

Appendix A
Community Emissions Reduction Program (CERP) Implementation by Action

Action A1: Incident Response Plan

[100% Complete]

- [SDAPCD, Air Quality Incident Response Plan](#) (2022)
- Outreach to stakeholder agencies and organizations: 2024-2025 SDAPCD engaged more than 1,440 Portside community members participated in outreach and education activities.

Action A2: Develop and Implement a Public Participation Plan

[90% Complete. Inclusion of Tribal Consultation Policy: Has not been developed or implemented. Priority included in Strategic Plan.]

- [SDAPCD, Public Participation Plan \(PPP\)](#)
- 2024-2025 SDAPCD engaged more than 1,440 Portside community members participated in outreach and education activities.
- Participation by residents of Environmental Justice (EJ) community: CSC meetings consistently average about 15-20 community members every meeting; development of a Participatory Budgeting Framework.
- Addresses trauma informed outreach: Some elements included in the Public Participation Plan. OEJ staff and facilitation consultant have experience in this approach.

Action A3: Develop Plan to Quantify and Prioritize the Community Health Risks from Air Pollutants

[100% Complete]

- Portside Air Toxic Modeling and Risk Assessment- CARB ([English](#) & [Español](#))
- Portside Health Risk Assessment- Port of San Diego
 - Fact Sheet ([English](#) & [Español](#))
 - FAQ ([English](#) & [Español](#))
- In 2025 OEJ started collaborating with [San Diego Pediatricians for Clean Air](#). More work on this front is needed.

Action A4: Establish an Office of Environmental Justice within the APCD

[100% Complete]

- Staffing Office of Environmental Justice: OEJ established and currently has three staff members.
- Staff available with ASL or other language experience: OEJ staff has intermediate to fluent Spanish.
- Development of a framework for the Office of EJ: [Environmental Justice Framework \(En Español\)](#).
- Alignment of framework with County's Office of Environmental and Climate Justice: OEJ works in partnership with the County's Office of Sustainability and Environmental Justice. OEJ's role is in alignment with County policies and framework.
- Integrated environmental justice principles and practices into two agency operations: CEQA guidelines and Rule Development analysis process.
- OEJ secured a \$1 million grant from the EPA to launch the Environmental Justice Partnership program to expand its efforts to work with EJ communities region-wide.
- In 2025 SDAPCD OEJ developed popular education materials and shared them with the SDAPCD Board Members.

Action B1: Create Additional Flexibility for Mobile Source Incentives

[In progress.]

- \$608,560 of AB 617 Incentive funds have been used for an electric truck pilot project in Portside.
- In 2024, SDAPCD funded 9 zero emission trucks for companies operating in the Portside area with \$1,777,918 in AB617 incentive funding.

Action B2: Reduce Emissions from Passenger Vehicles

[In progress.]

- Decrease in emissions at Portside monitoring sites- Air quality monitors show that overall emissions are decreasing. Specific sources contributing to the reduction cannot be quantified at this time. See five-year report for more information.

- Clean Cars 4 All currently open to eligible residents.

Action B3: Reduce Exposure to Air Pollution

[55% Complete]

- 550 air monitors and air purifiers (investment of \$803,000 from the Port) were installed in homes throughout the Portside community. 450 more units need to be distributed according to the CERP strategy.
- Emission reductions at participating homes measured at specified intervals- In 2025, using CARB funding, SDSU analyzed the Portside Air Quality Improvement and Relief program, reporting its impacts and offering recommendations for improvement.

Action B4: Incentives Outreach

[In progress.]

- Number of applications for incentive programs received- Since 2019, the San Diego Air Pollution Control District has awarded **\$29,648,435** to **28 projects** in the Portside area, representing **45% of all AB 617 incentives distributed region wide.**
- SDAPCD has formalized a participatory budgeting process that prioritizes sectors/types of projects to conduct outreach and for the CSC to be able to inform AB 617 Incentive funding decisions.
- Under the MOU with the Port, SDAPCD began drafting the Zero-Emission Cargo Handling Equipment Pilot Program to replace diesel equipment, and implementation workgroup meetings are now scheduled.

Action C1: Evaluate Rule 1206 to potentially regulate residential structures between 1-4 dwelling units

[25% Complete]

- Completion of evaluation- An internal assessment report is currently under development. Next steps include sharing this analysis with the CSC to evaluate potential pathways forward.

Action C2: Evaluate District Rule 1210 to Potentially Reduce Health Risks

[100% Complete]

- Health risk reduction- SDAPCD adopted amendments to Rule 1210 on Nov 4, 2021 to lower the cancer risk reduction threshold from 100 in one million down to 10 in one million.

Action C3: Evaluating Existing Rules and Considering New Rules

[60% Complete]

- SDAPCD adopted amendments to R61.2 and R67.0.1 on 2/10/21 to reduce VOC emissions from transfer to mobile transport trucks and architectural coatings.
- The District adopted Rule R67.26 (Commercial Charbroiling Operations) in August 2025 to reduce PM and VOC emissions.
- **Decision Pending:** The District is evaluating regulatory and non-regulatory strategies to reduce emissions from warehouse and distribution center indirect sources and released an ISR Framework Supplement in May 2025; further Board direction is expected in 2026.
- **Decision Pending:** In 2025–2026, the District will hold public workshops and seek Board consideration for new Rule 102 (Indoor Wood Burning Control) and administrative amendments to Rules 69.3.1 (Turbines) and 69.4.1 (Stationary Engines) to address EPA-identified deficiencies.

Action C4: Propose the amendment of District Rule 1401

[100% Complete]

- SDAPCD adopted amendments to Rule 1401 on 10/14/21. The amendment lowered the threshold at which facilities must apply for and obtain a Title V permit

Action D1: Propose the Development of a Supplemental Environmental Project (SEP) Program within the Violation Settlement Program

[100% Complete]

- Adoption of a SEP program- SDAPCD established a Supplemental Environmental Project (SEP) Program to use part of violation fines to fund projects that benefit the community

Action D2: Evaluate the Feasibility of Expanding Mobile Source Enforcement Program

[100% Complete]

- SDAPCD has implemented the expansion of the CARB/SDAPCD Mobile Source MOU to include Commercial Harbor Craft, and have begun conducting inspections

Action D3: Evaluate the Current Air Quality Complaint Process

[100% Complete]

- The air quality complaint process has been evaluated and process and tools have been updated (SDAPCD Air Quality Complaints mobile app)

Action D4: Increase APCD Presence in Portside Community

[100% Complete]

- SDAPCD has doubled the number of idling inspections in the Portside Community by conducting vehicle idling sweeps in the area twice a week.
- SDAPCD met this commitment by increasing its presence in the Portside community by conducting weekly idling inspections in the community in addition to the quarterly inspections of large stationary sources. These frequent inspections resulted in a 99% compliance rate in CY24/25.

Action D5: Evaluate the Feasibility of Utilizing Portable Emission Analyzers to Verify Compliance

[90% Complete]

- SDAPCD Compliance Division shared that they did an assessment and found this unfeasible. An analysis via memo or presentation by the Compliance Division has not been shared with the CSC.

Action D6: Promote enforcement of existing air quality rules and regulations pertaining to mobile sources

[90%, In 2026 “no” idling signs and truck routes signs need to be installed in West National City.]

- SDAPCD has doubled the number of idling inspections in the Portside Community by conducting vehicle idling sweeps in the area twice a week
- Nine “no idling” signs were installed to prevent idling in the Portside community
- (Coming Soon) CARB and the District are coordinating to identify, deliver and install No-Idling signs for school sites (40) and streets (10) where the CSC and community members have expressed concern
- Conducted 20 idling inspections in 2024 with 100% compliance.
- SDAPCD met its commitment by increasing its presence in the Portside community through weekly idling inspections and quarterly inspections of large stationary sources. With the amendment of Rule 1210, potential health risks from stationary sources have been reduced below health-protective levels. For more details, see the Hot Spots annual reports published since 2021.

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

[In progress.]

- In 2023, the Board of Port Commissioners authorized \$400,000 from the Maritime Industrial Impact Fund (MIIF) to go towards the National City Free Ride Around National City (FRANC) Program, which will supplement the up to \$1,500,000 “Mobility Project Voucher” that the City has received from the California Air Resources Board (CARB) through the Clean Mobility Options program.
- Port of San Diego, Heavy-Duty Zero Emission Truck Transition Plan
- SANDAG, San Diego Regional Medium- and Heavy-Duty Zero-Emission Vehicle Blueprint
- Caltrans District 11, Truck Parking and MD/HD Truck Charging Feasibility Study

- SANDAG, Regional EV Charger Management Strategy
- SANDAG, White paper on the Zero Emission Freight Transition at the California-Baja California Border
- City of San Diego, 2022 Climate Action Plan update includes action for Increase Electric Vehicle Adoption and targets for an increase Municipal Fleet of Zero Emissions Vehicles
- (Coming Soon) Zero-Emission Truck Hub in National City (Skychargers LLC selected)
- City of San Diego Fleet Operations purchased two (2) BEAM EV Arc units and piloted a program utilizing eight (8) Chevy Bolts to analyze the performance of these units. In 2023, they purchased 4 more EV Arc Units.
- In June 2023, the Port entered a Memorandum of Agreement (MOA) with Caltrans District 11 to memorialize our agencies' shared commitment to work cooperatively toward the mutual goal and shared vision of developing sustainable transportation and freight projects to support the San Diego region and Port operations.
- Direct outreach to truckers.
- SDG&E's Power Your Drive for Fleets program, continue to support make-ready EV charging infrastructure for Medium/Heavy Duty fleets.
- In 2023, the City of San Diego hired a Program Manager to its Fleet Operations to oversee the process to electrify the City operation yards and infrastructure to support an electrified fleet.
- In 2023, the Board of Port Commissioners authorized \$400,000 from the Maritime Industrial Impact Fund (MIIF) to go towards the National City Free Ride Around National City (FRANC) Program, which will supplement the up to \$1,500,000 "Mobility Project Voucher" that the City has received from the California Air Resources Board (CARB) through the Clean Mobility Options program.
- In 2025, the Port of San Diego entered an exclusive negotiating agreement with SkyCharger to explore developing an electric truck charging hub. It has begun environmental review and issued a Notice of Preparation for the Tidelands Avenue Electric Truck Hub EIR.

Action E2: Fair Outcome for Small Truck Owners

[100% Complete]

- SDAPCD has included the following language in the Policies and Procedures for on-road vehicles: The District prioritizes funding for small fleets through project evaluation of on-road heavy duty vehicles for the Moyer program, consistent with section IV(A)(2)(F) of [the Policies & Procedures document].

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

[75% Complete - Signage in San Diego needs to be updated to reflect added prohibited truck routes in BLCPU. There is currently no signage in West National City.]

- City of San Diego mapped and adopted designated truck routes in Barrio Logan.
- SANDAG, San Diego and Imperial Counties Sustainable Freight Implementation Strategy.
- Port District continues to support Designated Truck Routes through Coastal Development Permits, called out as Special Conditions in lease agreements, signage, and a Port of San Diego Hotline for concerns related to truck routes and excessive noise is maintained and monitored.

Action E4: Increase number of truck parking and staging facilities with electric charging capabilities to address regional parking needs and alleviate the truck parking burdens within the Portside Community.

[In progress.]

- Citing criteria in the San Diego Regional MD/HD ZEV Blueprint.
- Caltrans' Truck Parking and ZEV Medium-Duty/Heavy-Duty Charging Stations feasibility study.
- SANDAG's San Diego and Imperial Counties Sustainable Freight Implementation Strategy.
- Caltrans' District 11 Truck Parking and MD/HD Truck Charging Feasibility Study.
- In 2025, SDAPCD Executed contract with Skychargers LLC to install electric vehicle truck stop in National City including 35 charging stations to support electrification of drayage trucks serving Port of San Diego.

Action F1: Support land uses that serve as a buffer between industrial and residential uses in the Portside Community

[100% Complete and ongoing as projects are proposed.]

- Port of San Diego, Port Master Plan Update (PMPU) contains a first ever Environmental Justice Element.
- Barrio Logan Community Plan Update (2023) created buffer zones between heavy industrial and residential.

Action F2: Reduce exposures for sensitive receptors within 500 feet of Port, freeways, and industries

[In Progress. Planning and design completed, but funding impacted.]

- Boston Avenue (29th – 32nd street) Linear Park: Removed contaminated soil and replaced it with clean soil. The project is adding and improving the following features: pedestrian/bike path, a privacy wall that has reduced sound pollution to the abutting community, and existing street lighting is being replaced and additional lighting is added for safety (coming soon).

Action F3: Urban Greening

[50% Complete. Pepper Park is in the construction phase and Cesar Chavez Park is in the planning/community engagement phase. Once the parks are completed this item can be marked as 100%.]

- Port of San Diego, Port Master Plan Update (PMPU) (2024) contains goals and policies aimed at greening the urban environment with particular attention to disadvantaged communities.
- In 2022, the Port of San Diego planted 20 new trees at Cesar Chavez Park, on tidelands and in 2024 they planted 27 new trees in Embarcadero Marina Park North along the San Diego Bay waterfront.
- In 2024, the City of San Diego planted 901 trees in the Portside Area (Barrio Logan, Logan Heights, Sherman Heights, Grant Hill and Stockton).
- Between July 2024 and July 2025 an additional 62 trees were planted throughout Port Tidelands.
- The Port began construction to improve the existing amenities and space at Pepper Park. Pepper Park may be expanded by 2.5 acres once the Port Master Plan Amendment request is approved by the California Coastal Commission. The Port has begun conducting community outreach for a project to improve Cesar Chavez Park in Barrio Logan, including planting of native trees and plants.
- In 2025, the City of San Diego planted 307 trees in the Portside Area (Barrio Logan, Logan Heights, Sherman Heights, Grant Hill and Stockton), 703 trees in adjacent neighborhoods (Southcrest, Mount Hope, Shelltown, and Mountain View).

Action F4: Public school exposure reduction

[In progress. An indoor air filtration school is needed to complete this item.]

- From 2021-2023, \$2,971,044 in AB 617 incentives funds have been invested in ZEV buses and charging Infrastructure in the Portside communities.
- In 2025, AB 617 incentives funded the purchase of an electric school bus for the National School District in the amount of \$370,326.

Action F5: Support Harbor Drive Multimodal Corridor Study (HCMCS) Land Use Proposals

[In progress.]

- SANDAG Harbor Drive 2.0 is included in the 2021 Regional Plan with project ID GM06 to be built by 2035. Additional Harbor Drive Multimodal Corridor Improvements are included in project ID GM05 to be built by 2050.
- In June 2023, the California Transportation Commission announced that the Harbor Drive 2.0 project had received \$18.5M in grant funding from the Trade Corridor Enhancement Program (TCEP) program to fund the project design and rights-of-way. The award required a \$2,185,714 match that was funded by the Port at the February 2024 Board Hearing.
- In 2024, SANDAG and Caltrans were awarded \$11 million for Right-of-Way through the Reconnecting Communities and Neighborhood grant programs for the Harbor Dr 2.0 Port Access Improvements project.

Action F6: Neighborhood Resiliency & Housing Stability

[In progress. Completion of transportation and health equity assessment needed to complete this strategy.]

- SANDAG (2023), Equity Action Plan and Social Equity Analysis appendix in the final 2025 Regional Transportation Improvement Program (RTIP), which will steer the agency forward in addressing past planning practices that divided and marginalized communities.
- SANDAG Board of Directors passed a resolution directs its staff to consider the following when preparing the draft 2025 Regional Plan: (1) Prioritize the goal of “Healthy communities and environment for everyone” through the reductions of harmful air pollutants from on-road transportation through programs, policies and pilot projects in the census tracts identified with Diesel PM scores in the 75th percentile or higher per the current CalEnviroScreen maps and data.
- SANDAG (2025) Title VI Analysis and Engagement appendix in the draft 2025 Regional Plan, which measures exposure to Particulate Matter 2.5 per day and access to essential amenities via transit and active transportation for sensitive populations within the proposed transportation network.
- SANDAG (2025) California AB 805 Strategies to Reduce Pollution Exposure in Disadvantaged Communities identifies projects that directly contribute to pollution reduction or by way of their function within the transportation system for communities in the 75th percentile or higher per the current CalEnviroScreen maps and data.

Action F7: Improve Transportation Efficiencies

[In progress.]

- Port of San Diego, Port Master Plan Update (PMPU) (2024) contains goals and policies aimed at greening the urban environment with particular attention to disadvantaged communities.
- City of San Diego, Barrio Logan Community Plan Update includes Class I multi-use path as a planned facility in the Barrio Logan and Main Street Class IV Cycle Tracks is a planned bikeway.
- The Clean California program Boston Ave Community Improvements Project completed construction in fall 2023. The Project repurposed four acres of land along Interstate 5 between 29th St and 32nd St and added a bike trail and walking path.
- In 2023, the Board of Port Commissioners authorized \$400,000 from the Maritime Industrial Impact Fund (MIIF) to go towards the National City Free Ride Around National City (FRANC) Program, which will supplement the up to \$1,500,000 “Mobility Project Voucher” that the City has received from the California Air Resources Board (CARB) through the Clean Mobility Options program.
- Reconfiguration of WB 8th St to allow 3 through lanes Naval Base Gate 9 (8th St). In 2023, the City received a \$2,000,000 for the ATP-Cycle state funding for construction.
- Dual EB left turn lanes to increase capacity for traffic from nearby I-5 SB offramp. In 2023, the City received a notification from Caltrans that the City received \$2,580,000 for the ATP-Cycle state funding to fund the project.
- 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. The City received \$5,185,000 for the ATP state funding for construction.
- In 2025, SANDAG is developing criteria to inform a regionwide at grade rail crossing prioritization process which is expected to include metrics on safety, connectivity, system performance among other goal areas.
- In 2025, SANDAG is developing a Barrio Logan Freeway Lid Feasibility Study that builds off of and incorporates recommendations and the community needs found in Barrio Logan Community Plan Update. The feasibility study will also explore supportive and alternate mobility solutions that connect the historically divided communities of Barrio Logan and Logan Heights and overall improve the health and lives of these communities.
- In 2025, the Port agreed to allocate \$2M to help develop a 1.4 mile portion of the Bayshore Bikeway in National City connecting Harbor Drive/Civic Center Drive on the north and Marina Way/West 32nd Street (immediately north of Pier 32 Marina) on the south. \$600K of the \$2M

came from the Ports Maritime Industrial Impact Fund (MIIF) to support that portion of the trail that is off-Tidelands.

Action F8: Truck Diversion

[100% Complete]

- Publication of dedicated truck routes and outreach to trucking companies, truck drivers and businesses in the Portside Community.

Action G1: Reduce Diesel Emissions from cargo handling equipment (CHE)

[In progress. Replacement of 20 pieces of cargo handling equipment by 2026 results in a reduction of emissions by approximately 90% for NOx, 80% for DPM, and 50% for CO2e below 2019 levels needed to complete.]

- Replaced diesel equipment located at the Tenth Avenue marine Terminal with (SDAPCD funded \$2,723,000 with AB617 incentives funds for infrastructure for cranes and 4 electric forklifts for Marine Group boatworks for \$214,882):
 - Two all-electric mobile harbor cranes (\$14M for the cranes and \$8.9M to upgrade to electrical infrastructure to operate and charge the cranes, totaling nearly a \$23M)
 - Seven electric 'Yard Trucks'
 - Two electric Heavy Lift (forklift)
 - Four electric forklifts
 - Two electric reach-stackers.
- In 2025, Port of San Diego was successfully awarded \$58.6M in funding from the EPA Clean Ports Program to complete an \$86.3M project (Clean Port Project) advancing clean freight technologies along the Portside Communities. In addition to funding for electrical infrastructure improvements, electric trucks, and educational outreach, the funds are anticipated to result in the acquisition of 32 pieces of zero-emission cargo handling equipment with 27 EVSE charge points.
- In 2025, as part of the Memorandum of Understanding (MOU) between SDAPCD and Port, SDAPCD began drafting project plan for Zero Emission Cargo Handling Equipment Pilot Program with the goal of replacing diesel-powered cargo handling operations with zero emission operations. Implementation work group meetings have been scheduled.

Action G2: Reduce Emissions from Ships at Berth

[70% Complete. Need to complete at TAMT, add additional plug to existing shore power system by 2031.]

- (Coming Soon) In 2023, the Port Commissioners approved \$7.1M for final design and construction of a Phase 1 shore power system at the National City Marine Terminal for ocean-going vessel cold ironing operations.
- In 2024 the Board of Port Commissioners awarded a construction contract for a new shore power outlet at the Cruise Ship Terminal in the amount of \$463,500. (Additional shore power outlet coming soon.)
- Two Ocean Going Vessel shore power systems are being pursued at National City Marine Terminal (NCMT), with Phase 1 currently under construction. (Coming soon in 2025)
- In 2023, a second shore power system for Cruise Ships was installed and became operational (first one was installed in 2010) at the Port's B Street Pier, which allows two cruise ships to be plugged into grid power simultaneously.
- The Port asks cargo vessel operators entering or leaving San Diego Bay to observe a 12-knot speed limit and cruise ship operators to observe a 15-knot speed limit. The program encourages that 90% of vessel trips within the VSR zone follow the requested speed limits. From July 2024 to June 2025, 77% of vessels participated in the Port's VSR Program, within the 40 nautical miles.
- A shore power connection for one Ocean Going Vessel has been constructed at NCMT and an additional shore power connection point is being pursued with implementation of the Clean Port Project (US EPA grant) at TAMT. Lastly, an Emission Capture and Control System (ECSS; Bonnet) is operational at NCMT.
- In 2025 SDPACD began collecting funding for future clean air projects through the Vessels At Berth Remediation Fund.

Action G3: Reduce emissions from harbor craft

[In progress.]

- In 2024, deployment of North America's first ZE electric tugboat (Crowley eWolf) and associated landside charging infrastructure, which displaces 30,000 gallons of diesel fuel annually. SDAPCD provided \$8,002,785 in AB617 incentives, with an additional \$2 million in DERA funding through the Air District.
- Historically, SDAPCD has funded \$1,804,996 for several cleaner diesel harbor craft projects, including C&W Diving (\$122,500), Pacific Dredge (\$122,086), Pacific Tugboat (\$1,477,970), and RE Staite (\$82,440).

Action G4: Reduce DPM and NOx emissions from portable air compressors and other diesel sources at shipyards

[In progress.]

- In 2024, NASSCO acquired and put into service its 3 electric buses and 1 electric semi-truck, which were purchased as part of the Zero-Emission Truck Pilot Project with the San Diego APCD.
- In 2023, NASSCO replaced the engine of two cranes, Crane 10 and 11.
- NASSCO replaced its older diesel engines on two gantry cranes with new Tier 4 Final versions.
- In 2023, BAE Systems SDSR acquired an electric 22-ton forklift to replace its diesel counterpart and an all-electric 2023 Peterbilt semi-truck and CMSD reduced their fleet DPM emissions by retiring multiple Tier 0 diesel forklifts and cranes.
- CMSD and BAE Systems SDSR retained the services of "Smash My Trash", a trash compaction service that reduces the volume of trash inside waste receptacles within the shipyards resulting in fewer truck miles driven in the Portside community from Republic Services.
- BAE reduced their DPM emissions with the use of robotic skimmers that collect floating trash and debris in the Bay. The skimmers reduce the need to collect the trash and debris by diesel boats.
- In 2024, BAE Systems put into service one electric semi-truck.
- BAE Systems has purchased 2 new electric security vessels. (Coming soon-- between Q4 2024 and Q1 2025)
- In 2024, BAE Systems disposed of six older forklifts from its offroad fleet. (Coming soon-Electric Forklifts replacements)
- In 2024, Continental Maritime (CMSD) purchased an electric flat-bed truck and associated charging infrastructure. (Coming soon--between Q4 2024 and Q1 2025)
- In 2024, CMSD disposed of a combination of 7 on/off-road vehicles, including 4 forklifts, a bus, boom truck, and off-road crane.
- In Q1 2025, NASSCO acquired and put into service 1 electric security truck (Silverado).
- In 2025, NASSCO set two of its oldest off-road diesel equipment, a KAMAG and mobile crane with the intent to replace them within the next calendar year. A Tier 4 Final KAMAG has been purchased with an expected delivery date of Q4 2025.
- In 2025, BAE Systems SDSR put into service the 2 electric security boats purchased in 2024.
- BAE is electrifying one of its dry docks to eliminate the use of its diesel engines when docking and undocking ships.
- IBAE issued Purchase Orders for a 2-ton, 4-ton, and 12-ton electric forklift, retrofitting a diesel Kobelco crane to electric, and an electric pickup truck and sedan with estimated delivery dates from Q4 2025 to Q1 2026.
- Continental Maritime (CMSD) retired 3 large diesel powered mobile cranes: rated at 50-tons, 75-tons, and 90-tons.
- The electric flat-bed truck purchased in 2024 is now in use at CMSD. CMSD has also purchased and deployed two 2-ton electric forklifts and two 3-ton electric forklifts with another 5.5-ton forklift on order.

Action G5: Promote best practices for reducing diesel, VOC and other emissions from ship repair activities

[In progress.]

- Executive Orders (EO) 14008 and 14057 that directed federal non-tactical vehicle fleets transition to zero-emission fleets has led to emissions reduction via procuring electric vehicles for government fleet, ultimately supporting ship operations and the bases' overall mission. This reduced fuel consumption by 10% since 2020, representing a reduction in CO2 emissions of 178 metric tons.
- The Navy provides annual Marine Coating training to sailors and contractors to promote best practices for reducing VOC emissions.
- Navy Contractors working on ships pier side must complete specific air quality training, provide certificates of training completion for their primary and alternate company representatives, submit Safety Data Sheets for all procured materials that show regulatory compliance, and specify the work planned.
- In 2024, the shipyards, through the San Diego Ship Repair Association (SDSRA) held multiple trainings for subcontractors working within the Portside area with 3 centered specifically on air compliance measures to support the CERP.
- In 2025, as part of ship repair emissions assessment, the Navy has applied for umbrella blast permits that reflect existing emission controls. These controls are enforced in specific permit conditions. These conditions in turn support modeling that shows emissions from repair activities are significantly lower than previously estimated.
- NBSD on base fleet fuel consumption in 2025 is trending at 5% down from 2024, partly due to the Navy replacing its liquid fueled vehicles with hybrid and electric options where feasible.

Action G6: Reduce emissions from shipyard employee transportation

[In progress.]

- The shipyards promote a number of transportation alternatives to commute to and from their facilities (i.e., vanpool, transit, bike, walk, etc.). In collaboration with SANDAG, NASSCO conducted a survey of its employees to determine the effectiveness of its alternative commuting options on single occupant drivers. The result of the survey indicated that single-occupancy vehicle (SOV) ridership dropped from 69%, as surveyed in 2022, to 65% in 2024.
- For the third year in a row in 2025, NASSCO was recognized by SANDAG for its alternate commuting program and continued efforts to reduce single-occupancy vehicle ridership. NASSCO was awarded the SANDAG Diamond Award - Platinum tier.

Action G7: Promote adoption of ZE technologies by Port tenants, truckers, and other users of equipment

[In progress.]

- The Navy has committed to more than \$20 million dollars in EV infrastructure upgrades at Navy Base San Diego (NBSD) and has installed 350 chargers across NBSD that have the potential to reduce CO2 emissions by 1,600 metric tons per year.
- Port District's ZE vehicle fleet:
 - Twelve (12) Ford F150 Lightning truck
 - Two (2) Lordstown Endurance trucks
 - Four (4) Ford e-Transit 350 work vans
 - Eight (8) Tesla Model Ys
- Development of a micro grid project that provides 300KW of renewable on-site generation at Navy Base San Diego (NBSD) and 1MW/8MWH of battery storage.
- Purchase and deploy battery-electric zero-emissions equipment, vehicles, and charging infrastructure, including 32 pieces of cargo handling equipment, 20 medium-duty stevedore shuttle vans, and 25 heavy-duty trucks.
- In 2025, the Port continues to work closely with tenants and service providers to promote zero emission equipment and vehicles. The Port coordinated closely with tenants to apply for the EPA Clean Ports Grant, which is an \$86.3M project to build electric infrastructure, shore power, over 50 EVSE; acquire over 30 pieces of cargo handling equipment; and deploy 45 medium- and heavy-duty electric trucks/vehicles. The Port and SD APCD recently entered into an MOU cooperatively agreeing to joint outreach and education activities connecting users of diesel powered equipment with information and resources to transition to using Zero Emission technologies.

- SDAPCD staff attended Diamond Environmental Zero Emission Truck Pilot outreach event in December 2024, where local officials and media members attended to help spread information about zero-emission technology.

Action G8: Reducing emissions associated with traffic at Naval Base San Diego

[In progress.]

- The Navy has committed to more than \$20 million dollars in EV infrastructure upgrades at Navy Base San Diego (NBSD) and has installed 350 chargers across NBSD that have the potential to reduce CO2 emissions by 1,600 metric tons per year.
- In partnership with the California Energy Commission (CEC), Naval Base San Diego (NBSD) installed 14 dual-use EV chargers to support the Navy Electric Vehicle Pilot Program.
- The Navy supports a Transportation Incentive Program (TIP) and iCommute program and requires sailors who reside at NBSD to use the base shuttle service (3 different routes, increased bus stops, and extended morning and afternoon hours). The shuttles are available to anyone with base access including military, civilian, and contractor personnel; they span the entire wet side of the base, with 15 stopping points. The Navy continues to implement and support the e-bike program to further alleviate traffic and pollution.
- In 2025, concurrent with infrastructure upgrades and vehicle charger installation, NBSD has started building a 300 kW microgrid featuring battery storage that provides continual power to the port operations building, eliminating its dependence on the grid and reducing overall energy consumption.
- In 2025, the Navy, in coordination with Caltrans, is actively seeking funding for constructing a vehicle bridge at Vesta Street. This bridge will reduce vehicle loading between the wet and dry side of the base that severely impacts surrounding city streets. The primary reduction will be at 32nd St and Harbor Drive, which not only encounters vehicle congestion, but also delays caused by freight train and trolley movements. This would result in reduced idling related emissions in the community.

Action H1: Support Emission Reductions Opportunities

[In progress.]

- In July 2025 SDAPCD and the Port of San Diego (Port) have entered into a Memorandum of Understanding (MOU) to help improve air quality by advancing clean air strategies in the portside communities. Key objectives of the MOU include advancing the implementation of the Portside Community Emissions Reduction Plan (CERP) and the Maritime Clean Air Strategy (MCAS), supporting zero-emission technologies and infrastructure, strengthening partnerships, and reducing air pollution to protect public health.
https://www.sdapcd.org/content/dam/sdapcd/documents/capp/PORT_SDAPCD_CLEAN_PROP_OSED_MOU_05192025.pdf