

Rank	Potential Strategy	Proposed Total Budgeted Amount v.2	Committee Comments v.1	Committee Comments v.2
1	TR.2 Incentive program for the installation of vegetative barriers (and sound walls) around/near sources of concern (schools, along truck routes, near Port of Stockton, Charter Way, Boggs Tract and El Dorado). Leverage with city, county, state funds given significant scale and infrastructure costs.	\$1,000,000	A > High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5. R > For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes. B > Vegetative barriers should also include walls at the Highway R > Trees and plants are much needed R > This is an area of high priority for the community for the long term benefits. Interstate 5 is where I would recommend. R > Very high priority in combination with physical barriers as most effective, wherever possible, especially along Interstate 5. A > High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5 and crosstown freeway. (where residential homes are less than 1000 ft. away.) R > All potential strategies acceptable as ranked. R > High priority in combination with physical barrier as most effective, wherever possible, especially along Interstate 5. Need clarity on where this would be on Charter Way since most of Charter Way is occupied by business fronts.	
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. Leverage with city, county, state funds given significant scale and infrastructure costs.	\$600,000	R > For this to be sustainable will require some kind of maintenance trust. I think more may be necessary to involve veg barrier associated with rail routes. Include Hazellon Ave B > Potential long term reductions and development of a more pleasing environment R > cost can be reduced by growing trees instead of buying trees example: from seeds like avocados and from trimmings. Pine cones are everywhere R > Urban greenery - much needed R > Very High Priority	
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.	\$1,000,000	R > This is the Port of Stockton's response to an inquiry that the Commissioners deemed worthy of a response. When will the Port conduct a traffic study to help with idling trucks and traffic in the residential neighborhoods related to Port operations or the operations of their leaseholders? The Port has completed several Port-wide traffic improvement projects to reduce congestion both in the Port and in adjacent areas. Over the past few years, the Port has pursued a program of improvements to facilitate a more direct connection to the West Complex from the new Crosstown Freeway ramps. The Port has recently replaced the Navy Drive Bridge and completed widening of Navy Drive to improve traffic flow, avoid neighborhood impacts, decrease idle times, and improve safety between the SR-4 Crosstown Freeway extension and the Port's West Complex. Construction of a grade separation and signalized intersection to improve traffic flow onto the West Complex is also planned. The Port has also undertaken other traffic improvements on West Washington Street to improve traffic flow, and installed signage throughout its property to instruct trucks on which routes to travel and to convey requirements for minimizing idling. In addition, traffic studies have been undertaken for specific Port-led CEQA documents on both the East and West Complexes when required per City of Stockton traffic impact assessment guidelines. The Port will continue to comply with City and San Joaquin Council of Governments requirements related to traffic, management and vehicle miles traveled assessments in its role as CEQA lead agency. Recent CEQA documents prepared by the Port have included requirements for minimizing idling of trucks on terminal and use of clean trucks. These types of requirements encourage the development of truck management systems to reduce truck queuing at the gates, which has the potential for spilling over to area neighborhoods. And an FYI there is a major transportant project up for a categorical exemption - Monday 10.20.2020 B > Very Important R > Very High R > It is an area of concern. No question about it. R > High Priority	
4	SC.1 Incentive program to install advanced air filtration systems in 33 community schools.	\$2,640,000	R > This should be done with health studies to determine actual health benefits R > I think there should be some monitoring data to show that 33 schools are in need. What are these schools? B > For schools near transportation corridors R > Very High R > High Priority	
8	LUJ.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.	\$500,000	R > Please do not let this money get sucked up with planning. You have no idea how many plans have yielded zero fruit because it is not a priority. B > OK R > Have you considered Van Buskirk Golf Course. Plenty of room, needs tree, plants, etc. R > If this is done which is great, it should be promoted often to encourage the community to ride a bike. Also this is south side so then it'd be something else, but we have to ensure the community's safety. R > Low Priority R > I am not in favor of electric bikes - conflicts with pedestrians and interferes with traffic flow having seen some used by Stockton residents.	
18	HD.1 Incentive program for heavy duty truck replacement with zero and to a lesser extent near zero emission technology.	\$10,000,000	A > Use existing funds. These trucks will likely travel well outside the boundary. R > Make a fixed proportional commitment say 60% zero and 40% near zero. Any money can be spent on zero infrastructure. B > Electric grid not supportive yet for all electric. We have some vehicles but poor charging options R > Very High R > High Priority	
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.	\$375,000	A > Especially for electric upgrade for residents if necessary R > More money B > Important part of long term solutions R > High R > High Priority	
21	TP.5 Incentive program for educational training for electric vehicle mechanics.	\$150,000	R > This type of job training should be emphasized and encouraged and implemented soon. A > 2 Mechanics training is not enough to keep up with growth in Evs, it seems cost efficient to invest more here and bring green jobs to the AB 617 community R > Triple at least B > Connect with Delta College vocational training R > Very High R > High Priority A > This should be increased.	
25	HD.4 Incentive program for replacing older diesel school buses with zero or to a lesser extent near zero emission buses.	\$2,800,000	A > How much are school buses still used? R > Less money only 7 and commitment that these 7 will be dedicated to AB617 area only B > School dists. Need emergency charging opportunities > High R > Low Priority A > This could be cut in half to provide more funding for combo physical and vegetative barriers along I-5 and crosstown freeway (where residential homes are less than 1000 ft. away.) A > What is "clean fuel" here? Need to clearly define.	
27	HD.2 Incentives for planning and implementation of clean fuel infrastructure such as large scale electric, hydrogen and other clean fuels.	\$1,000,000	R > Not quite sure again don't spend it all on planning pick a smaller footprint to plan in. Recall the goals of the TCC are not the same as the City of Stockton - I heard with my own ears. B > this should be blended into HD.1 R > High R > Need More Information	

R = Resident
A = Community or EJ
Advocate
B = Business
G = Government
C = Chat

		\$0	<p>R->Logistically can these be designated for use in our area? A->Really expensive, travels long distances. Better to invest in switchers that stay within the area. R->if there is enough public pressure when that diamond project should include some more quantification of the air quality impacts related to growth induction. R->Very High R-> Expensive invest in switchers to stay in the area. R->Low priority, very expensive. Switches would be better and stays local. A-> Really expensive, travels long distances. Better to invest in switchers that stay within the area. R-> Really expensive, travels long distances. Better to invest in switchers that stay within the area.</p>	
28	HD.5 Incentive program for replacing older diesel locomotives with new clean engine technology.			
29	TP.3 Incentive program for the replacement of passenger vehicles with battery electric or plug-in electric hybrid vehicle with an additional rebate option for those residents installing a Level 2 charger in their home.	\$800,000	<p>A->And include assistance to facilitate homeowners in finding the rebates and being able to utilize. B->very important in the initial growth of electrical R > High R > Low Priority A > This should be increased</p>	
28	HD.5 Incentive program for replacing older diesel railcar movers, switcher locomotives and diesel locomotives primarily operating in the community with new clean-engine technology.	\$8,000,000	<p>R->too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide calls B-> opportunity to reduce rail emissions immediately R > High R > Low Priority</p>	
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.	\$2,000,000	<p>A->Only zero emission, not "near zero" Only if limited to equipment primarily used within Stockton. R->too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide calls B->good opportunity R > High R > Low Priority</p>	
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.	\$120,000	<p>C->Would like to see these events allow for the replacement of vehicles newer than 1999. R->Would like to see these events hosting in smaller communities such as Boggs tract or Conway Homes A->Use existing funds R->More money R->i received \$500 for repairs so my car can pass smog repair cost was higher.did not help. limited to certain mechanics also not good B->needed support for the community R->Isn't existing program adequate? R > High R > Low Priority</p>	
36	TP.6 Incentive program to bring a partner to launch a car share program to help residents share clean electric cars in community.	\$1,000,000	<p>C->Housing Authority of San Joaquin is currently applying for EV car share through Clean Mobility Option grant. A->What does this cost cover? Wouldn't the company want to come in to get more customers? R->i think this a really good idea but probably transit could be harmed. B->OK R > High R > Low Priority R > Include the ability to rent a 4wd to go to winter sports opportunities</p>	
38	PO.2 Incentive program for tug boat replacement/repower.	\$1,000,000	<p>R->i think the PORT should let us know what their options are--perhaps other grants or opportunities. A->Port and operators should pay these costs. R->too much money the port has to do some of this by regulatory decree I believe. This is really hard when we don't have the ability to hide calls B->Lets see how Omnibus changes emissions R > High R > Very Low Priority</p>	
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.	\$300,000	<p>A->Use existing funds. B->OK R > Very High R > Low Priority</p>	
42	TP.1 Incentive program to bring a partner to launch an electric bike share program to help residents share clean bike in community.	\$50,000	<p>C->SICOG is looking into Electric bike sharing and has applied for a grant, we should know by November. A->Maybe, after the buffers and necessary protections are in to make biking safe. B->Could be valuable R > Very High R > Low Priority</p>	
43	LG.2 Incentive program for the replacement of commercial lawn and garden equipment.	\$100,000	<p>R->How do we determine if to be used widely within the boundaries. A->Use existing funds. No guarantee these stay within the boundary. B->OK R > High R > Very Low Priority</p>	
44	LG.1 Incentive program for the replacement of residential lawn and garden equipment.	\$12,500	<p>R->Would like to see this widely introduced. A->Only for people who live in the boundary. Not a high priority. R > High B->OK R->replacement to electric? residents already have high electric bills R > Low Priority</p>	
New	PO. 7 Marine Exhaust Intake Bonnet Emission Control	\$1,000,000		
New	AF.1 Air Filtration for Homes	\$1,000,000	<p>A->Please ADD based on estimates of houses in the highest polluting zones. A->Need funding that immediately protects residents in the danger zones closest to major polluting sources. R > Very High</p>	
New	Home weatherization and electrification	\$1,000,000	<p>A > Highest Priority: Add several million dollars for homes in danger zone</p>	
		\$35,447,500		