

Rank	Potential Strategy	Strategy Type	Emission Goal	Estimated Emission Reduction (TBD)	Committee Comments
5	SS.4 Increasing inspection frequency to twice per year for any permitted stationary source that has had an emissions violation in the last three years	Implementation	Enforcement	Dependent on Non-Compliance Rate	
6	HD.3 Reduce exposure to diesel particulate matter (DPM) from vehicle idling through increased enforcement of CARB idling regulation and increased education regarding idlines. Specifically target CSC's areas of concern including bus idling near schools, truck idling in or around distribution centers or warehouses, and traffic congestion that can contribute to increased burden at sensitive receptors.	Implementation	Enforcement & Outreach	Dependent on Non-Compliance Rate	
7	SS.3 Conduct expedited facility risk assessment and risk reduction for facilities located within the AB617 community under District implementation of the Air Toxics Hot Spots Information and Assessment Act (AB 2588).	Implementation	Regulatory	To be assessed during individual facility assessments	
9	CARB.1 Increase frequency on CARB's Heavy-Duty Vehicle Inspection Program (HDVIP) and the Periodic Smoke Inspection Program (PSIP). These are CARB's heavy-duty vehicle inspection programs for in-use trucks and buses. HDVIP consists of roadside testing by CARB enforcement personnel for excessive smoke, tampering, and Emission Control Label compliance, whereas the PSIP requires annual opacity self-testing for California fleets with two or more heavy duty vehicles.	Implementation	Enforcement	Dependent on Non-Compliance Rate	
10	O.1 Multilingual effort: Increase community awareness of available tools to keep informed of real-time changes in air quality through social media campaigns and a series of partner workshops. Will explore text messaging, billboards, other unique outreach mechanisms as suggested by the committee. Would aim to focus outreach on Stockton CSC concerns, including fireworks, illegal burning, trash burning, idling and other concerns as identified by the committee. Include videos as a good tools and ensure outreach occurs additional languages such as Spanish, Tagalong and others.	Implementation	Outreach	No Quantifiable Emission Reductions	
11	O.2 Multilingual effort: Outreach to share clean air efforts and how communities can get involved. This strategy would increase awareness of programs by establishing a series of outreach events within community. Some ideas include educating truckers about idling, using direct mail and social media to inform public about grant program, and encouraging positive messaging. Include videos as a good tools and ensure outreach occurs additional languages such as Spanish, Tagalong and others. Include promotion of biking (including bike paths and trails) and public transportation (including, bus, rail, ferry and others).	Implementation	Outreach	No Quantifiable Emission Reductions	
12	PO.6 Fully implement CARB's Ocean Going Vessel (OGV) Fuels Regulation. This regulation is intended to reduce particulate matter, diesel particulate matter, oxides of nitrogen, and sulfur oxide emissions from ocean-going vessels. Such vessels are required to switch to a low sulfur distillate fuel within 24 nautical miles of the California coast.	Implementation	Regulatory	Dependent on regulation affect on community	
13	SC.2 Reduce children's exposure through increased enrollment in the Healthy Air Living (HAL) Schools Program to reduce idling, limit outdoor activity during episodes of poor air quality, and educate student about protecting our air.	Implementation	Outreach	No Quantifiable Emission Reductions	
14	PO.7 Strategies to be identified and developed in coordination with the Port of Stockton.	Implementation	Reduction	Emission Reductions Dependent on Coordination with Port	
15	PO.4 Fully investigate and where available develop regulation to transition mobile cargo handling equipment to zero-emission technology. The type of equipment includes yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, etc. The Mobile Cargo Handling Equipment (CHE) Regulation was adopted in 2005 to reduce toxic and criteria emissions to protect public health and was fully implemented by the end of 2017.	Implementation	Reduction	Dependent on regulation affect on community	
16	SS.5 Enhanced enforcement of District's Regulation VIII requirements at active construction projects and other sources of fugitive dust within the community to reduce dust pollution.	Implementation	Enforcement	Dependent on Non-Compliance Rate	
17	CARB.2 Continue to implement and strengthen the state Truck and Bus regulation which affects individuals, private companies, and Federal agencies that own diesel vehicles with a GVWR greater than 14,000 lbs. that operate in California. The regulation also applies to publicly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are exempt from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023. <a href="https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf">https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf</a>	Implementation	Regulatory	Dependent on regulation affect on community	
20	CARB.3 Continue to implement and strengthen transport Refrigeration Units (TRUs). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.	Implementation	Regulatory	Dependent on regulation affect on community	
22	SS.2 Evaluate District regulations to determine whether additional reductions are possible for sources of NOx and PM2.5. The District will analyze and amend applicable District rules to pursue additional reduction opportunities beyond Best Available Retrofit Control Technology (BARCT).	Implementation	Regulatory	Dependent on regulation affect on community	
23	CARB.4 Continue to implement and strengthen the CARB adopted regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Diesel Regulation) to reduce diesel particulate matter and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. These vehicles are used in construction, mining, industrial operations and other industries.	Implementation	Regulatory	Dependent on regulation affect on community	

