

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #14

January 19, 2021 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

Action items for the Stockton Community Steering Committee (CSC):

- Email the District if interested in being a future community co-host (after CERP)

Action items for San Joaquin Valley Air Pollution Control District (District):

- Inform residents if the rescheduled January CSC meeting is eligible for stipend
- Confirm that the Port will present to the CSC about the four port-related CERP measures in February
- Send the residential wood burning outreach surveys to CSC to evaluate
- Remind CARB to share the truck forum details with the CSC

Welcome and Introductions

Erica Manuel, Facilitator & CEO, Institute for Local Government (ILG)

Ryan Hayashi, Deputy Air Pollution Control Officer, the District

Erica welcomed the Stockton CSC participants to the second meeting of the month, introduced the ILG facilitation team and gave an overview of the CERP strategies sorting process.

Ryan welcomed the CSC and expressed appreciation for the fast turnaround from the previous meeting.

Community Emission Reduction Program (CERP) Strategies

Erica Manuel, Facilitator & CEO, ILG

Erica presented a “CERP refresher” slide to reiterate what step in the process the CSC is in. Presentation highlights included:

- The CERP is a dynamic and flexible document; it is a framework for the work the CSC is going to do over five years of implementation
- Even after CERP consensus is achieved, the document can be modified during implementation
- The CERP includes emission reduction, exposure reduction and coordination measures
- The task of the CSC is to create a CERP document that will achieve emissions reductions through programs and activities that reflect community priorities
- The new deadline for the CSC to achieve consensus on the CERP is March
- The CERP that goes to the District Board in March will not be all inclusive (and it can be changed after “board approval”) but it should reflect the major priorities that need to be addressed during implementation

Erica also shared the proposed CSC work plan and schedule necessary to accomplish the objective of approving the CERP by March. She also provided an update that the Port data discussed at the previous meeting had not yet been completed and that the Port would work with the District to present those incentive measures at a future meeting rather than tonight.

Question: Can the Port let us know the emissions numbers on trucks idling around the area?

Port of Stockton Response: We have an anti-idling policy enforced at the Port, but it is only on Port property. I will talk to the District to see what we can work out.

Question: Can information be provided for existing funding for some of these measures?

ILG Response: We will have a comprehensive budget meeting as part of this CERP development process. The goal is to have the CSC prioritize the incentives first, so the District can develop an appropriate budget and give the CSC all necessary financial information based on that intel.

The CSC participated in a sorting exercise for the non-incentive CERP measures. Discussion highlights included:

Question: Is enforcement more of a priority than education and coordination?

District Response: They are all equally important. The nice thing about the CERP is that if a measure is included in the CERP, you don't have to pick and choose which ones you want to do. The District implements all the measures that the CSC includes.

Question: Has there been any data collected about the public health impact of these enforcements? I think that will help us prioritize.

District Response: If you're looking for data that supports enhanced enforcement and demonstrated impacts of improved health in studies, I am not aware of that. However, higher compliance rates with District rules and regulation will result in less emissions.

Erica highlighted seven of the yellow measures that CARB will be enforcing regardless of the Stockton CERP.

CARB Comment: These seven measures are CARB regulations, and we already enforce them in Stockton. We will still be involved with Stockton and will come back to CSC to report back.

Question: When it comes to enhanced enforcement, does that mean quicker reporting and a quicker turnaround?

CARB Response: We currently do annual reports, but if the CSC would like us to come back on a quarterly basis to provide an update on our activities, that is something we can commit to if it is included in this CERP.

Question: Some CARB measures are being implemented in a faster timeline because the Valley as a whole has such bad air quality. For those measures that are in that expedited timeline, how much faster would we get these reductions in Stockton?

CARB Comment: It focuses the compliance of the regulation in your community because they are doing more checks than they normally would.

The CSC reached consensus to move the seven CARB regulation enforcement measures to green. The CSC then discussed enforcement of the residential wood burning rule and vehicle miles traveled reductions next.

Comment: I think enforcement of wood burning won't go far in Stockton; it should be an incentive.

District Response: As an organization we are required to enforce our regulations, but if you don't include this measure in the CERP, it wouldn't be enhanced enforcement.

Comment: I want to voice support for the enforcement of wood burning. A few weeks ago, I submitted a form about a wood burning violation and about ten minutes later, it was responded to and the violator was cited. It was quick and efficient.

Comment: I am ok with moving it to green with enforcement if we match that with very strong incentives and outreach.

District Response: Thank you. We do have outreach included in the incentive measures you already approved.

Comment: I am worried that by increasing enforcement and potentially fining people, it would be an added stressor to an area that is already vulnerable and disproportionately challenged.

Comment: Realtors in the area should have forms that tell them what is and is not permitted so they can educate buyers how to be environmentally-friendly.

ILG Comment: Based on the comments from the District and the mix of perspectives from the CSC, there are a number of options. If you want to include enhanced enforcement of residential wood burning but you're concerned about the adverse impacts to the community right now, you could include this measure in the CERP with specific language that delays enhanced enforcement for 2-3 years down the road. You could focus on outreach and incentives in the first two years to give people a chance to get caught up from the impacts of COVID.

The CSC reached consensus to review the language options for including enforcement of residential wood burning, but staggering enforcement after education and outreach. Not officially moved to green.

Question: In three years, if we bring this back as enhanced enforcement, would we be able to do a study to show the cause and effects of enhancement on the community or on providing incentive funding to them to see if there is a huge change?

District Response: We have done significant outreach surveys on this issue. That research shows a direct correlation between education, enforcement and incentives reducing the levels of wood burning within the community.

District Comment: The vehicle miles traveled reduction measure is in alignment with the efforts of other agencies and jurisdictions that exist to ensure there is coordination around these projects.

The CSC reached consensus to move vehicle miles traveled reduction to green.

Two measures remained in red and will be discussed at the next CSC meeting.

All Non-Incentive Strategies by Color (after meeting)		
Green	Green	Red
<ul style="list-style-type: none"> • Permitted Stationary Sources (Measure #1) • Truck Idling (Measure #2) • Facility Risk Assessment (Measure #3) • Enforcement of Heavy-Duty Vehicle Inspection Programs (Measure #4) • Multilingual Outreach – Air Quality Info and Program (Measure #5) • Reduce Children’s Exposure to Poor Air Quality at Schools (Measure #7) • Port of Stockton (Measure #8) • Fugitive Dust (Measure #10) • Evaluation of District Rules (Measure #13) • Illegal Burning (Measure #16) • Illegal Residential Open Burning (Measure #19) • Transportation Planning (Measure #23) • Algal Bloom (Measure #24) 	<ul style="list-style-type: none"> • Ocean Going Vessel Fuel Regulation (Measure #6) • Mobile Cargo Handling Equipment Regulation (Measure #9) • Transport Refrigeration Units Regulation (Measure #12) • Consumer Products Regulatory Program (Measure #15) • Commercial Harbor Craft Regulation (Measure #17) • In-Use Off-Road Diesel-Fueled Fleets (Measure #14) • Truck and Bus Regulation (Measure #11) • Enforcement of Residential Wood Burning Rule (Measure #18) • Vehicle Miles Traveled Reduction (Measure #20) 	<ol style="list-style-type: none"> 1. Outdoor Commercial Cooking Emissions (Measure #21) 2. (Gas Station) Self-Inspections Training Program (Measure #22)

Wrap Up/Next Steps

Erica Manuel, Facilitator & CEO, ILG

Erica thanked the CSC for their work and reminded the CSC there will not be community co-hosts until the CERP has been finalized by the CSC. CSC members are still encouraged to volunteer to co-host future meetings.

Reminders

The next CSC meeting is Feb. 3 on Zoom. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

Public Comment

No public comment.

**Refer to meeting audio to review the full details and comments from the meeting.*