

Meeting Highlights*

AB 617 Stockton Community Steering Committee Meeting #10

November 4, 2020 | 5:00 pm - 7:00 pm

Virtual Zoom Meeting

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

- Email District if you do NOT want to receive hard copies of all documents
- Email District if you are interested in being a community co-host

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

- Post the incentive measures and CSC comments on the community webpage
- Email a new version of the measures to the CSC with the original funding amounts and the new funding amounts based on recent discussions
- Send the CSC the air monitoring plan and all the comments received; add the voting item to the next meeting agenda
- Send a Doodle poll with dates of availability for extra meetings between now and the week before Christmas to work on the CERP
- Send electronic versions of documents at least 72 hours before any meetings when the materials will be discussed
- Denote any agenda items that will require CSC voting or consensus

Welcome and Introductions

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

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Noehmi Garcia Jauregui, Community Co-host

Erica welcomed the Stockton CSC participants, introduced the ILG facilitation team, and thanked everyone for attending. She gave an overview of the agenda and explained that the meeting would involve reviewing CERP measures and voting on them. The goal was to review as many measures as possible and give general feedback but the agenda would be flexible. Additional meetings would be scheduled to address budget allocations and other specific wordsmithing that may be needed.

Hanna presented the Zoom controls for voting. Community co-host, Noehmi, welcomed everybody and expressed concerns about voting on the CERP measures at this particular meeting and commented that the CSC probably needs more time for discussion of the measures.

Ryan stated the District is flexible and amenable to granting more time for discussion.

Erica agreed that it would be easy to adjust the meeting agenda structure to accommodate committee preferences.

Ryan clarified that there will be numerous meetings over the course of the next several months to discuss the CERP. The document won't be considered final until the CSC has a document that reflects its priorities and feedback. Until then, the CERP will be a work in progress.

The CSC expressed gratitude for that flexibility.

AB 617 Stockton Funding

Ryan Hayashi, Deputy Air Pollution Control Officer, District

Ryan updated the CSC on the funding available to Stockton for incentives and implementation of measures. Presentation highlights:

- There are two pots of funding: incentive funding and implementation funding to implement the AB 617 program in Stockton
- The District has set aside approximately \$35-\$42 million dollars of total state funding provided to the District for incentive measures to be used for emission reduction and exposure reduction measures provided measures can be developed to be able to spend the funding within the legislative timeframes; the District received \$12 million to implement the AB 617 program for 3 selected communities in the Valley
- There were questions about whether money used for implementing the program can be shifted from the implementation to the incentive side, to which the District explained cannot be done

Community Co-Host Remarks

Noehmi Garcia Jauregui, Community Co-host

Noehmi provided a community co-host welcome and shared photos from the St. George Parish School (where she is Principal) and the surrounding community, which are all within the AB 617 boundary. She shared photos of the children at the school and the location of the neighborhood, which lies southeast of the Port and close to many sources of pollution.

Community Emission Reduction Program (CERP) Strategies

Erica Manuel, Facilitator, ILG

Erica shared a list of all incentive strategies, as prioritized by the CSC through online surveys and other assessments since July. Robust discussion on certain measures followed.

General CERP Development Notes from the Discussion:

- The CERP development is just one stage of the AB 617 process
- Once the CERP is developed implementation can begin
- If the measures are too specific now and require significant modification later, the District may need to go back to its Governing Board, which will delay the process
- We can have as many meetings as the CSC feels is necessary to accomplish this stage of the process. It is a balancing act, especially with the holidays coming soon

- The CSC requested more formality with meetings, such as receiving agendas and paperwork at least 72 hours in advance and for action items to be specifically stated on the agenda. Items to be voted on should be specified in the agenda and in advance

Measure: Vegetative Barriers

Jaime Holt with the District provided an overview of the vegetative barriers measure, a draft of what the strategy might say, as well as all the comments received from CSC members on the measure. Discussion highlights:

- District received numerous questions about vegetative barriers and is researching what they cost, the time frame for installation, and what the air quality benefit would be based on vegetative barriers with sound walls versus just sound walls
- The funding for the incentives has to have a nexus to either mitigating or reducing pollution

Comment: Arizona cypress creates a vegetative barrier like a natural fence and helps with sound.

District Response: The District will note the different types of vegetative barrier options.

Comment: Based on our experience with the Fresno Trees Initiative, we know that the budget will need to be handled cautiously and respectfully so we get the best results for our investment. We should look at places where we can work with people who are already doing things like the Fresno Trees Initiative. Caltrans has lists of vegetation and the pros and cons of each.

District Response: Puentes is on the CSC and has already volunteered to meet with us about their ongoing efforts and potential new opportunities.

Comment: Who would be responsible for acquiring the list of vegetative barriers from Caltrans? District staff or the CSC?

District Response: There are some experts in this group and we are happy to accept any information you give to us. The District is already reaching out to the organizations that do this type of work.

CARB Response: There are a lot of studies, but the one consistency among them is that if the vegetation is taller, denser, and perpendicular to the prevailing winds, it will do the best job at lifting any emissions from the freeway or stationary source of concern.

Comment: One of the things the CSC should leverage is discussion with the leadership of those projects for vegetative barriers. We have the rail project coming up. Much of the rail parallels the highway, so maybe there is a dual role that we can play with the BNSF and UP as the project develops further.

District Response: We should have proactive partner discussions to make sure that the money is being utilized as effectively as possible.

Port Discussion

NOTE: The CSC requested that the agenda be adjusted to discuss the Port, and specifically to discuss an email that was sent out immediately prior to the meeting. The discussion included

broad overviews of the Port and specific comments about Port-related measures. Many questions were asked and answered in the chat.

Jeff Wingfield with the Port of Stockton gave an overview of an email that the Port sent to the CSC shortly before the meeting. Discussion highlights:

- The Port is always interested in community concerns and is more than happy to work with the CSC
- It has been difficult to remove traffic from the existing Boggs Tract neighborhood and the Port is continuing to work on moving traffic away from that neighborhood
- Penny Newman Grain is a competitor of the Port and they are the group that occupies parts of the channel—some of the traffic in that area gets attributed to the Port
- The Port is working on emissions inventory so we can be more proactive with mitigation
- The Port is forming a community outreach group so stakeholders that want to be involved in the Port planning efforts can advise and engage with us

Question: Is it possible for a few of us to come out and actually see what the Port is doing? To visualize it and see what would be important to you and see how what we are proposing would affect the Port?

Port of Stockton Response: Absolutely. A lot of the communication opportunities have been lost with the transition to virtual, but the Port is more than happy to host a small tour group to come see what we're doing and talk about different ideas.

Question: Was a copy of that email sent to every single commissioner that the city and the county have appointed?

Port of Stockton Response: Not yet, but it can definitely be circulated to them. I can make sure it gets to the Port director and commissioners this week.

Measure: Trucks and Other Heavy Duty Equipment Operating At the Port

Measure discussion highlights:

- This AB617 grant program is about taking those heavy duty mobile vehicles operating around the Port. Some are owned by companies that have operations at the Port and some are owned by the Port itself. We would replace them with zero and near zero emission technology.
- One of the major focuses of AB 617 is to reduce emissions in the community in a quick and expeditious manner. Some of the comments the District received were to force people to replace existing equipment. However, without having mandates to do that, it is difficult. This is an opportunity to provide incentive funding to encourage owners of the equipment to replace their existing equipment with cleaner equipment.
- District staff wrote a new strategy and called it “plug-ins for trucks” as they wait to get into the Port, and included it in this strategy. If the CSC is open to it, the District can actually incorporate that into this strategy or can be left separate.

Comment: We should incorporate that because it is a zero emission strategy.

Port of Stockton Response: There are some expansion opportunities. The Port took over Rough and Ready Island from the Navy, which tripled the size of the Port. There are about 600 acres that is still developable. There are some projects that we are working through, but the Port wants to sit and talk with the community outreach group and ensure we are growing the Port as mindful as we can and we are implementing measures that reduce emissions. The Port is trying to eliminate truck traffic moving to the east on Washington Street. One of the things being considered is closing that road off and relocating one of our main entrances to the East Complex. That could eliminate 95% of traffic going through that area.

Question: How much money that could be used for residents would go to this entity and how much is the Port willing to make it happen with or without the CSC? I also don't see anything that explains how much authority that community group would have over Port decisions. How would the Port encourage the trucking industry to these AB 617 guidelines?

Port of Stockton Response: The Port is forming another group internally with our tenants. We can incentivize some of our tenants by putting in lease measures and specific benefits for them if they use zero or near zero emission equipment where available.

Question from Public: Isn't diesel replacement funding existing funding or are we funding existing programs with AB 617 dollars?

District Response: There are various programs that fund diesel replacement and the District does take advantage of those. This would be targeted funding for fleets that operate and are housed within the Stockton community boundaries. Generally speaking, the District's programs are severely over-subscribed. This money would be designated for the community, so they would have immediate access to these funds. These are community-designed programs.

Question: If there is an expansion at the Port, is there an environmental impact report or a study conducted before a new company comes in? Who is involved in those environmental impact reports?

Port of Stockton Response: In the mid-2000s, the Port did a programmatic environmental impact report for the entire development of Rough and Ready Island and looked at the full build out. Now, if we analyze a project, we compare those impacts to what was analyzed in that environmental impact report. If the new project fits within the parameters of what was analyzed previously, then the Port certifies what is called an addendum to that environmental impact report. If the project doesn't fit, the Port does a supplemental environmental impact report that goes out for public review. Environmental analyses are done for every Port project. The Port did not hear from the community previously, but is excited to be able to work with them moving forward to get community input on specific projects.

Question: Do CEQA reports get published? How does the Port let Boggs Tract residents know that there is something to review? How soon will you conduct the re-routing on Washington?

Port of Stockton Response: The reports are published and filed with the county and the state. We promise to get them on our website. The Port is hoping to do the re-routing very soon. It is currently being administered by with our real estate team and may be complete in 2021.

Question: There is \$8 million available for this measure. Does that budget pay for all of one item or all five items?

District Response: That hasn't been decided yet. The CSC can say what they specifically want to work on related to this measure and where the funds should be allocated. As the CSC continues to discuss all the measures, we'll refine the budgets accordingly.

Question: The Port made a promise to post reports on their website. I would like to see them not only posted, but noticed in a Port meeting agendas so there is no confusion about the possibility that a port director may be uninformed. The Port is doing a strategic plan and I would like to propose that the consultant that has been hired to prepare the plan meet with the community members and get their perspectives. That feedback should be documented within the strategic planning process.

Port of Stockton Response: I will follow up with you on the noticing. It's a good idea to hear from the community on the strategic plan. It is good timing to incorporate a lot of our emission reduction goals into the big picture of what we are aiming to do at the Port.

Question: Can you confirm that the Port boundaries are where it meets the security line and that the competitors are outside of the Port?

Port of Stockton Response: Correct.

Monitoring Plan Update

Chay Thao, Program Manager, District

Chay reviewed the community air monitoring plan and showed the map. Presentation highlights:

- District would like to start implementing air monitoring plan as soon as possible, which includes finding the locations and getting permission to install equipment, etc
- There is some flexibility in the plan in its current draft. For example, if we find there is another location we really need to monitor, we can adjust that the plan as needed
- District has received some comments from the CSC members, but not any significant requests to fundamentally change the plan
- If there are no major objections from the CSC, District would like to move forward with the initial efforts

Question: How often are we going to have data to be responding to?

District Response: We use various types of equipment with different monitoring timeframes. The van goes to locations for a couple hours or overnight and captures data. The trailer and smaller compact systems are semi-portable. The monitoring timeframes are based upon whatever the needs are for the community. The plan is a dynamic document and the CSC can modify and update it as the needs arise.

Question: What exactly is that data going to be used for? Will it influence the budget? If the CSC knows who is going to use the data sets and how it has driven decisions in the past, it will give us more context about why it is important. Based on the image shown on the screen, there are about 20-30 different sites. The report says that upon approval, the District will reach out to property owners/managers to set up a testing module on their property. If the District talks to all

30 property owners, but only gets five of those sites, that makes the map look different than the initial plan. How do we ensure that the end result looks similar to the original plan approved?

District Response: The data has a wide variety of uses. Originally, it was intended to help support the community on these issues. The District needs to understand what the emissions concerns are and validate them. The goal is to get all these air monitors in all these locations. There are certain areas that are more difficult to get monitors to. In that case, the District will use the van temporarily in that area and then look at other potential areas around that site.

Question: What is being flagged, one pollutant or all of them? Will all the monitors have flagging capabilities? What is the timeline when a flag is triggered—how quickly will residents be notified?

District Response: Data is flagged for several reasons, including when the equipment is being calibrated or maintenance is being performed or when there are questions about the validity of the data.

Erica asked the CSC if the group would feel comfortable voting on the air monitoring plan at the next meeting in November. The CSC said yes and the District agreed to add that voting item to the next agenda.

Wrap Up/Next Steps

Erica Manuel, Facilitator, ILG

Erica asked the CSC how best to refine the CERP development process moving forward and how best to review the draft measures as a group in a virtual environment.

Comment: We should pick out four or five dates in the next month in a half to work on the measures

Comment: If someone can't make it to a meeting, maybe another member on the CSC can voice their concerns or opinions at that time

The District agreed to send out Doodle polls for additional meeting dates.

Erica reiterated to the CSC that they will be voting on the air monitoring plan at the next special November meeting and that the District will continue to refine the process of the CERP review to ensure the CSC has adequate time for review, deliberation and response.

Erica thanked Noehmi for co-hosting and noted that Catherine will be the next community co-host. She thanked the CSC members and District staff for the input and productive meeting.

Noehmi closed out the meeting and thanked everyone for participating in difficult but important discussions.

Reminders

There will be a second CSC meeting on November 18. All the presentations, meetings highlights, transcripts and the Zoom meeting recording will be posted online.

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

Public Comment

No public comment.