

Rank	Potential Strategy	Strategy Type	Emission Goal	Estimated Incentive Cost Per Unit/Project/School/Event	Cost Effectiveness Range (Incentive Funding per Tons of Emisions Reduced) \$/ton ... Lower number is better	Proposed Number of Units/Projects (TBD)	Proposed Total Budgeted Amount (TBD)	Committee Comments
1	TR.2 Incentive program for the installation of vegetative barriers around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way, Boggs Tract and El Dorado).	Incentive	Mitigation	\$500,000	No Quantifiable Cost Effectiveness Range	1	\$500,000	
2	TR.1 Increased urban greening and forestry to improve air quality. The goal is to identify and support efforts to increase urban greening and forestry to improve air quality and overall quality of life for residents in the community while keeping in mind water and maintenance issues. Focus areas include Charter Way, Boggs Tract and El Dorado.	Incentive	Mitigation	\$500,000	No Quantifiable Cost Effectiveness Range	1	\$500,000	
3	HD.7 Work with City and County to assess current truck routes (potential impact of speed bumps). CSC suggested Boggs Tract as an area of concern.	Incentive	Mitigation	\$500,000	Emission Reductions Dependent on Study	1	\$500,000	
4	SC.1 Incentive program to install advanced air filtration systems in 33 community schools.	Incentive	Mitigation	\$80,000	No Quantifiable Cost Effectiveness	33	\$2,640,000	
8	LU.2 Work with City, County, and San Joaquin Council of Governments to assess current bike path infrastructure (including bike racks) and look for matching funding to make community more bike and walk friendly.	Incentive	Reduction	\$100,000	\$40,000	5	\$500,000	
18	HD.1 Incentive program for heavy duty truck replacement with zero and and to a lesser extent near zero emission technology.	Incentive	Reduction	\$100,000 Near Zero Class 7-8 \$200,000 Zero Emission Class 7-8	\$16,000 avg for New Purchase \$44,000 avg for Replacement	50	\$10,000,000	
19	TP.4 Incentive program for the installation of charging stations for electric vehicles in public spaces and investigate expanding the program to incentives for residents.	Incentive	Reduction	\$5,000 to \$25,000	No Quantifiable Cost Effectiveness Range	10	\$250,000	
21	TP.5 Incentive program for educational training for electric vehicle mechanics.	Incentive	Mitigation	\$15,000	No Quantifiable Cost Effectiveness	2	\$30,000	
25	HD.4 Incentive program for replacing older diesel school buses with zero or to a lesser extent near zero emission buses.	Incentive	Reduction	\$400,000	\$250,000-\$300,000	14	\$5,600,000	
27	HD.2 Incentives for planning and implementation of clean fuel infrastructure.	Incentive	Reduction	\$1,000,000	No Quantifiable Cost Effectiveness	1	\$1,000,000	
28	HD.5 Incentive program for replacing older diesel locomotives with new clean engine technology.	Incentive	Reduction	\$2,600,000	\$10,000 to \$30,000	3	\$7,800,000	
29	TP.3 Incentive program for the replacement of passenger vehicles with battery electric or plug-in electric hybrid vehicles.	Incentive	Reduction	\$8,000	\$150,000 to 850,000	100	\$800,000	
31	HD.6 Incentive program for replacing older diesel railcar movers and switcher locomotives with new clean-engine technology.	Incentive	Reduction	\$1,000,000	\$10,000 to \$30,000	3	\$3,000,000	
32	PO.1 Incentive program for heavy duty vehicle with zero and near zero emission technology, including Transport Refrigeration Units (TRUs), Drayage Trucks, etc. with a focus on equipment in Port.	Incentive	Reduction	\$75,000 to \$200,000+	\$25,000 to \$50,000+	10	\$2,000,000	
33	TP.2 Incentive program to host a local Tune In Tune Up event to reduce emissions from older, high polluting cars through providing an incentive for individuals to get their cars repaired to pass smog check.	Incentive	Reduction	\$60,000	\$40,000 to \$60,000	2	\$120,000	
36	TP.6 Incentive program to bring a partner (like Mio Car) to launch a car share program to help residents share clean electric cars in community.	Incentive	Reduction	\$1,000,000	No Quantifiable Cost Effectiveness Range	1	\$1,000,000	
38	PO.2 Incentive program for tug boat replacement/repower.	Incentive	Reduction	Needs additional research	Needs additional research	?	\$1,000,000	
39	RB.1 Incentive program for the replacement of existing residential wood burning devices (fireplaces, stoves and inserts) and pellet stoves with natural gas or electric technologies.	Incentive	Reduction	\$3,000	\$8,000 to \$25,000	100	\$300,000	
42	TP.1 Incentive program to bring a partner to launch an electric bike share program to help residents share clean cars in community.	Incentive	Reduction	Needs additional research	Needs additional research	?	\$50,000	
43	LG.2 Incentive program for the replacement of commercial lawn and garden equipment.	Incentive	Reduction	\$20,000	\$80,000	10	\$200,000	
44	LG.1 Incentive program for the replacement of residential lawn and garden equipment.	Incentive	Reduction	\$50 to \$250	\$210,000	100	\$25,000	
TOTAL							\$37,815,000	

ADDITIONAL STRATEGY SUGGESTIONS				Response	Committee Comments	
Added	Would like to have a focus on the port of Stockton and crosstown freeway as well as vegetative barriers to improve the air quality over time.	Incentive	Reduction	Incorporated into PO strategies (Port strategies) and TR.2		
Added	Combination of sound walls and vegetative barriers along freeways. Update truck management plan for Port of Stockton and City of Stockton. Fund data collection to better understand pollution and health outcomes.	Incentive	Mitigation	Incorporated into PO strategies (Port strategies), HD.7 and TR.2		
Added	Bike Parking where folks can lock their bikes securely NOT LOCKERS in Stockton. I did not see scoring for SS1.2.3. Thank you for your efforts to improve Stockton's air quality.	Incentive	Reduction	Incorporated into LU.2		
Added	On our preliminary tour, residents and workers suggested speed bumps in the Boggs tract and maybe Conway Homes area. I think this is an important issue to work with where trucks are in wide use.	Incentive	Mitigation	Incorporated into HD.7		
Added	Add new green space	Incentive	Reduction	Incorporated into TR.1		
Added	I recently learned that the City of Stockton can adopt or may already have adopted anti-idling regulations which would allow code enforcement to issue fines which should be pursued due to the location of AD regulatory staff and response time to investigate. Further I have been trying to get a picture of the sticker that some trucks evidently have that allows them to idle indefinitely.	Incentive	Enforcement	Incorporated into HD.3		
Added	Prioritize programs that plant trees and such for our future air. Consider California fires destruction	Incentive	Reduction	Incorporated into TR.1 and TR.2		
Need to Rank	Emission Free Zones	Incentive	Reduction	Needs additional research		Type in Priotiy Level Very High, High, Neutral, Low, Very Low
Need to Rank	Address Algae Blooms Air Quality Impacts	Incentive	Reduction	Needs additional research		Type in Priotiy Level Very High, High, Neutral, Low, Very Low
Need to Rank	Health and safety buffers	Incentive	Reduction	Needs additional research		Type in Priotiy Level Very High, High, Neutral, Low, Very Low
Need to Rank	Marine Exhaust Intake Bonnet Emission Control	Incentive	Reduction	Needs additional research		Type in Priotiy Level Very High, High, Neutral, Low, Very Low