

From: Dillon Delvo <dillon@littlemanila.org>

Sent: Tuesday, March 9, 2021 11:30 AM

To: Ryan Hayashi <Ryan.Hayashi@valleyair.org>; jwingfield@stocktonport.com

Cc: emanuel@ca-ilg.org; Wall, Skott@ARB <skott.wall@arb.ca.gov>

Subject: Community conditions for AB 617 POS funding

Hi Ryan and Jeff,

In order to accelerate our discussion tonight, wanted to make sure you were aware of these conditions by which, as of this morning, 23 Stockton AB 617 CSC members have signed on to in order to support POS funding from AB 617 funds.

These are the folks who have signed on:

Gloria Alonso

Kevin Amen

Barbara Barrigan-Parrilla

Irene Calimlim

Silvia Cantu

Dillon Delvo

Mary Elizabeth

Nicholas Hatten

Matt Holmes

Noehmi Jauregui

Mariah Looney

Anthony Macias Jr

Bianca Mendoza

Ector Olivares - representing Catholic Charities

Vanessa Palomares

Stacey Panyasee

Cynthia Pinto-Cabrera

Margo Praus

Florence Quilantang

Paige Tengeluk

Douglas Vigil

Catherine Garoupa White

Taylor Williams

Organizations represented:

Catholic Charities of the Diocese of Stockton

Central Valley Air Quality Coalition

Fathers & Families of San Joaquin

Little Manila Rising

Restore the Delta

St. George Catholic Church

St. George School

Here is the complete text:

It is the desire of the community members of Stockton to work with the Port of Stockton and its tenants to

create a green, thriving, and sustainable Port. But to do so, we must jointly reckon with their history of inequity and injustice that has contributed to Stockton having the highest asthma rate in the state. This lack of regard towards the well-being of the Port's neighbors and citizens of Stockton has led to a lack of trust.

Most notably, we are concerned about actions by Port leaders amidst a pandemic, and while engaging in a community-led AB617 process, including related public comments not being read at Port Commission meetings. People who do submit public comment are being labeled as "complainers" by Port Commissioners during public session. These facts are in keeping with the Port's history of community disregard and marginalization, a history that has led to depressed health outcomes and the shortening of South and Central Stockton residents' lives.

The undersigned members of the Stockton AB617 Community Steering Committee (CSC) propose the following conditions to support AB617 funding for the Port of Stockton:

CERP Strategy P.1

-The CSC shall with Port of Stockton Representatives co-design the composition, governing charter, conflict of interest statements, recusal processes and any additional procedural structures entailed in CERP Strategy P.1 : "Community Engagement Committee" (CEC) / Environmental Justice Committee (EJC).

-The CEC/EJC will hold a 50%+1vote majority-rule over any related AB617 work.

-The CEC/EJC will receive a full disclosure report of the Port's monetary investment related to implementation of AB617 funded projects when the CEC/EJC commences with ongoing monthly updates.

-The Port of Stockton will seek funding to provide training related to environmental justice for CEC members and for their own participating staff and commissioners.

-The CEC/EJC will receive regular briefings and at least one Port Commissioner will be present at all briefings, prepared to answer questions. The Commission must assign a specific Port Commissioner that will serve as a point of contact.

-Briefings will be held bi-monthly.

CERP Strategy P.4

-The CSC approves using AB617 funding for the Marine Bonnet conditioned on clear commitments to fund the remaining cost of the Marine Bonnet within 24 months of awarding of AB617 funds.

-The Port shall provide transparent identification of match funding sources and definite allocation milestones. These allocations must be established by an agreed upon liquidation date that would leave sufficient time to for the CSC to re-allocate the \$2 Million towards other emission & exposure strategies should the Port fail to meet its funding commitments.

-Any liquidated funds would be re-directed at the sole discretion of a majority vote by the CSC.

-A plan to recoup an allocation of funds for the marine bonnet through a fee schedule for the polluting ocean going vessels whose continued operation we are subsidizing. We should view marine bonnet funding as a loan to the Port's shipping partners rather than a donation. Funds could roll into a sustainable community benefit fund until such time as the ships that require pollution mitigation no longer frequent the Port. This would be a reasonable and mutually beneficial partnership that benefits both the Port and its neighbors.

Regarding Ongoing Community Relationship with Port of Stockton

-Public comment by Port of Stockton neighbors should be treated with the respect and dignity public comments deserve.

-Co-development of the current strategic planning process with CEC/EJC to ensure that a path to a greener more financially forward looking Port of Stockton is prioritized so that sustainability initiatives (like Green Marine Certification) actually reflect the interests of our community.

-CEC/EJC consultation during the Port Director selection process and use clear criteria for weighting community recommendations.

-A commitment to work with community partners to minimize polluted water discharge into local waterways and to partner with local organizations on the reduction and minimization of harmful algal blooms, as they are a source of air pollution.

-Creation of a community plan and timeline for the full electrification and elimination of pollution by the Port of Stockton to meet California Clean Air standards.

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Dillon Delvo

Executive Director - he/him



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