and after a major, unplanned incident with air quality impacts. • Train staff to implement the incident response plan in order to protect public health, safety, and the environment. 	
Strategies:	
<ul style="list-style-type: none"> • Collaboration and Engagement 	
Goal(s):	
<ul style="list-style-type: none"> • Contribute in an advisory or support capacity to emergency response agencies utilizing the APCD's resources and expertise for air sample collection, air monitoring, laboratory analysis, inspection, investigation, enforcement, identifying air emissions, health effects, media coordination and general public messaging during an incident. 	
Estimated Timeline(s):	
In FY 2020-21: <ul style="list-style-type: none"> • Establish the APCD Incident Response Plan including overall scope, roles, and responsibilities. • Evaluate the costs and funding source for plan implementation. • Train staff to implement the APCD Incident Response Plan. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Establish APCD Incident Response Plan • Evaluate the costs and funding for plan implementation • Ensure staff is trained to implement • Coordinate with other jurisdictions
County of San Diego – Office of Emergency Services (OES)	<ul style="list-style-type: none"> • Provide priority notifications of incidents • Communicate continued updates of the incident and progress made • Joint efforts for resolutions
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Provide input to and receive updates from APCD on the plan.
Additional Information:	
<ul style="list-style-type: none"> • SCAQMD has established an Incident Response Plan https://www.aqmd.gov/nav/about/policies/aqmd%27s-emergency-response-policy 	

Action A2: Establish an Office of Environmental Justice within the APCD	
Course of Action	
<ul style="list-style-type: none"> • Design, establish, and administer a new Office of Environmental Justice within the APCD. • Develop and implement strategies to integrate environmental justice and equity in agency operations, policies, and regulations. • Develop and implement strategies to improve APCD’s outreach and education efforts in communities, especially low-income and minority communities. 	
Strategies:	
<ul style="list-style-type: none"> • Collaboration and Engagement 	
Goal(s):	
<ul style="list-style-type: none"> • Make environmental justice considerations a standard practice in the way we do business. • Engage under-served communities so that everyone can fully participate in decision-making processes. • Provide additional institutional support for the Community Air Protection Program. • Work towards meeting health-based air quality standards and reduce health risks from toxic air pollutants in all communities. 	
Estimated Timeline(s):	
<p>In FY 2020-21:</p> <ul style="list-style-type: none"> • Establish the Office of Environmental Justice including overall scope, roles, responsibilities. • Evaluate the feasibility, including costs and possible funding source, of establishing a satellite office within the Portside Community and discuss findings and any proposed next steps with the Steering Committee. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Establish Office of Environmental Justice • Integrate equity in all agency decisions • Evaluate feasibility of satellite office • Provide Steering Committee with periodic updates on these efforts
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Provide input to and receive updates from APCD on the goals, policies, priorities, and practices of the Office of Environmental Justice.
Additional Information:	
<ul style="list-style-type: none"> • California Air Resources Board (CARB) has established an Office of Environmental Justice https://ww2.arb.ca.gov/news/carb-appoints-first-environmental-justice-liaison 	

- Bay Area Air Quality Management District (BAAQMD) has established a Diversity Equity and Inclusion office
<https://www.baaqmd.gov/about-the-air-district/diversity-equity-and-inclusion>

Action A3: Develop and Implement a Public Participation Plan	
Course of Action	
<ul style="list-style-type: none"> • 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. 	
Strategies:	
<ul style="list-style-type: none"> • Collaboration and Engagement 	
Goal(s):	
<ul style="list-style-type: none"> • Increase the awareness of air quality challenges and resources available to help the public. • Provide opportunities for meaningful public participation in APCD's decision-making processes. • Provide useful information to support the public in making informed choices. • Help to ensure that the APCD is responsive to the diverse needs of residents and businesses. 	
Estimated Timeline(s):	
FY 2020-21	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
SDAPCD	<ul style="list-style-type: none"> • Prepare a draft Public Participation Plan • Conduct outreach and gather public feedback on the draft plan • Finalize and implement a Public Participation Plan
Community Steering Committee and the public	<ul style="list-style-type: none"> • Provide input on the APCD's approaches for public outreach and engagement.
Additional Information:	
<ul style="list-style-type: none"> • BAAQMD has a public participation plan (https://www.baaqmd.gov/plans-and-climate/public-participation-plan) 	

Action A4: Other
Course of Action

<ul style="list-style-type: none"> Design and implement educational programming for Air Pollution Control Board members with a focus on areas of the region that are disproportionately impacted by air pollution 	
Strategies and Goals	
<ul style="list-style-type: none"> TBD 	
Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Additional Information:	

Action AS: Portside residents get opportunities to learn and provide feedback on CERP strategies, air quality, and land use	
Course of Action	
<ul style="list-style-type: none"> Community residents informed re: CERP, Harbor Drive study priorities, other LU priorities. 	
Strategies and Goals	
Timeline(s):	
One event in the Portside community, or one event in Logan and one in National City, in 2021.	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Environmental Health Coalition (EHC)	Organize Event
Additional Information:	

B. Incentives Strategies

The District's incentive programs are designed to provide funding to encourage owners of older, dirtier mobile equipment to replace it with newer cleaner machines before regulations require them to do so. Since 1999 the District incentives programs have provided over \$131 million in funding to residents and businesses who work throughout the County and achieved over 1,800 tons per year of emission reductions.

Funding for the District's incentive programs typically comes from state or federal sources, include the California Air Resources Board (CARB) and the US Environmental Protection Agency (EPA). Each program the District administers follows guidelines to ensure projects using this funding provide the expected emission reductions for each program. In the last five years, the District has administered the following incentive programs

- Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program and Moyer State Reserve Program)
- Community Air Protection Program (AB 617 CAPP)
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER)
- Voluntary NO_x Remediation Measure Program
- AB 2766 DMV Funding
- Goods Movement Emission Reduction Program (GMERP)

Along with these District-run programs, residents of San Diego can also participate directly in state incentive programs such as Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), the Clean Off-Road Equipment Voucher Incentive Project (CORE), and programs for passenger vehicles like the Clean Vehicle Rebate Program and the Clean Vehicle Assistance Program. San Diego Gas and Electric also provides incentive funding for electric vehicle charging through their Power Your Drive program for passenger cars and medium and heavy-duty vehicles.

Community Air Protection Program

The District and state programs mentioned above provide opportunity for newer cleaner vehicles and equipment throughout San Diego County. While businesses and agencies in the Portside Environmental Justice Communities can and have participated in these programs, the Community Air Protection Program (CAPP) is focused on ensuring that incentive funding is available and spent on projects that directly benefit residents of state-designated disadvantaged communities. In the first year of the CAPP program (2019), San Diego awarded \$2.1 million to four contractors for 14 projects in or adjacent to Portside. In 2020, the District has approximately \$18 million available for projects in Portside. To date the District is contracting up to \$11.2 million of that funding for projects in or adjacent to the Portside community and anticipates a second solicitation for projects to occur before the end of 2020.

Projects funded with CAPP must meet a cost-effectiveness limit of \$30,000 per weighted ton of emission reductions for diesel or natural gas projects, and \$100,000 per weighted ton of emission reductions for zero emission projects. Because diesel particulate matter is a larger health concern than other pollutants in the program, any emission reductions achieved by the projects are

weighed by a factor of 20. With the anticipated \$33 million in overall CAPP funding, the District expects to reduce approximately 330 tons of nitrogen oxides or reactive organic gases, or 16.5 tons of particulate matter from CAPP-funded projects such as off-road equipment, on-road trucks, and marine vessels in the region.

Incentive Program Challenges

While the CAPP and other incentive programs are available for projects in the Portside communities, these programs have limitations that restrict the kinds of projects that can be done. The creation of this CERP allows the District to work with the community and CARB to determine what, if any, additional flexibilities can be introduced to the CAPP. The action below outlines some of the potential flexibilities the community has considered to allow a greater variety of projects to be funded with CAPP funds.

Action B1: Create Additional Flexibility for Mobile Source Incentives
Course of Action
<p>Work with CARB to increase flexibility to provide funding for other projects in Portside community.</p> <p>Potential flexibilities include:</p> <ul style="list-style-type: none"> • Modified cost-effectiveness limits for zero-emission Moyer-type projects • Eligibility for new purchase without scrappage requirements • Eligibility for supporting infrastructure • Provide mechanism for funding pilot projects to demonstrate new technologies • Eligibility for projects to reduce exposure including indoor air filtration, tree and vegetation plantings • Eligibility for projects that reduce emission from passenger car use, including incentives for zero and near-zero emission vehicles, transit passes, bicycle, and pedestrian projects, and others. • Consideration of proximity of emissions to sensitive receptors, such as schools.
Strategies:
<ul style="list-style-type: none"> • Incentives • Public Information and Outreach • Collaboration
Goal(s):
<ul style="list-style-type: none"> • Create two opportunities for non-Moyer type incentive projects in calendar year 2023
Estimated Timeline(s):
<ul style="list-style-type: none"> • Work with community, CSC, and CARB to evaluate and prioritize initial slate of flexibilities by December 31, 2021. • Implement initial flexibilities by the 2022 solicitation for AB 617 funding.
Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	Work with CSC, local entities, and CARB to establish process for creating flexibilities to incentive programs
California Air Resources Board (CARB)	Work with APCD and CSC to provide flexibilities under AB 617 Guidelines
Community Steering Committee (CSC) Members	Work with APCD and other local entities to provide community priorities for additional incentive flexibilities
Additional Information:	
Moyer Guidelines - https://ww3.arb.ca.gov/msprog/moyer/guidelines/current.htm Community Air Protection Program Guidelines - https://ww3.arb.ca.gov/msprog/cap/docs/cap_incentives_2019_guidelines.pdf	

Incentives for Passenger Vehicles and Transportation Demand Management Strategies

Because passenger vehicles also make up a large portion of our overall air pollution burden, strategies that can encourage cleaner vehicles (including zero-emission vehicles) and reducing the number of miles driven are an important consideration in this CERP. The action discussed below outlines a suite of potential passenger vehicle strategies that can help reduce pollution from this sector in the Portside communities.

Action B2: Reduce Emissions from Passenger Vehicles
Course of Action
<ul style="list-style-type: none"> • Implement incentive program for zero and near-zero vehicles for low income residents in disadvantaged communities (Clean Cars 4 All or similar) • Implement EV charging infrastructure incentive program (CALeVIP) • Coordinate with other jurisdictions and agencies to support improvements to pedestrian, bicycle, shared mobility services, and transit infrastructure
Strategies:
<ul style="list-style-type: none"> • Incentives • Public information and outreach • Collaboration
Goal(s):
<ul style="list-style-type: none"> • CALeVIP incentives available in late 2020 • Clean Cars 4 All or similar in 2021 • Provide letters of support from APCD and community to leverage external grant funding opportunities
Estimated Timeline(s):

<ul style="list-style-type: none"> • CALeVIP open November 2020 • Clean Cars 4 All or similar open in 2021 • Provide letters of support for projects in Portside requesting funding in 2021 and beyond 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	Coordinate with CSC, CARB, and others to administer CALeVIP and CC4A incentive programs Review projects with goal of providing letters of support to those that reduce passenger vehicle trips.
California Air Resources Board (CARB)	Coordinate with CSC, APCD, and others to promote and support programs that reduce passenger vehicle trips
Community Steering Committee (CSC) Members	Provide collaboration opportunities with other local and regional groups for outreach and information regarding programs and grant opportunities
Additional Information:	
Clean Cars 4 All - https://ww2.arb.ca.gov/our-work/programs/clean-cars-4-all CALeVIP - https://calevip.org/ Potential grant funding opportunities - California Climate Investments - https://ww2.arb.ca.gov/our-work/programs/california-climate-investments/ci-funded-programs Transit, Active Transportation Planning - San Diego Association of Governments (SANDAG) - https://www.sandag.org/	

Residential air filtration and air monitoring program

To address exposure vulnerabilities in the community the Air Pollution Control Board established appropriations of \$550,000 in the District for residential air quality monitoring, air purifiers and data analysis in the Portside Community.

Action B3: Reduce Exposure to Air Pollution
Course of Action
<ul style="list-style-type: none"> • Develop and implement a residential air filtration and air monitoring program for up to 1,000 residents of the Portside Community
Strategies:
<ul style="list-style-type: none"> • Incentives • Public information and outreach • Collaboration
Goal(s):

<ul style="list-style-type: none"> Establish a program for residential air quality monitoring, air filtration and data analysis 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	Develop and implement the program
Community Steering Committee (CSC) Members	Provide support as needed
Additional Information:	
Supervisor Fletcher's Board Letters: https://www.supervisornathanfletcher.com/content/dam/d4/board_letters/FINAL%20D4%20LUEG%20Budget%20Change%20Letter.pdf Budget Approval: https://bosagenda.sandiegocounty.gov/cob/cosd/cob/doc?id=0901127e80c06b8d	

C. Rule Development Strategies

The District develops local rules and regulations to improve air quality and protect the health and welfare of San Diego County residents and the environment. The District is considering evaluating the following rules to identify potential measures to reduce emissions and further protect public health.

- **Evaluate District Rule 1206 to potentially regulate residential structures between 1-4 dwelling units.**

Asbestos is a naturally occurring mineral fiber that is resistant to heat and fire and has been used extensively in building construction materials such as sprayed-on surface materials, pipe insulation, resilient floor tiles, and roofing materials. If not properly controlled, asbestos fibers can be released into the air when asbestos-containing materials are disturbed during building demolition or renovation activities. Inhalation of the airborne asbestos fibers can cause serious health problems including chronic lung disease and cancer. In fact, there is no known safe level of exposure to asbestos.

Asbestos is federally regulated through the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and locally regulated under Rule 1206 (Asbestos Removal, Renovation, and Demolition). Pursuant to the NESHAP and Rule 1206, building materials that are suspected to contain asbestos must be sampled and laboratory tested prior to renovation or demolition activities. Laboratory testing is required because the presence of asbestos cannot be detected visually by the unaided eye and it may be excluded from safety data sheets under certain conditions. If identified, regulated asbestos-containing materials must be removed under controlled conditions prior to renovation or demolition activities so that asbestos fibers are not released into the air.

Federal and local rules only regulate residential structures with more than 4 dwelling units. However, since there is no known safe level of asbestos exposure, regulating all residential structures (including 1-4 dwelling units) under Rule 1206 would provide an increased level of protection to the public. Approximately 80 percent of residential structures in San Diego County have 1-4 dwelling units, which is currently exempted under Rule 1206. Additionally, approximately 50 percent of these structures were built before 1980, which increases the probability of the presence of asbestos.

The District's asbestos program is essential to protect public health and enhance the quality of the environment by reducing exposure to hazardous air pollutant emissions. This program is even more critical in communities with older buildings and structures that have a higher probability of containing asbestos materials.

- **Evaluate District Rule 1210 to potentially reduce toxic air contaminants**

The California *Air Toxics "Hot Spots" Information and Assessment Act* (AB 2588) was enacted by the Legislature in 1987 and requires facilities to quantify emissions of toxic air contaminants, conduct a public health risk assessment for emissions of concern, notify the affected public if there is an elevated risk, and reduce significant health risks to acceptable levels. The District is the implementing agency for San Diego County and is required to publish an annual report summarizing program efforts and results. Rule 1210 (Toxic Air Contaminant Public Health Risks - Public Notification and Risk Reduction) governs the public notification and risk reduction aspects of the program.

Rule 1210 requires facilities whose public health risk assessment shows potential risks above that level to implement a risk reduction plan to reduce those risks below the significance level within five years. The current cancer risk reduction level is 100 in one million, meaning that if one million people were exposed to a facility's emissions, 100 of those persons might develop cancer due to the facility's emissions.

Evaluating District Rule 1210 to potentially lower the threshold at which stationary sources must reduce the cancer risk would decrease the health risk from regulated sources impacting surrounding communities.

- **Evaluate existing rules and the adoption of new rules that can benefit the communities.**

The District regulates emissions from various stationary sources within the county, including volatile organic compounds (VOC) emissions, which contribute to the formation of ozone in the air we breathe. When inhaled, ozone can damage the lungs and cause chest pain, coughing, shortness of breath and throat irritation. Ozone may also worsen chronic respiratory diseases such as asthma and compromise the ability of the body to fight respiratory infections. The District also regulates particulate matter emissions, which is an air pollutant that is a concern for people's health when levels in air are high. Particulate matter are small particles in the air that reduce visibility and cause the air to appear hazy when levels are elevated. Particulates can penetrate deep into the lungs and blood streams unfiltered, causing heart attacks, respiratory disease, and premature death.

To further protect public health, the District is considering the following:

- Evaluating District Rule 61.2 (Transfer of Organic Compounds into Mobile Transport Tanks) to potentially reduce VOC emissions from the transfer of organic compounds into mobile transport tanks.
- Evaluating District Rule 67.0.1 (Architectural Coatings) to potentially reduce VOC emissions from the application of coatings to stationary structures.
- Evaluating District Rule 67.18 (Marine Coating Operations) to potentially reduce VOC emissions from the application of coatings to marine vessels.
- Evaluate the feasibility of adopting a rule for commercial charbroiling and deep-frying operations to identify potential measures to reduce PM and VOC emissions from these sources.

- Evaluate the feasibility of adopting a new rule to control emissions from indirect sources (any facility, building, structure, or installation, or combination thereof) that generates or attracts mobile source activity which results in emissions of any pollutant (or precursor). An indirect source rule links air quality to decisions about how to build and provides an incentive for developers to consider ways to make their projects more energy efficient, more walkable and bikeable, and in the end, more livable and healthy for the entire community.
- **Revise District Rule 1401- Title V thresholds**

Under federal law, stationary sources that are considered *Major Sources* of emissions must apply for and obtain a federally enforceable permit known as a Title V Operating Permit. A Title V Permit will include conditions required to demonstrate compliance with all applicable rules and regulations, and may include enhanced monitoring, recordkeeping and reporting requirements compared to a non-Title V permit. District Rule 1401 (Title V Operating Permits - General Provisions) specifies the thresholds when a stationary source is considered a *Major Source* for Title V purposes. The US Environmental Protection Agency reclassified the District’s ozone non-attainment status, and as a result, Rule 1401 will need to be amended to lower the threshold at which facilities must apply for and obtain a Title V Operating Permit.

These strategies are further discussed in the tables below.

Action C1: Evaluate Rule 1206 to potentially regulate residential structures between 1-4 dwelling units
Course of Action
<ul style="list-style-type: none"> ● Evaluate the feasibility of amending Rule 1206 (Asbestos Removal, Renovation, and Demolition) to protect public health. ● Engage in community outreach on asbestos awareness.
Strategies:
<ul style="list-style-type: none"> ● Rules and Regulations ● Public Information and Outreach
Goal(s):
<ul style="list-style-type: none"> ● Protect public health. Since there is no known safe level of asbestos exposure, regulating all residential structures (including 1-4 dwelling units) under Rule 1206 would provide an increased level of protection to the public. Approximately 80 percent of residential structures in San Diego County have 1-4 dwelling units, which is currently exempted under Rule 1206. Additionally, approximately 50 percent of these structures were built before 1980, which increases the probability of the presence of asbestos. ● Engage in outreach events to educate community on asbestos awareness.
Estimated Timeline(s):
<ul style="list-style-type: none"> ● By July 2021 determine the feasibility of amending District Rule 1206.

Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Conduct outreach • Evaluate feasibility of strengthening asbestos regulation • If feasible develop proposed amended rule
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Regulated Facilities	<ul style="list-style-type: none"> • Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Additional Information:	
<ul style="list-style-type: none"> • District Rule 1206 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Toxic_Air_Cotaminants/APCD_R1206.pdf • District Rule Development Workshops page (for workshop information): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

Action C2: Evaluate District Rule 1210 to Potentially Reduce Health Risks
Course of Action
<ul style="list-style-type: none"> • Evaluate District Rule 1210 (Toxic Air Contaminant Public Health Risks - Public Notification and Risk Reduction) to potentially lower the threshold at which stationary sources must reduce the cancer risk that impact surrounding communities. • Work with stakeholders to discuss various options, the impacts each option will have on stationary sources, and the benefits to the surrounding communities.
Strategies:
<ul style="list-style-type: none"> • Rules and Regulations • Public Information and Outreach
Goal(s):
<ul style="list-style-type: none"> • Evaluate the feasibility of reducing cancer risk impacting communities. <ul style="list-style-type: none"> ○ Some sources that would be subject to a cancer risk reduction are either within the Portside Community or in close proximity to it. ○ This strategy could reduce the cancer risk impacting surrounding communities.
Estimated Timeline(s):
<ul style="list-style-type: none"> • By October 2021 propose District Rule 1210 amendments to the Air Pollution Control Board.

Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Evaluate and develop options for reducing cancer risk Develop proposed amended rule
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Regulated Facilities	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials)
Additional Information:	
<ul style="list-style-type: none"> District Rule 1210 (existing rule): https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Toxic_Air_Cotaminants/APCD_R1210.pdf District Rule Development Workshops page (for information on prior Rule 1210 workshops): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

Action C3: Evaluating Existing Rules and Considering New Rules
Course of Action
<ul style="list-style-type: none"> Evaluate the feasibility of amending District Rule 61.2 (Transfer of Organic Compounds into Mobile Transport Tanks), Rule 67.0.1 (Architectural Coatings) and District Rule 67.18 (Marine Coating Operations) to identify potential measures to reduce emissions from sources regulated under these rules. Evaluate the feasibility of adopting a new rule to control emissions from commercial cooking operations for charbroiling and deep-frying operations. Evaluate the feasibility of adopting a new rule to control emissions from indirect sources (any facility, building, structure, or installation, or combination thereof) that generates or attracts mobile source activity which results in emissions of any pollutant (or precursor).
Strategies:
<ul style="list-style-type: none"> Rules and Regulations Public Information and Outreach
Goal(s):
<ul style="list-style-type: none"> 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.

<ul style="list-style-type: none"> Evaluate the feasibility of adopting a new rule to control emissions from indirect sources. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> By December 2021 complete the evaluation of these rules to identify any potential changes to reduce emissions from sources regulated by these rules. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Evaluate and develop options for reducing VOC emissions from rules 61.2, 67.18, and 67.0.1. Evaluate the feasibility of adopting a new rule to reduce VOC and PM2.5 emissions from commercial cooking operations. Evaluate the feasibility of adopting a new rule to reduce emissions from indirect sources.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Regulated Facilities	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Additional Information:	
<ul style="list-style-type: none"> District Rule 61.2 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R61-2.pdf District Rule 67.0.1 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R67-0-1.pdf District Rule 67.18 (existing rule): https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R67-18.pdf San Joaquin Valley APCD Rule 4692 (Commercial Charbroiling): https://www.valleyair.org/rules/currnrules/r4692.pdf South Coast AQMD Rule 1138 (Control of Emissions from Restaurant Operations): http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1138.pdf?sfvrsn=4 San Joaquin Valley APCD Indirect Source Review Rule: http://www.valleyair.org/ISR/ISRHome.htm District Rule Development Workshops page (for information on public workshops): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

Action C4: Propose the amendment of District Rule 1401	
Course of Action	
<ul style="list-style-type: none"> Propose the amendment of District Rule 1401 (Title V Operating Permits - General Provisions) to lower the threshold at which facilities must apply for and obtain a Federal Title V Operating Permit. <ul style="list-style-type: none"> Title V Permits are required of Major Sources of air pollution (some of which are located in the Portside community) and may include enhanced monitoring, record-keeping, and reporting requirements. 	
Strategies:	
<ul style="list-style-type: none"> Rules and Regulations Public Information and Outreach 	
Goal(s):	
<ul style="list-style-type: none"> Propose the amendment of District Rule 1401 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> By March of 2021 propose amendments to District Rule 1401 to the District's Board 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Develop and propose amended rule.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Facilities	<ul style="list-style-type: none"> Participate in APCD rule development process (e.g., attending workshops, providing comments on draft rule materials).
Additional Information:	
<ul style="list-style-type: none"> District Rule 1401 (existing rule): https://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Title_V_Operating_Permits/APCD_R1401.pdf District Rule Development Workshops page (for information on public workshops): https://www.sandiegocounty.gov/content/sdc/apcd/en/Rule_Development/Workshops.html 	

D. Enforcement Actions/Strategies

In addition to the ongoing enforcement efforts described in the enforcement chapter of this plan, the District is proposing five enforcement strategies which were developed to:

1. Foster environmental justice in disadvantaged communities and minimize the environmental harm and impact on areas where a violation occurred.
2. Increase compliance rates.
3. Promote community engagement and enhance services provided by the District's Enforcement Division.

- **Foster environmental justice in disadvantaged communities and minimize the environmental harm and impact on areas where a violation occurred.**

The District is proposing to formalize its Supplemental Environmental Project (SEP) program. Enforcement through penalties plays an important role in deterring environmental violations, but penalties alone do not address the environmental harm that communities suffer because of these violations. SEPs are community-based projects funded by a portion of penalties received during the District's settlement of violations. SEPs provide an opportunity to improve public health, reduce pollution, increase environmental compliance, and raise public awareness to communities most burdened by environmental harm.

- **Increasing compliance rates.**

The Mobile Source Program has been an integral part of emission reduction strategies for the Portside community given the large percentage of emissions coming from mobile sources. The community has expressed concerns over excess emissions from idling and the level of diesel particulate matter in the community. CARB and the District have worked together in the past to create a first of its kind enforcement program for mobile sources at the District level. The District has had great success in increasing compliance rates for the regulations it currently enforces through the Memorandum of Understanding (MOU) with CARB. To continue this effort, the District is proposing to expand its mobile source program to enforce additional regulations that reduce diesel particulate matter (PM) and oxides of nitrogen (NOx). Localized enforcement of these additional regulations will help reduce excess ozone forming pollution as well as diesel particulate matter.

The District is also proposing to incorporate a portable combustion emissions analyzer (Testo 350) into its inspection procedure to verify compliance with emission limits more frequently. Certain fuel-fired emission units, such as boilers and engines, are subject to emission limits and are typically required to conduct and pass a source test annually to quantify the actual emissions from these units. The proposed portable analyzers would allow inspectors to verify compliance with emission limits (equivalent to a smog check) during unannounced routine inspections, increasing the frequency of emission testing

from annually to multiple times per year. This analyzer would help identify potential emission exceedances sooner and require facilities to make the necessary adjustments or repairs to return emissions to compliant levels.

- **Promote community engagement and enhance services provided by the District’s Enforcement Division.**

The District is proposing to have an office in the Portside area to further increase its presence in the community, decrease complaint response times, and have multiple inspectors traveling in and out of the community observing nearby activities and closely monitoring areas of concern.

The District is also proposing to evaluate its complaint program (in accordance with the requirements in AB423) and 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

Currently District inspectors are only available during regular working hours unless an investigation is needed afterhours. The District currently has a MOU with the County’s Department of Environmental Health to have their inspectors respond to afterhours complaints. Under this proposal the District would evaluate the need of having its inspectors available 24/7.

The enforcement-based strategies identified in the tables shown below align with the District’s commitment to continuing to expand and evolve its enforcement program to foster environmental justice and community engagement.

Action D1: Propose the Development of a Supplemental Environmental Project (SEP) Program within the Violation Settlement Program
Course of Action
Formalize a SEP program to fund community-based projects from a portion of penalties received under the District’s Violation Settlement Program by: <ul style="list-style-type: none"> • Developing a SEP policy, which would include the appropriate criteria to qualify for these projects. • Publishing the SEP policy and projects proposed by community members and stakeholders on the District’s website. • Discussing SEP options through the District’s Violation Settlement Program.
Strategies:
<ul style="list-style-type: none"> • Enforcement • Community Outreach
Goals:

<ul style="list-style-type: none"> • Explore projects to minimize the environmental harm and impact on communities. • Focus enforcement efforts to help foster environmental justice in disadvantaged communities. • Utilize a portion of penalties to fund community-based projects that provide a tangible environmental or public health benefit to the community. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By July 1, 2021 the District will formalize its SEP program. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	Propose the development of a SEP program to fund community-based projects from a portion of penalties received under the District’s Violation Settlement Program by: <ul style="list-style-type: none"> • Developing a SEP policy, which will include the appropriate criteria to qualify for these projects. • Publishing the SEP policy and projects proposed by community members and stakeholders on the District’s website. • Discussing SEP options through the District’s Violation Settlement Program.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Participate in the development of the SEP program. • Assist with outreach opportunities. • Submit community- based projects that can be considered under this program.
Facilities	<ul style="list-style-type: none"> • Participate in the development of the SEP program. • Assist with outreach opportunities
Additional Information:	
US Environmental Protection Agency (EPA’s) SEP Policy and Background Guidance: https://www.epa.gov/enforcement/supplemental-environmental-projects-seps#policy	
The California Air Resources Board (CARB) SEP Policy: https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-seps/about	

Action D2: Evaluate the Feasibility of Expanding Mobile Source Enforcement Program	
Course of Action	
<ul style="list-style-type: none"> • Work with the California Air Resources Board (CARB) to evaluate the feasibility of obtaining authority to enforce additional mobile source regulations including: <ul style="list-style-type: none"> Marine: <ul style="list-style-type: none"> ○ Commercial Harbor Craft Regulation On-Road and Cargo Handling: <ul style="list-style-type: none"> ○ Mobile Cargo Handling Equipment Regulation ○ Solid Waste Collection Vehicle Regulation ○ Tractor-Trailer Greenhouse Gas (TTGHG) Regulation 	
Strategies:	
<ul style="list-style-type: none"> • Enforcement • Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Increase number of inspections in San Diego County and increase compliance rates as they relate to these regulations that are designed to: <ul style="list-style-type: none"> ○ Reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) from ocean-going vessels auxiliary engines while they are docked at California ports. ○ Reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) from commercial harbor craft vessels including ferries, excursion vessels, tugboats, towboats, push boats, crew and supply vessels, barge and dredge vessels, work boats, pilot vessels, and commercial and charter fishing boats. ○ Reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) from cargo handling equipment at ports and intermodal rail yards. ○ Reduce diesel particulate matter (PM) from solid waste collection vehicles and on-road diesel cranes with a single engine. ○ Reduce Greenhouse Gas (GHG) emissions from on-road heavy-duty tractor-trailers. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • By December 1, 2021, determine feasibility of expanding the mobile source program to enforce additional mobile source regulations under the Memorandum of Understanding (MOU) with CARB. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Explore feasibility of expanding the mobile source program to enforce additional mobile source regulations under the MOU with CARB. • If the MOU is revised, the District would conduct outreach, provide training and compliance assistance, conduct inspections, and take enforcement actions when a violation of the regulations listed above are documented.

California Air Resources Board (CARB)	<ul style="list-style-type: none"> • Evaluate feasibility of expanding the mobile source program to enforce additional mobile source regulations under the MOU with CARB. • If feasible, grant authority to the District to enforce additional mobile source regulations.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> • Assist with outreach opportunities. • Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> • Assist with outreach opportunities. • Provide input regarding this proposal.
Additional Information:	
<p>CARB Regulations:</p> <p>Ocean-Going Vessels At Berth Regulation https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation</p> <p>Commercial Harbor Craft Regulation https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft</p> <p>Mobile Cargo Handling Equipment https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment</p> <p>Solid Waste Collection Vehicle Regulation https://ww2.arb.ca.gov/our-work/programs/solid-waste-collection-vehicle-regulation</p> <p>Tractor-Trailer Greenhouse Gas Regulation https://ww2.arb.ca.gov/our-work/programs/ttghg</p>	

Action D3: Evaluate the Current Air Quality Complaint Process	
Course of Action	
<ul style="list-style-type: none"> • Evaluate the current air quality complaint process. • Provide a recommended plan for updating the process including: <ul style="list-style-type: none"> ○ 24-hour hotline ○ Response to complaints within 48 hours or less ○ Whistle-blower and public complainant protections 	
Strategies:	
<ul style="list-style-type: none"> • Enforcement • Community Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Evaluate the air quality complaint process to identify areas that can be enhanced to better serve members of the public. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> • Develop a recommendation by December 1, 2021. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Evaluate the air quality complaint process to identify areas that can be enhanced to better serve members of the public.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> Provide input regarding this proposal.
Additional Information:	
AB-423: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB423	

Action D4: Evaluate the Feasibility of Establishing a Satellite Office within the Portside Community	
Course of Action	
<ul style="list-style-type: none"> Evaluate the feasibility of establishing an APCD satellite office within the Portside Community and assign multiple inspectors to this location. 	
Strategies:	
<ul style="list-style-type: none"> Enforcement Community Outreach 	
Goal(s):	
<ul style="list-style-type: none"> Reduce complaint response time. Increase inspector availability for stakeholders and community members. Increase frequency of focused stationary and mobile source inspections. Closely monitor areas of concern and non-compliant sources. Increase community outreach and awareness. 	
Estimated Timeline(s):	
<ul style="list-style-type: none"> By July 1, 2021 determine if this office will benefit the community leveraging the costs to maintain the office. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Evaluate the feasibility of establishing an APCD satellite office within the Portside Community. If the office will benefit the community the APCD will: Acquire property and set up the office. Assign multiple inspectors to the location.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> Provide input regarding this proposal.
Additional Information:	
N/A	

Action DS: Evaluate the Feasibility of Utilizing Portable Emission Analyzers to Verify Compliance	
Course of Action	
<ul style="list-style-type: none"> Evaluate the feasibility of utilizing Testo 350 portable emissions analyzers to enforce District requirements as they relate to combustion sources. 	
Strategies:	
<ul style="list-style-type: none"> Enforcement 	
Goals:	
<ul style="list-style-type: none"> Use Testo 350 portable emissions analyzers to verify emission standards for combustion sources (boilers and prime engines). Enforce emission standards. Identify areas of concerns to prevent future non-compliance. Provide information to facilities that combustion equipment requires adjustment, repair, or replacement. Conduct more focused inspections. 	
Estimated Timeline:	
<ul style="list-style-type: none"> By December 1, 2020 reach out to impacted sources to obtain input. By July 1, 2021 consider input from the regulated entities and determine if the analyzer can be used for enforcement purposes. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Notify facilities via advisory and District website of this proposal. Consider input from regulated entities. Determine if the analyzer can be used for enforcement purposes.
Community Steering Committee (CSC) Members	<ul style="list-style-type: none"> Assist with outreach opportunities. Provide input regarding this proposal.
Facilities	<ul style="list-style-type: none"> Assist with outreach opportunities. Provide input regarding this proposal.
Additional Information:	
Testo 350 Portable Emission Analyzer data: https://www.testo.com/en-US/testo-350/p/0632-3510 https://www.valleyair.org/policies_com/policies_com_idx.htm https://www.valleyair.org/policies_com/Policies/com1150_portable_emission_analyzer_042607.pdf	

E. Heavy Duty Truck Strategies

The CERP steering committee created subcommittees to discuss and establish specific actions to reduce emissions from various sources within the Portside community. A subcommittee was formed to focus on the technological and institutional challenges to electrification of heavy-duty truck fleet, including trucks that serve the port’s cargo terminals as well as businesses and industries that are interspersed throughout the community. Trucks serving the port and other businesses in the community traverse the Portside communities, exposing residents and other sensitive receptors to diesel emissions.

Below are some of the actions EPA and CARB have committed to take to reduce truck emissions statewide.

Agency	Upcoming Action	Expected Decision	Expected Phase-in Period
EPA	Cleaner Truck Initiative – In response to a petition from South Coast AQMD, EPA has committed to updating its truck engine standard to reduce NOx emissions.	2020-2021	2024
CARB	Transport Refrigeration Unit Regulation – Measure to reduce residual risk from TRUs by transitioning to zero-emission technologies.	2019	2025-2030
CARB	Drayage Truck Rule – Updated regulation to transition to zero-emission trucks	2022	2026
CARB	Advanced Clean Truck Rule – Requires truck manufacturers to sell an increasing percentage of zero-emission trucks by 2030 (up to 15% or 50%, depending on truck type). Also will require on-time fleet reporting for large businesses	2020	2024-2030
CARB	Zero-Emission Fleet Rule – Would require fleets to transition to zero-emissions	2022	2024
CARB	Heavy-Duty Low NOx Rule – Would set new statewide engine standards for NOx reduction from trucks by 2026, and additional reductions including and after 2027.	2020	2024

While CARB and APCD have taken many actions to reduce truck pollution through regulation, enforcement, and incentive programs, Portside residents are still disproportionately affected by trucks in their neighborhoods. As business and activities increase within and around the Portside community in coming years, these impacts could be greater without concerted action.

The CERP Trucks Subcommittee met weekly from May 22 through July 31, 2020 to develop a set of strategies to reduce truck emissions and exposure to those emissions in the Portside communities. The committee recognizes that trucks play a vital role in the movement of goods in Portside and other communities, and truck drivers and businesses should have opportunities to transition to clean technologies and minimize impacts on neighborhoods. The subcommittee identified actions to support electric trucks and charging infrastructure, support dedicated truck route(s) in the community to minimize exposure to at-risk populations, provide for the needs of truck drivers and businesses that rely on them, ensure fair outcomes for truck drivers with regard to incentives and promote enforcement of mobile source air quality rules.

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.

Strategies and Course of Action

- 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. Install charging facilities to support deployment of on-road electric trucks (include DC Fast charging and wireless).
- Implement a Community (Off Port) Operators Mitigation Strategy to coordinate with other operators for their transition to ZEVs, infrastructure, truck routes and truck operations.
- Pursue all grant funding opportunities.
- Identify new sources of funding, including new fees, to promote zero and near-zero emission trucks and other emissions reduction opportunities at the Port of San Diego.
- As City of San Diego and National City acquire ZE Trucks, encourage the Cities to prioritize utilizing them in the Portside Community.
- As City of San Diego and National City acquire ZE light duty vehicles, encourage the Cities to prioritize utilizing them in the Portside Community.

Goals:

- Develop a short-haul on-road electric truck pilot program that seeks to displace between 3,000 and 10,000 diesel vehicle miles traveled (VMT) annually or more, and yields the corresponding emission reduction benefits, during pilot program implementation.
- Install EV charging in conjunction with the above pilot(s).
- Seek to implement the pilot program for a period between one and two years.
- Include an evaluation component in the pilot program that (1) identifies lessons learned and (2) recommends actions to accelerate the implementation of electric trucks to/from Port tidelands.

- Identify a process to introduce this strategy to the Cities with staff from San Diego Gas and Electric (SDG&E), San Diego Association of Governments (SANDAG), ACCELERATE TO ZERO EMISSIONS etc.
- Develop EV Strategy for region including opportunities in Portside communities.
- Incorporate SANDAG’s EV Management Strategies (currently in development).
- Develop process to obtain necessary permits to make sure all of the cities are EV ready (e.g, State of CA Go-BIZ may have resources).
- Work with Barrio Logan CPG and other stakeholders to establish working group to identify businesses (including private waste hauling services), and companies within the Portside Community that can pilot EV truck routes.
- Target funding between 85% and 90% of all heavy-duty on-road electric truck projects and studies with outside grant support.

Targeted Timeline(s):

- Develop a short-haul electric truck pilot program and seek to secure environmental approvals and entitlements within an 18 to 24-month period.
- Develop EV Needs Assessment by end of Q1 2021.
- Identify a minimum of three candidates within the Portside Community to deploy an EV delivery program in 2022.
- Prepare a market study/feasibility analysis for the Port of San Diego’s Board of Port Commissioners consideration by the end of 2023, that explores potential fees that can support and promote zero and near-zero emission trucks and other emission reduction opportunities, as well as implications to the District’s revenue and maritime business opportunities.
- Obtain commitment from San Diego and National City in 2022 that prioritizes deploying ZE Medium Duty and Heavy-Duty Trucks, including ZE Garbage Trucks, within the Portside Community.
- Obtain commitment from San Diego and National City in 2022 that prioritizes deploying ZE Light Duty vehicles within the Portside Community.

Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
City of San Diego	Commit to prioritizing deploying ZE vehicles.
San Diego Association of Governments (SANDAG)	Develop EV strategy for region including opportunities in Portside communities.
Environmental Health Coalition (EHC)	Work with Barrio Logan CPG and other stakeholders to establish working group to identify businesses (including private waste hauling services), and companies within the Portside Community that can pilot EV truck routes.

San Diego County Air Pollution Control District (APCD)	Target funding of 85-90% of all heavy-duty on-road electric truck projects with outside (federal, state, or local) grant support.
San Diego Gas and Electric (SDG&E)	Develop process to obtain necessary permits to make sure all of the cities are EV ready (e.g, State of CA Go-BIZ may have resources
Port District	Develop electric truck pilot program, secure environmental approvals, install EV charging stations, implement pilot program for 1 to 2 years. Prepare feasibility analysis for the Board of Port Commissioners by 2023 that explores potential fees to promote zero and near-zero emission trucks and other emissions reduction opportunities, as well as implications to the District's revenue and maritime business opportunities.
Additional Information:	
N/A	

Action E2: Fair Outcome for Small Truck Owners	
Course of Action	
<ul style="list-style-type: none"> • Ensure regulatory burden of truck replacement and maintenance falls on fleets rather than sublessees. • Ensure incentive funding puts burden on entity that will profit from grant funding. 	
Strategies and Goals	
<ul style="list-style-type: none"> • Support CARB rule requiring larger fleets to transition over time to ZEV. Expected DPM and NOx benefits from draft rule and ISOR when available. • APCD legal counsel is being consulted on language related to requirement to comply with all federal, State, and local labor laws. 	
Targeted Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	Ensure fairness of burden when distributing grant funding.
California Air Resources Board (CARB)	Enforcing of rule requiring larger fleets to transition to ZEV.

Additional Information:

Action E3: Support dedicated truck route and avoid truck impacts to local community

Strategies and Course of Action

- Implement robust stakeholder outreach and educational component.
- Improve street truck signage regarding designated truck route.
- Implement Harbor Drive 2.0 Improvements to facilitate the dedicated truck route and to reduce stop/go truck diesel emissions at key intersections (HDMCS project #64) (consider incorporating wireless charging technology in this concept).
- Reinstitute aggressive enforcement of designated Truck Haul route and keep the Barrio Logan CPG updated on enforcement efforts.

Goals:

- In 2021 - 50% Operations within Portside Community (warehouses, storefronts, small restaurants, etc.) will be notified of designated truck route in the first year.
- Ensure the Harbor Drive 2.0 Improvements concept gets included in the San Diego Association of Governments (SANDAG’s) South Bay to Sorrento Comprehensive Multimodal Corridor Plan (CMCP) and consider for inclusion in the San Diego Forward: 2021 Regional Plan.
- Target environmental approvals for the infrastructure improvements identified in the Harbor Drive 2.0 project and related infrastructure improvements identified in the South Bay to Sorrento CMCP by 2024/2025.
- Continue the Barrio Logan Truck Route Enforcement Task Force, that was established and implemented by the San Diego Police Department in October 2019 and continued through March 2020.
- Update the Barrio Logan CPG on # of truck stops, # of tickets, and # of warnings on a monthly basis.
- Ensure adequate funding for enforcement, such as Supplemental Environmental Projects (SEP) funding.

Targeted Timeline(s):

- In 2021 – 85% of Port tenants and assoc. trucking companies will be provided training info.
- By the end of 2021, present a plan to the City of San Diego and California Department of Transportation (CALTRANS) for consideration, that identifies upgrades to existing street signage and locations to install new street signage informing truck drivers of the designated truck haul route.
- Target installation of new signs in calendar year 2022 by the City of San Diego and CALTRANS.
- By 2023/2024, develop a concept of operations for the intelligent transportation system (ITS) technologies in the Harbor Drive 2.0 project and related ITS systems identified in the South Bay to Sorrento CMCP, focusing on implementing freight signal priority,

gate operating system, truck reservation system, and/or geofencing (or other ITS technologies)	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
City of San Diego	Notify relevant parties of designated truck routes, improve trucking route street signage infrastructure throughout the city.
City of San Diego Police Department	Continue robust enforcement of truck route, continue Barrio Logan Truck Route Enforcement Task Force, and update Barrio Logan Community Planning Group monthly on truck route enforcement activities.
San Diego Association of Governments (SANDAG)	Support inclusion of Harbor Drive improvements in Regional Plan. Provide technical assistance regarding geofencing program (or other ITS technologies).
California Department of Transportation (CALTRANS)	Participate in creation of signage plan and install signage according to adopted plan.
San Diego County Air Pollution Control District (APCD)	Advocate for improved signage and education programs
Community Steering Committee (CSC) Members	Create/inform education and training programs, provide feedback on geofencing (or other ITS technologies), Harbor Drive improvements, and signage plan.
Port District	Provide educational material to Port tenants and other companies doing business at the Port.
Additional Information:	
N/A	

Action E4: Increase number of truck parking and staging facilities with electric charging capabilities to address regional parking needs, including in Otay Mesa and a site that alleviates the truck parking burdens within the Portside Community.
Strategies and Course of Action
<ul style="list-style-type: none"> Increase number of truck parking facilities and electric charging facilities.
Goals:

<ul style="list-style-type: none"> • Provide relief to local communities and support the needs of truckers. • Prepare a feasibility study by 2023 to determine needs and potential locations of truck parking facilities. • Identify and advance one location in Otay Mesa. • Identify and advance one location to alleviate truck parking burdens in National City. 	
Targeted Timeline(s):	
<ul style="list-style-type: none"> • Complete feasibility study by 2023. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
County of San Diego	Help identify optimal location for truck parking in Otay Mesa.
City of San Diego	Help identify optimal location for truck parking in Otay Mesa.
San Diego Association of Governments (SANDAG)	Work with National City and Otay Mesa as well as other city districts to come up with optimal locations for truck parking facilities.
California Department of Transportation (CALTRANS)	Assist as needed.
Additional Information:	
N/A	

Action E5: Ensure fair outcomes for truck drivers	
Strategies and Course of Action	
<ul style="list-style-type: none"> • Focus grant opportunities on truck companies, as opposed to individual drivers, to ensure an unfair burden is not placed on the driver. 	
Goals:	
<ul style="list-style-type: none"> • Ensure all grant contracts to awardees require compliance with all federal, State and local labor laws. 	
Targeted Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

San Diego County Air Pollution Control District (APCD)	Include language in incentive grants for on-road trucks emphasizing the need for grantees to follow all appropriate labor laws, and penalties for not doing so.
Additional Information:	
N/A	

Action E.6: Promote enforcement of existing air quality rules and regulations pertaining to mobile sources.	
Strategies and Course of Action	
<ul style="list-style-type: none"> Mobile Enforcement - Enforce truck idling regulations within the Portside Community (APCD). 	
Goals:	
<ul style="list-style-type: none"> Have APCD and CARB staff determine priorities w/ community residents & EHC and help develop performance metrics. 	
Targeted Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	Help with development of performance metrics.
California Air Resources Board (CARB)	Enforcement of idling regulations.
Environmental Health Coalition (EHC)	Help with development of performance metrics.
Additional Information:	
N/A	

F Land Use Strategies

The CERP steering committee created subcommittees to discuss and establish specific actions to reduce emissions from various sources within the Portside community. The Land Use Subcommittee was formed to focus on a series of strategies to reduce exposure to toxic air

contaminants in the Portside Communities. The Subcommittee reviewed over 125 proposals and identified those strategies with the highest priority for the stakeholders (Phase 1), as well as additional strategies (Phase 2) which would continue to be developed to further these goals. The subcommittee identified strategies which would provide for reduced exposure through improved community planning, transportation planning, development of additional community green space, indoor air filtration, enforcement of truck regulations, as well as further study of health inequities in the communities.

Some of the strategies call for the development and adoption of community plan documents which provide for increased separation between sensitive receptors and sources of toxic air contaminants (TACs), as well as additional green space in the communities. Additional physical separation between sensitive receptors and sources of TACs can reduce the community exposure and associated health risks from those TACs. Additional green space in the community can provide physical separation, as well as provide important recreational opportunities for community residents.

The strategies also call for the development of grant programs to provide air filtration to residents within 500 feet of the Port, freeways, or industrial land uses, as well as the development of vegetative buffers along freeways. In order to reduce exposure in local public schools, the strategies call for the installation of air filtration systems, and increased use of electric school buses.

Further study and documentation of health inequities in the Portside communities is also an identified strategy from the Subcommittee. The strategies call for the completion of health equity assessments for Portside communities in order to inform CERP health outcomes, as well as a transportation and health equity study of all mobility project strategies in CERP. These studies will assist with information needed for several Phase 2 strategies to provide relief to local communities by supporting neighborhood resiliency and housing stability for AB617 neighborhoods as a health/racial/environmental justice cross agency goal.

Finally, transportation planning is also an important strategy in reducing the exposure to air pollution. Traffic congestion and idling, especially from diesel vehicles, can result in increased pollution in communities. As a result, the Subcommittee identified a priority project related to grade separation of the local trolley network in order to reduce freight, truck, and vehicle impacts and emissions on Portside communities, while reducing traffic congestion from the working waterfront by improving transportation efficiencies. Several Phase 2 strategies related to transportation planning have also been suggested.

Action F1: Buffer Zones/Increased Setbacks in Portside Community

Course of Action

<ul style="list-style-type: none"> • Provide Steering Committee support for Barrio Logan Community Plan (“BLCP”) Update with proposed transition zone that proposes separation of land uses & increased setback for specific source types. • Coordinate air quality policies and goals in BLCP Update. • Support adoption of the Port of SD Maritime Clean Air Strategy (“MCAS”). • Support Balanced Plan adoption that will ensure implementation for Pepper Park in National City. 	
Phase 2:	
<ul style="list-style-type: none"> • Support for Westside Specific Plan amortization strategy (WSP LU strategy #'s 3.4 & 3.5). • Collaborate with National City to finalize the development of the mechanism for industrial use expansion permits in conjunction with Strategy #5 (WSP strategy #3.6). • Support the development of a truck route(s) or ordinance in National City. 	
Strategies:	
<ul style="list-style-type: none"> • Public information and outreach • Collaboration • Planning 	
Goals:	
<u>BLCP Update</u>	
<ul style="list-style-type: none"> • Adoption of the New Barrio Logan Community Plan with a transition zone as a buffer. • Confirm air quality policies and goals in New BLCP are coordinated with APCD permits to ensure where APCD permits would be required. • Obtain support from Barrio Logan Community Planning Group for MCAS adoption. 	
<u>Pepper Park Expansion</u>	
<ul style="list-style-type: none"> • Adoption of the Balanced Plan with 2.54 acre expansion. • Set goals for the completion of Pepper Park expansion. 	
Phase 2:	
<ul style="list-style-type: none"> • Set amortization implementation & timeline goals. • Obtain commitment from National City by First Quarter 2021. 	
Estimated Timeline:	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Portside Steering Committee	<ul style="list-style-type: none"> • Support development BLCP update • Support adoption of MCAS

City of San Diego and Barrio Logan Community Planning Group	<ul style="list-style-type: none"> • Support/Adopt new BLCP • Confirm that air quality policies in BLCP are coordinated with APCD requirements
City of National City	<ul style="list-style-type: none"> • Adopt the Balanced Plan with 2.54 acre expansion • Set goals for the completion of Pepper Park expansion • Set amortization implementation & timeline goals.
Port of San Diego	<ul style="list-style-type: none"> • Set goals for the completion of Pepper Park expansion.
Additional Information:	
N/A	

Action F2: Reduce exposures for sensitive receptors within 500 feet of Port, freeways, and industries
Course of Action
<ul style="list-style-type: none"> • Develop indoor air filtration program for <u>existing</u> residential uses and other sensitive receptors. (By subcommittee) • Support community request for Caltrans to develop buffers (vegetative/walls) along I-5 where possible. (By subcommittee) • Pursue all grant funding opportunities. <p>Phase 2:</p> <ul style="list-style-type: none"> • Support new policies for requiring all <u>new</u> housing & other sensitive receptors (like daycares, health & medical facilities) install landscape buffers & indoor air filtration systems. (By subcommittee)
Strategies:
<ul style="list-style-type: none"> • Public Outreach • Collaboration • Grant funding/Incentives
Goal(s)/Timeline:

Indoor Air Filtration Program:	
<ul style="list-style-type: none"> Establish indoor air filtration program in collaboration with Port of SD, City of SD, National City, Navy & EHC. Installation of X number of indoor air filtration by 2021 through 2025 	
Vegetative buffers	
<ul style="list-style-type: none"> Prepare a feasibility study in 2022 to identify locations where strategy can be implemented. Set goals for project construction. 	
Phase 2- New policies for new sensitive land uses:	
<ul style="list-style-type: none"> Obtain commitment by San Diego to integrate policy in BLCP Update by first quarter 2021; Obtain commitment by National City to integrate policy in WSP by first quarter 2021. 	
Estimated Timeline:	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Establish indoor air filtration program in coordination with Port of SD, City of SD, National City, Navy, and EHC Pursue grant funding for indoor air filtration program
California Department of Transportation (CALTRANS)	<ul style="list-style-type: none"> Prepare a feasibility study in 2022 to identify locations where vegetative barrier strategy can be implemented Set goals for project construction
Additional Information:	
N/A	

Action F3: Urban Greening
Course of Action
<ul style="list-style-type: none"> Support National City Pepper Park Expansion (additional 2.54 AC of open space, Balanced Plan). Pursue all grant funding opportunities.
Phase 2:
<ul style="list-style-type: none"> Support the development of New Urban Green Spaces in National City such as Urban Mini-parks with community gardens. (By subcommittee)

<ul style="list-style-type: none"> • Support the proposal for Boston Avenue Linear Park creating a new Urban Green space along I-5 and Boston Ave. in San Diego. (By subcommittee) • Support the proposal for urban greening along Cesar Chavez parkway between 25th St. and Cesar Chavez Park to encourage outdoor activity, walking, and increase pedestrian access to Cesar Chavez Park. (HDMCS project #67) 	
Strategies:	
<ul style="list-style-type: none"> • Public Outreach • Collaboration • Grant funding/Incentives 	
Goal(s)/Timelines:	
<p>Pepper Park Expansion:</p> <ul style="list-style-type: none"> • Obtain commitment from National City and Port of San Diego to prioritize implementation by 2021. • Project completion by 2025. <p>Phase 2:</p> <p>Urban Mini- Parks:</p> <ul style="list-style-type: none"> • Request National City to prepare a feasibility Study by 2022 to identify: <ul style="list-style-type: none"> ○ necessary policy/plan, ○ analysis of 3-4 potential locations that present best opportunities for implementation. • Complete 1-2 urban mini-parks by 2025. <p>Linear Park:</p> <ul style="list-style-type: none"> • Obtain commitment from San Diego & Caltrans in 2021. • Obtain project funding by 2023. • Project construction start in 2024. <p>Cesar Chavez:</p> <ul style="list-style-type: none"> • Obtain commitment from San Diego & Port in 2021. • Obtain project funding in 2022. • Project construction start in 2023. 	
Estimated Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

City of National City	Adoption of Balanced Plan (With EHC and Port of San Diego support). Pursue all grant funding opportunities.
City of San Diego (Port of SD, SANDAG, BLCPG support)	Support the proposal for Boston Avenue Linear Park creating a new Urban Green space along I-5 and Boston Ave. in San Diego. (By subcommittee) Support the proposal for urban greening along Cesar Chavez parkway between 25 th St. and Cesar Chavez Park to encourage outdoor activity, walking, and increase pedestrian access to Cesar Chavez Park. (HDMCS project #67) Pursue all grant funding opportunities
California Department of Transportation (CALTRANS)	Support the proposal for Boston Avenue Linear Park creating a new Urban Green space along I-5 and Boston Ave. in San Diego. (By subcommittee)
Additional Information:	
Obtain commitments from National City, San Diego, Caltrans for proposals above by First Quarter 2021.	

Action F4: Public school exposure reduction
Course of Action
<ul style="list-style-type: none"> • 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.
Strategies:
<ul style="list-style-type: none"> • Public Outreach • Collaboration • Grant funding/Incentives
Goal(s):

<ul style="list-style-type: none"> • Identify all public schools and school districts within AB617 area. • Obtain commitment from school districts to support and implement air filtration technologies. • Assist school districts to develop indoor air filtration transition plan for all AB617 schools. • Obtain commitment from School Districts to prioritize bus fleet transition in 2021. • Assist school districts to develop grant fund applications. 	
Estimated Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego County Air Pollution Control District (APCD) (with San Diego Gas and Electric (SDG&E), City of San Diego, and City of National City support)	<ul style="list-style-type: none"> Identify all public schools and school districts within AB617 area. Work with school districts to identify opportunities to implement air filtration technologies. Assist school districts to develop incentive funding applications for indoor air filtration systems. Work with School Districts to prioritize bus fleet transition in 2021. Assist school districts to develop grant fund applications
Additional Information:	
N/A	

Action F5: Support Harbor Drive Multimodal Corridor Study (HCMCS) Land Use Proposals (Phase 2)
Course of Action:
<ul style="list-style-type: none"> • Beardsley St & Harbor Dr: Modification of raised median to restrict EB and SB left turns. (project #9) • Cesar Chavez Pkwy & Logan Ave: Reconfiguration of intersection to improve operations and bike/ped access. (project #10) • Schley St & 26th St: Diverter island on 26th St to restrict NB traffic from Schley St. (project #4) <i>CAN THIS BE MOVED TO SCHELY & HARBOR DR?</i> • Schley St & Harbor Dr: Reconfiguration of intersection to improve operations and bike/ped access to shipyards. (project #16)

<ul style="list-style-type: none"> • Cesar Chavez Pkwy: Evaluate ingress/egress from driveways near Tenth Avenue Marine Terminal to improve safety and operations. (project #14) • Harbor Drive 2.0: Construction of infrastructure and transportation engineering improvements, in conjunction with ITS technologies, between TAMT and NCMT to provide a more efficient movement of freight while maintaining the quality of life for neighborhood residents and improving public safety (project #64). 	
Strategies:	
<ul style="list-style-type: none"> • Transportation Planning • Collaboration • Public Outreach 	
Goal(s):	
<ul style="list-style-type: none"> • Obtain commitment from City of San Diego and Port of San Diego in 2021/2022. • Set goals for project construction. 	
Estimated Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
City of San Diego	Commit to implementation of proposals as described above.
Port of San Diego	Commit to implementation of proposals as described above.
City of National City	Commit to implement portion of Harbor Drive 2.0 (HDMCS #64) that is within National City's jurisdiction.
Additional Information:	
N/A	

Action 16: Neighborhood Resiliency & Housing Stability
Course of Action
<ul style="list-style-type: none"> • San Diego County Air Pollution Control District (APCD) and County of San Diego Health and Human Services Agency (HHSA) – Produce health equity assessments for Portside communities in order to inform CERP health outcomes. • Propose SANDAG develop 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.

<ul style="list-style-type: none"> • Coordinate and implement assessments with SANDAG’s Public Health Working Group. • Leverage SANDAG’s Healthy Communities Atlas. • Pursue all grant funding opportunities (such as: Caltrans EJ Planning Grant, other planning grants, or grants for public health). 	
<p>Phase 2:</p> <ul style="list-style-type: none"> • Support the development of polices to require a minimum of 25% of new affordable housing units be designated affordable in AB617 area. 	
<p>Strategies:</p>	
<ul style="list-style-type: none"> • Collaboration • Research • Public Outreach • Grants 	
<p>Goal(s)/Timelines:</p>	
<ul style="list-style-type: none"> • Perform health assessment in 2021 to establish existing conditions and health equity metrics and coordinate public workshops. • Perform health assessment update in 2025. • Work with SANDAG to develop transportation & health equity study in 2022. 	
<p>Phase 2:</p> <ul style="list-style-type: none"> • Establish working group with the City of San Diego and National City to align CERP goals with Climate Action Plans, TOD’s and affordable housing to identify goals and opportunities for leveraging funding for residential charging infrastructure and ZEV support, solar panel installations, restorative landscape, and indoor air filtration or other similar goals for healthy environment. • Obtain commitment from City of San Diego by First Quarter 2021. 	
<p>Estimated Timeline(s):</p>	
<p>N/A</p>	
<p>Implementing Agency, Organization, Business or Other Entity</p>	
<p>Name:</p>	<p>Responsibilities:</p>
<p>San Diego County Air Pollution Control District (APCD) / County of San Diego Health and Human Services Agency (HHSa)</p>	<ul style="list-style-type: none"> • Perform health assessment in 2021 to establish existing conditions & health equity metrics and coordinate public workshops . • Perform health assessment update in 2025.
<p>San Diego Association of Governments (SANDAG)</p>	<ul style="list-style-type: none"> • Develop transportation & health equity study in 2022.

San Diego County Air Pollution Control District (APCD), City of San Diego, City of National City	<ul style="list-style-type: none"> Support development of affordable housing policy as described above.
Additional Information:	
N/A	

Action F7: Enforcement of Existing Truck Regulations	
Course of Action	
<ul style="list-style-type: none"> Enforce truck idling regulations and install signage, especially around sensitive receptors. Enforce Truck Route (SD and National City police). <p>Phase 2:</p> <ul style="list-style-type: none"> Expand truck route along Main street between 28th and 32nd St. 	
Strategies:	
<ul style="list-style-type: none"> Enforcement Collaboration 	
Goal(s)/Timeline:	
<ul style="list-style-type: none"> Coordinate with San Diego to continue enforcement from 2021 through 2025. <p>Phase 2:</p> <ul style="list-style-type: none"> Set goal for truck route expansion. Obtain commitment from City of San Diego by First Quarter 2021. 	
Estimated Timeline(s):	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
City of San Diego and National City police	<ul style="list-style-type: none"> Continue enforcement of truck route from 2021 through 2025. Expand truck route (Phase 2).
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> Continue enforcement of idling regulations.
Additional Information:	
N/A	

Action 18: Improve Transportation Efficiencies

Course of Action

1. Prioritize implementation of Blue line trolley grade separation at 28th St and 32nd St (**SANDAG MMAS project L-83, & HDMCS project #62 & project #22**) *VERY HIGH PRORITY PROJECT*

Phase 2:

2. SD/BL – Support adding traffic calming measures along Main Street between Cesar Chavez Parkway and 32nd St. to discourage truck use. (By subcommittee)
3. Pursue freeway ramp removal and relocation of I-5 Southbound onramp from Boston Ave. to 28th St. (HDMCS project #69) *VERY HIGH PRORITY PROJECT*
4. Boston Ave: Traffic calming improvements including potential bike boulevard between 26th St and 28th St. (HDMCS # 48 – Coordinate w/above HDMCS #69)
5. Boston Ave: Class I bikeway/multi-use path between 29th St and 32nd St. (HDMCS # 49 – Coordinate w/above HDMCS #69)
6. 28th St & National Ave: Reconfiguration of intersection to alleviate queueing issues for WB vehicles. (HDMCS # 26 – Coordinate w/above HDMCS #69)
7. 28th St & Harbor Dr: Enhanced pedestrian facilities to accommodate shipyard demand including widened crosswalks, curb extensions, curb ramps, and potential pedestrian scramble. (HDMCS project #38)
8. 28th St: Reconfiguration to increase capacity and improve access between Main St and National Ave. Initial study assumed 2 NB and 3 SB lanes with raised median. (HDMCS project #46)
9. 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)
10. 8th St & Harbor Dr: Reconfiguration of WB 8th St to allow 3 through lanes Naval Base Gate 9 (8th St). (HCMCS project #32)
11. Civic Center Dr & Harbor Dr: Dual EB left turn lanes to increase capacity for traffic from nearby I-5 SB offramp. (HCMCS project #33)
12. 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)
13. 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)
14. Pepper Park: Bike/pedestrian connections to Pepper Park extension proposed in National City Marina District Balanced Land Use Study (2016). (HDMCS project #19)
15. Bayshore Bikeway, National City: Relocation from Tidelands Ave to Marina Way and McKinley Ave. (HDMCS project #50)
16. 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)
17. NC – National City wayfinding signage project throughout National City (SANDAG MMAS project # P-32, Port Capital Improvement Program (CIP) (2014))

- 18. SD/BL - Support Chollas Creek Multi-Use Path from Dorothy Petway Park to Harbor Drive (SANDAG MMAS project # L-142, City of San Diego Capital Improvement Program (CIP GIS Shapefile) (2017))
- 19. NC – Support 8th Street urban Trail from Harbor Drive to D Ave. (SANDAG MMAS project # L-146, National City Downtown Specific Plan (2017))

Strategies:

- Collaboration
- Planning

Goal(s)/Timeline:

Phase 1/Action 1:

- Identify and advance if both or one location can move forward in SANDAG RTP as priority in 2021.
- Prioritize implementation to expedite grade separation project start in 2024.

Phase 2:

For actions #'s 2 and 4-8, above:

- Obtain commitment from City of San Diego in 2021/2022.
- Set goal for project construction.

For action #3, above:

- Confirm feasibility by Second Quarter of 2022.
- If advanced, obtain commitment from Caltrans for project construction to begin in 2024.

For actions #'s 9-17 and 19, above:

- Obtain commitment from National City in 2021/2022.
- Set goal for project construction.

For action #18, above:

- Obtain commitment from San Diego, Port & Caltrans to prioritize project in 2021/2022.
- Set goal for project construction.

Estimated Timeline(s):

Implementing Agency, Organization, Business or Other Entity

Name:	Responsibilities:
--------------	--------------------------

San Diego Association of Governments (SANDAG), Port of San Diego, Naval Base San Diego	<ul style="list-style-type: none"> Identify and advance if both or one location can move forward in SANDAG RTP as priority in 2021. Prioritize implementation to expedite grade separation project start in 2024. <i>Implementation can mean the project will advance to the next step in the project development process assuming funds can be secured.</i>
City of San Diego, Port of San Diego, Naval Base San Diego	<ul style="list-style-type: none"> Support SANDAG prioritization of project.
For Phase 2 projects: City of San Diego City of National City California Department of Transportation (CALTRANS) Naval Base San Diego Port of San Diego	<ul style="list-style-type: none"> Review proposed actions 2, 4-8. Review proposed actions 9-17, 19. Review proposed action 3. Review proposed action 16, provide support for actions 17-19. Review proposed action 16, provide support for actions 5-19.
Additional Information:	
Please see this Caltrans document for a list of phases: https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/2011-how-caltrans-builds-projects-a11y.pdf	

Action F9: Reduce exposure to car and truck emissions to residents on Boston and adjacent streets
Course of Action
<ul style="list-style-type: none"> Remove freeway ramp at 29th and Boston (HDMCS project #69). Urban Greening project along Cesar Chavez Parkway (HDMCS project #67).
Strategies and Goals
Timeline(s):
<ul style="list-style-type: none"> Confirm feasibility by Second Quarter of 2022. If advanced, obtain commitment from Caltrans for project to begin in 2024. Obtain commitment from San Diego and Port in 2021. Obtain Project Funding in 2022. Project construction starts in 2023.

Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
California Department of Transportation (CALTRANS)	Confirm feasibility of projects.
City of San Diego	Confirm feasibility of projects
San Diego Association of Governments (SANDAG)	Confirm feasibility of projects
Additional Information:	

Action F10: PHASE 2 - Truck Diversion	
Course of Action	
<ul style="list-style-type: none"> Truck diversion to prevent trucks from driving onto Beardsley St. as they exit I-5 South on Cesar Chavez exit. Divert trucks to Cesar Chavez Parkway to access Tenth Avenue Marine Terminal. 	
Strategies:	
<ul style="list-style-type: none"> Transportation Planning, Collaboration, Public Outreach 	
Goal(s)/Timeline:	
<ul style="list-style-type: none"> Prepare a feasibility study in 2022 to identify best truck route to Tenth Avenue Marine Terminal and diversion, traffic calming and appropriate signage. Develop goals for removing or reducing truck traffic along Beardsley Street with Barrio Logan Community Planning Group. 	
Estimated Timeline:	
N/A	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
City of San Diego	<ul style="list-style-type: none"> Proposed measures as a result of feasibility/planning study

California Department of Transportation (CALTRANS)	<ul style="list-style-type: none"> • Prepare feasibility study
Barrio Logan CPG	<ul style="list-style-type: none"> • Support the goal as needed
Additional Information:	
N/A	

Action F11: Reduce Toxic Emissions	
Course of Action	
<ul style="list-style-type: none"> • Encourage lead land use agencies to identify best practices to reduce toxic emissions in residential areas and/or areas with sensitive receptors, which may include more stringent zoning restrictions and performance standards, transition/buffer zone policies, and/or the phasing out of certain incompatible land uses over time. 	
Strategies and Goals	
<ul style="list-style-type: none"> • TBD 	
Timeline(s):	
<ul style="list-style-type: none"> • TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Additional Information:	

G Working Waterfront Activities (Port, Navy, and Shipyards)

The CERP steering committee created subcommittees to discuss and establish specific actions to reduce emissions from various sources within the Portside community. A subcommittee was formed to focus on key port-related emission sources and strategies to control them beyond current regulatory programs to further reduce health risks. In addition to emission reduction

strategies associated with the Port of San Diego, the subcommittee identified strategies to reduce emissions at U.S. Naval Base San Diego (NBSD) and the shipyard facilities. These facilities are located along the westernmost boundary of the Portside Community, which is an area commonly referred to as the working waterfront.

The tables below propose strategies that were designed to reduce emissions associated with activities occurring along the working waterfront.

Action G1: Adequate funding for Port to implement CERP measures for which it is the lead agency.	
Course of Action	
<ul style="list-style-type: none"> Identify potential new sources of funding, including new fees. 	
Strategies and Goals	
<ul style="list-style-type: none"> TBD 	
Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Port District	Look into potential sources of funding.
Additional Information:	

Action G2: Reduce Diesel Emissions from cargo handling equipment (CHE).
Course of Action
<u>Phase I</u>
<ul style="list-style-type: none"> Facilitate upgrading and/or replacing diesel emitting CHE with Zero Emission CHE at the Port’s marine terminals. Port staff will encourage the use of ZE technology and will help assess the feasibility of ZE equipment when it is scheduled to be upgraded. If electric cargo handling equipment is not feasible, Port staff shall demonstrate the legal, technological, operational, and/or financial constraints to zero emission equipment implementation. Ensure new CHE is compatible with operational needs of end users. Ensure CHE has been vetted by end user.
<u>Phase II</u>

<ul style="list-style-type: none"> • Port staff will establish Zero Emission / Near Zero Emission goals for 2030 in the Maritime Clean Air Strategy (MCAS). • Port staff will develop recommendations to require the best available CHE technology in the Maritime Clean Air Strategy (MCAS) 	
Strategies and Goals	
<ul style="list-style-type: none"> • Reduce cargo handling equipment DPM emissions by 92% and NOx 78% • For demonstration equipment and pilots, incorporate feedback from end users, such as ILWU, Teamsters and stevedores. • Identifying which ZE CHE works better than the rest. 	
Timeline(s):	
<ul style="list-style-type: none"> • Meet Reduction Goals by 2025. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
San Diego Gas and Electric (SDG&E)	<ul style="list-style-type: none"> • Implementing agency for infrastructure and load requirements.
San Diego County Air Pollution Control District (APCD)	<ul style="list-style-type: none"> • Assist with funding opportunities
Port District	<ul style="list-style-type: none"> • Exhibit ZE CHE equipment and engage with CHE owners.
Additional Information:	
N/A	

Action C3: Reduce Emissions from Ships at Berth	
Course of Action	
<ul style="list-style-type: none"> • Grant funding support for shorepower or equivalent reductions in ship hoteling emissions. • Emission reductions from ship hoteling or innovative concepts, starting with pilot testing in 2024. 	
Strategies and Goals	
<ul style="list-style-type: none"> • Pilot testing of ship emission reduction technology by 2024 or implementation of innovative concepts in conjunction with CARB. 	
Timeline(s):	
<ul style="list-style-type: none"> • Full implementation of RoRo vessels by 2025 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:

California Air Resources Board (CARB)	Assist Port in piloting of ship emission reduction technology.
Port District	Provide materials to Port tenants and other companies doing business at the Port.
San Diego Gas and Electric (SDG&E)	Determine infrastructure improvements that are necessary to support load requirements.
Additional Information:	
N/A	

Action G4: Reduce emissions from harbor craft	
Course of Action	
<ul style="list-style-type: none"> Evaluate options to implement ZEV tugboats and ferries. 	
Strategies and Goals	
<ul style="list-style-type: none"> Evaluate options to implement ZEV tugboats and ferries. 	
Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Port District	Evaluate available options.
Additional Information:	

Action G5: Reduce DPM and NOx emissions from portable air compressors and other diesel sources at shipyards.	
Course of Action	
<ul style="list-style-type: none"> Shipyards to require portable air compressors on site to be powered by ZEV or Tier 4 engines. 	

<ul style="list-style-type: none"> • Shipyards will continue ongoing actions to reduce emissions from on and off-road diesel equipment. Actions to reduce emissions may include retirements, replacements (to cleaner fuel or higher engine tier), exhaust retrofits, or electrification. 	
Strategies and Goals	
<ul style="list-style-type: none"> • NASSCO, BAE Systems and HHI will implement policies by May 1, 2021. • The number and types of action will vary depending on a variety of factors including shipyards specific equipment needs, business cycle, availability of incentives, technical feasibility and availability of zero/low emissions equipment. • Shipyards will report progress on achieving this goal to the Steering Committee annually. 	
Timeline(s):	
<ul style="list-style-type: none"> • 2021 for portable air compressors. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Shipyards	Implementation of policy for portable air compressors.
Additional Information:	

Action C6: Promote best practices for reducing diesel, VOC and other emissions from ship repair activities.	
Course of Action	
<ul style="list-style-type: none"> • Provide training on best practices for ship repair contractors. 	
Strategies and Goals	
<ul style="list-style-type: none"> • Shipyards conduct a minimum of three training or outreach events per year from 2021 through 2025. 	
Timeline(s):	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Shipyards	Training and outreach events.
Additional Information:	
Other agencies assist as needed.	

Action G7: Reduce emissions from shipyard employee transportation	
Course of Action	
<ul style="list-style-type: none"> Continue ongoing programs to promote and increase participation in alternative transportation. 	
Strategies and Goals	
<ul style="list-style-type: none"> Annual report to steering committee. 	
Timeline(s):	
<ul style="list-style-type: none"> TBD 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Shipyards	Educate workforce.
Additional Information:	

Action G8: Promote adoption of ZE technologies by Port tenants, truckers, and other users of equipment	
Course of Action	
<ul style="list-style-type: none"> Demonstration event where ZE equipment can be viewed and tested. 	
Strategies and Goals	
Timeline(s):	
<ul style="list-style-type: none"> Have one event in 2021. 	
Implementing Agency, Organization, Business or Other Entity	
Name:	Responsibilities:
Port	Organize Event
Additional Information:	

Action (9): Reduction in exposure to emissions from waterfront employees, Navy personnel and heavy duty truck parking in the portside community.

Course of Action

- TBD

Strategies and Goals

- TBD

Timeline(s):

- TBD

Implementing Agency, Organization, Business or Other Entity

Name:

Responsibilities:

TBD

Additional Information:

DRAFT