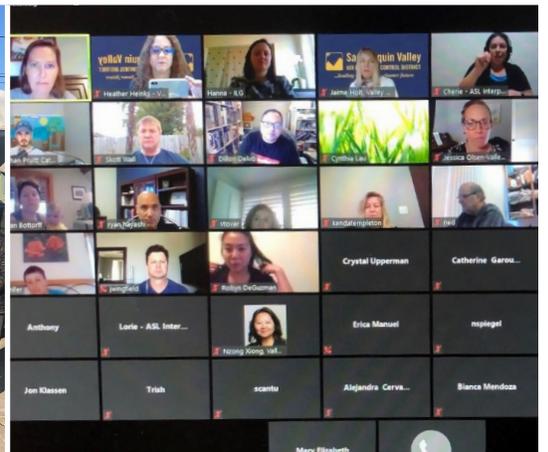
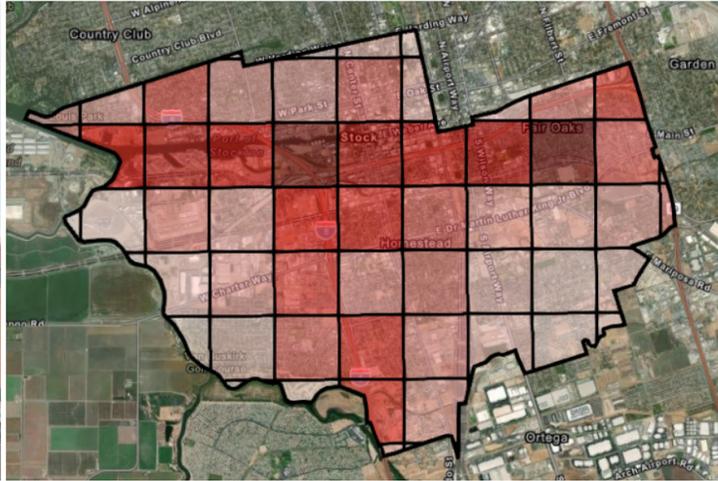


Community Emissions Reduction Program

Stockton 2021 Annual Report

November 18, 2021



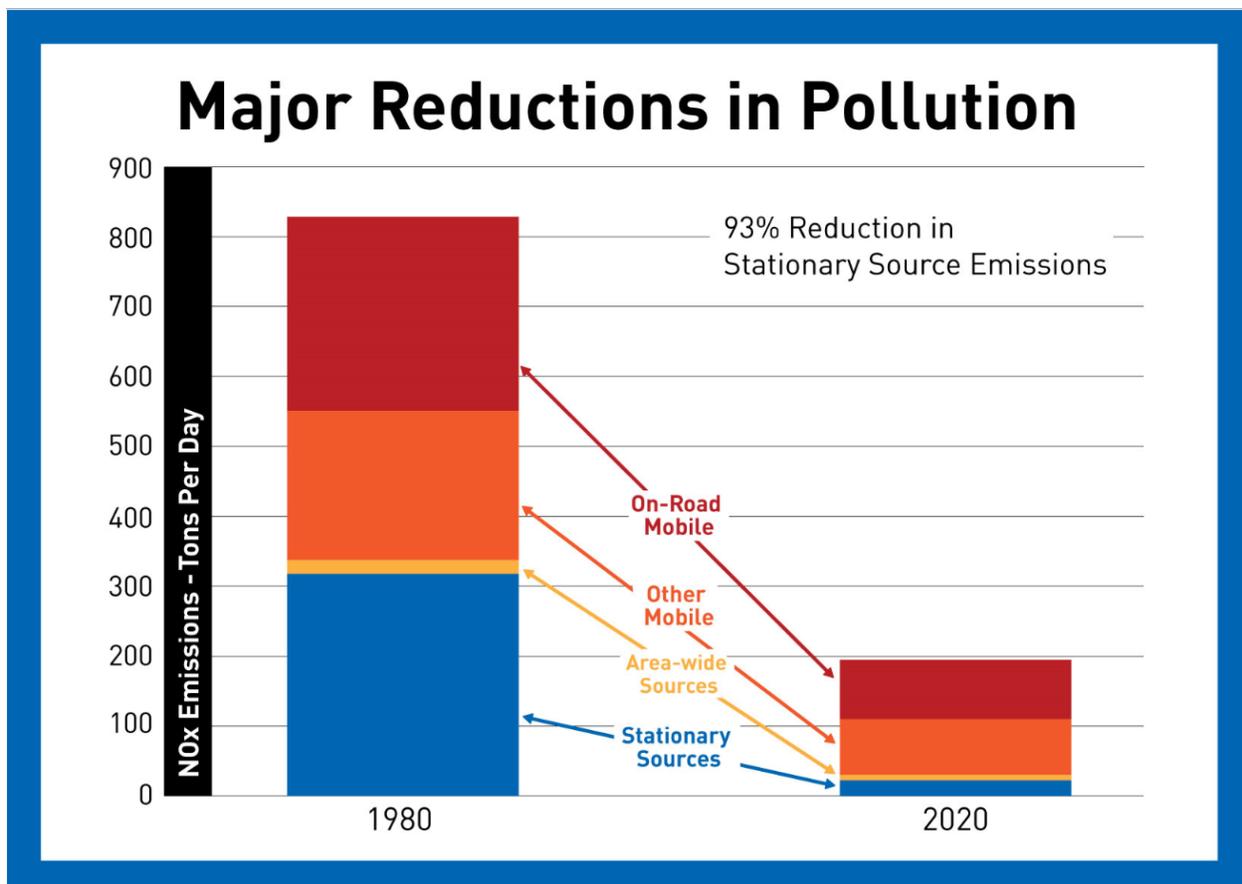
San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Executive Summary

The air quality challenges that the communities in the San Joaquin Valley face are unmatched by any other region in the nation. The San Joaquin Valley, due to its unique geography, topography, and meteorology, continues to face challenges in meeting the latest federal health-based air quality standards. Since 1992, the San Joaquin Valley Air Pollution Control District (District) has implemented nearly 650 rules and regulations to control air pollution in the Valley Air Basin. Numerous plans to improve Valley air quality and attain state and federal air quality standards have detailed a wide-range of strategies, including regulatory measures, extensive incentive investment to promote clean-air technologies in Valley communities, and other first-of-their kind measures. As a result of the District’s stringent and comprehensive air quality management strategy, along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels, and the Valley continues to be in attainment of the PM10 federal air quality standard.

Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants has been reduced by 95%, population exposure to elevated PM2.5 levels have been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%.

Figure 1 NOx Emission Reductions Since 1980



Despite these regional air quality improvements, significant concern has been expressed by the California legislature about potential localized impacts of air pollution in disadvantaged communities throughout the state. In answer to that concern, Assembly Bill (AB) 617, signed into law in July 2017, initiated a statewide effort to monitor and reduce air pollution, and improve public health, in

communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. The community of Stockton was prioritized by the Air District and subsequently selected by the California Air Resources Board (CARB) as one of the second-year communities selected in the state to receive clean air resources available under AB 617, based on a technical analysis of several pollution and socioeconomic-related criteria.

AB 617 provides mechanisms and resources to implement community-specific air quality monitoring networks; to develop, implement, and track emission reduction programs; to improve availability of data and other technical information; and to invest substantial funding in the community through voluntary incentive funding measures. Importantly, these measures are guided by advice and knowledge of local community members, through their input and involvement on Steering Committees for each AB 617-selected community. Throughout 2020 and into 2021, the Stockton Community Steering Committee (CSC) worked in collaboration with CARB, the District, agency partners, residents, advocates, industry, and other stakeholders to develop and implement a Community Emissions Reduction Program (CERP) and Community Air Monitoring Plan (CAMP) addressing these community air quality concerns.

The Stockton CERP, unanimously supported by the CSC, was adopted by the District's Governing Board in February 2021, and approved by CARB in August 2021. The CERP anticipates investing over \$32 million in emission reduction incentives and a variety of other clean air projects in the Stockton AB 617 Community area. Additional measures were developed to reduce exposure to air pollution for sensitive receptors, including schools and residences. These efforts are projected to achieve approximately 66 tons of PM_{2.5} reductions, 698 tons of NO_x reductions, and 53 tons of VOC reductions in Stockton, as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk. Additional regulatory and outreach strategies will provide for further reductions in emissions and exposure, while increasing awareness of the community's air quality challenges and the resources available to help the public and businesses reduce emissions and avoid exposure to air pollution.

Air pollution emission reduction and exposure reduction measures implemented under AB 617 programs will further advance ongoing state and District efforts to reduce regional and community exposure to air pollutants. In the preparation of this CERP, the District has worked closely with the CSC, CARB, and the public. The CSC included residents, community-based organizations, community members, environmental organizations, regulated industry representatives, local agencies, and other key stakeholders and worked to develop strategies and an implementation plan to reduce harmful air pollutants in the community of Stockton AB 617 Community. The plan developed through this collaborative process employs proven and innovative strategies, and significant resources, to improve community health by reducing exposure to air pollutants in Stockton AB 617 Community.

The following provides details of progress made to prioritize and implement CERP and CAMP strategies since the District Governing Board adoption of the CERP in February 2021.

I. Background and Purpose

AB 617 and the CARB Community Air Protection Blueprint require air districts to prepare annual progress reports summarizing the results of implementing CERPs. This report summarizes the progress of CERP implementation from the District's adoption on March 18, 2021. The report is based on the guidelines set forth in the CARB Community Air Protection Blueprint and includes the following:

- Community overview
- Community engagement
- Technical Assessment
- Enforcement Plan Commitment and Actions
- Community air monitoring

II. Community Overview

Stockton is the largest metropolitan area in the Northern Region of the District (San Joaquin, Stanislaus, and Merced Counties), with a current estimated population of over 310,000. A number of heavily trafficked freeways pass through the City of Stockton, including Interstate 5 (I-5) and Highways 99 and 4, contributing a significant amount of PM2.5 emissions in the community. Specifically, southwest Stockton is a densely populated community within the City of Stockton directly impacted by large freeways, the Port of Stockton, freight locomotives, industrial sources, and emissions traveling downwind from the northern portion of the city.

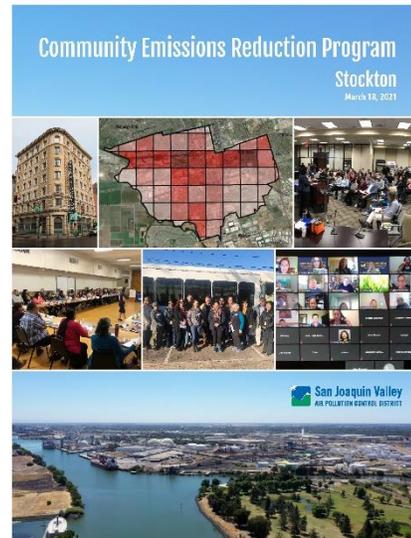
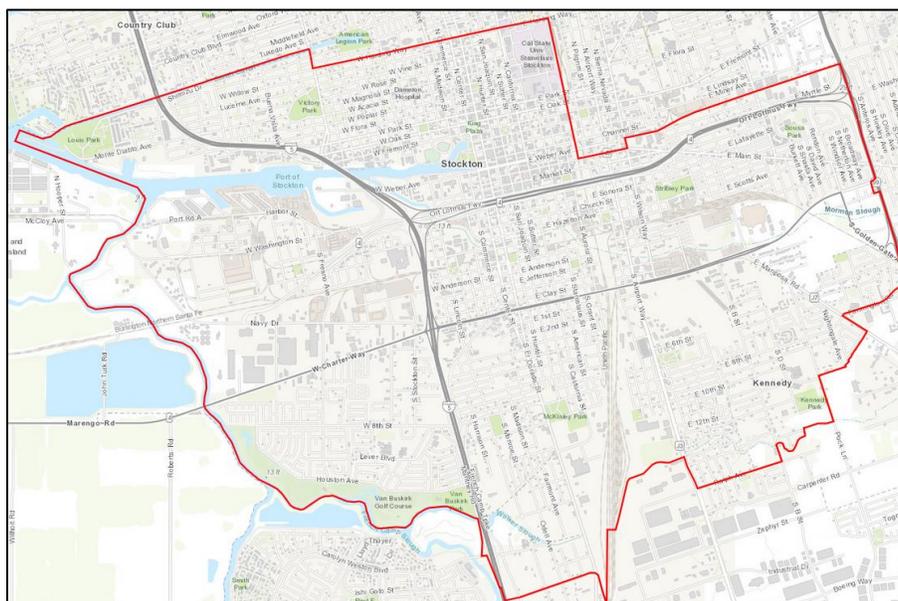


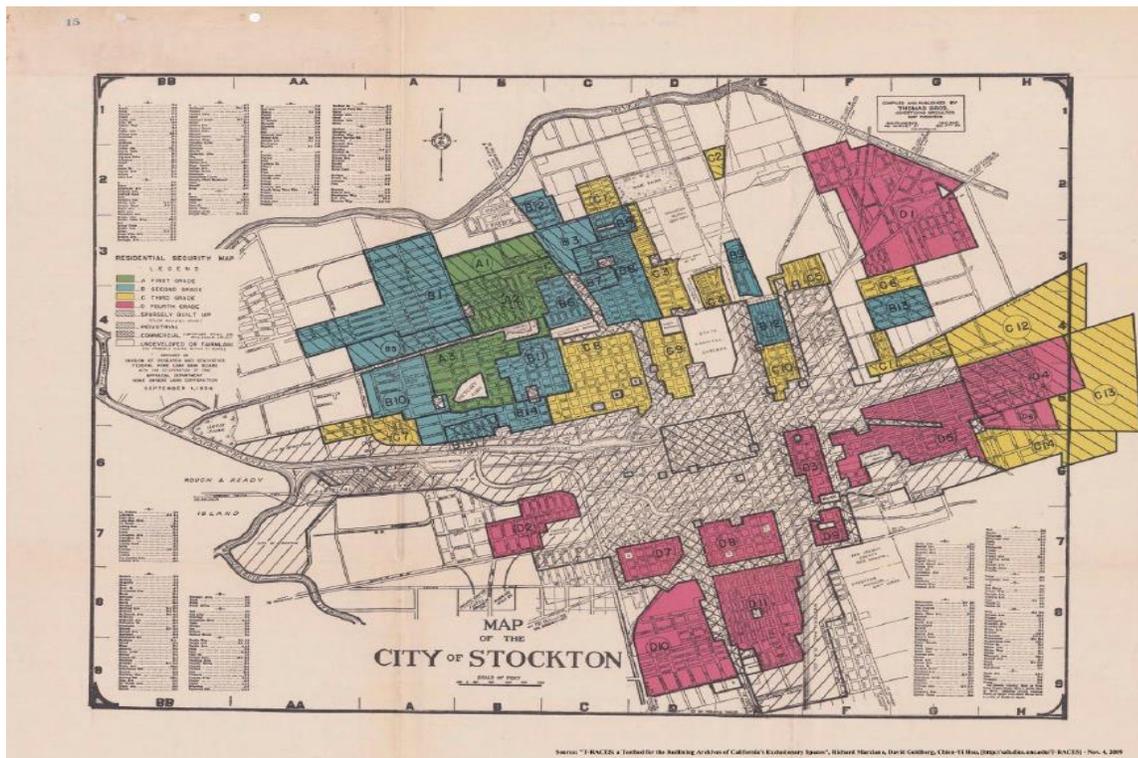
Figure 2 Stockton AB 617 CSC-Selected Community Boundary



Stockton History

Prior to the 1870s, San Joaquin County lacked access to water for agriculture. The promise of local agriculture resulted in capital investments being made to increase the levels of agriculture in San Joaquin County from 1870–1910. Lack of technological innovation forced agricultural interests to recruit labor globally. People of color, such as Chinese, African-Americans from the South, Japanese, Punjabis, Filipinos, and Mexicans, were forced into labor by employment segregation. Beginning in the late 19th Century, racially restrictive housing covenants were written into housing deeds to restrict people of color into living in certain zones of the city. These covenants were written into property deeds by developers looking to inflate the values of their homes. Examples of this practice in Stockton was the exclusion of African-American, Indian, Mexican, and Filipino communities south of Main Street and west of Wilson Way. Beginning in the 1930s, the Federal Housing Administration created maps to guide mortgage investment. Intentionally, these maps directed investments away from communities of color, which were deemed risky for investment. This practice is known as “redlining” because the neighborhoods were designated as the color red. Figure 3-2 shows the 1938 Residential Security Map for the City of Stockton.

Figure 3 Home Owners’ Loan Corporation Residential Security Map (1938)



Although the racial practice was banned in 1968’s Fair Housing Act, the years preceding contributed to both the built environment and unequal distribution of wealth in the United States today. In the 1930-1940, Stockton experienced huge growth in local industry. Built in 1931 and opened in 1933, the Port of Stockton became the City’s first major industrial center for logistics purposes. Between 1933 and 1940, it grew faster than any port in the U.S. History, doubling tonnage every fiscal quarter. The Port’s success led to business interests in Stockton being perfectly centered for logistical industries, or industries focused on the transportation of products. With the anticipation of future growth in residents and commerce, the City of Stockton actively lobbied for the construction of freeways in Stockton. Between

1955 and the 1970s, I-5, Highway 99, and Highway 4 crosstown freeway were constructed intentionally near low-income “redlined” communities to reduce the costs of eminent domain. In the 1970s, the construction of the Highway 4 Crosstown freeway demolished a significant portion of the Filipino American community of Little Manila of Stockton, displacing what was once the largest population of Filipinos outside of the Philippines

Stockton Air Quality Challenges

The Stockton AB 617 community boundary (Figure 3-1), as designed and approved by the CSC, is approximately 16 square miles and has an estimated population of 132,000. The AB 617 Stockton community is impacted across a number of health and pollution indicators. Using the State CalEnviroScreen (CES) tool, all census tracts located within the Stockton community rank in the top 5% most disadvantaged communities in California. Stockton also contains the highest ranked census tract in the District’s Northern Region (San Joaquin, Stanislaus, and Merced Counties) for overall CES score, which represents a number of health and socioeconomic factors (asthma, cardiovascular disease, low birth weight, educational attainment, housing burdened low-income households, linguistic isolation, poverty, and unemployment).

This community also ranked highest in PM2.5 impacts, and second highest in diesel PM exposure, compared to all other disadvantaged communities in the northern District counties. Specifically, the average overall CES score, PM2.5 exposure, and pollution burden values are all above the 90th percentile. Additionally, most of the community is within the “Stockton Rising” Transformative Climate Community boundary, which allows the District and community to leverage resources to maximize benefits under AB 617.

The majority of emissions impacting the Stockton AB 617 Community come from passenger vehicle and heavy-duty truck emissions from major freeways, interchanges, and main regional roads that run through the community. In addition to the emissions originating from mobile sources in the area, this community also includes industrial development and area-wide sources of pollution such as gas stations, commercial cooking, and consumer products that also contribute significantly to the community’s emissions levels.

Figure 4 Industrial Emissions Sources near Boggs Tract Community



Based on emissions inventory and current air monitoring data in this community, pollutants of concern include particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), Black Carbon (BC), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), Ozone (O₃) and Volatile Organic Compounds (VOCs). A virtual tour of the Stockton AB 617 community, produced by the Community Steering Committee to highlight some of the community's challenges can be viewed here:

Virtual Community Tour:

<https://www.youtube.com/watch?v=UuQuoSy26x4&feature=youtu.be>.

III. Community Engagement

To ensure successful implementation of AB 617, residents, businesses, non-profits, agencies, and other stakeholders within Stockton have been fully engaged in several regular and ad-hoc CSC meetings. The District has ensured that the CSC meetings continue to facilitate inclusive and balanced public engagement by providing:

- Meetings held virtually, via Zoom, until otherwise indicated due to ongoing Covid-19 Pandemic
- Monthly agenda-setting meetings with District, stakeholders, community co-hosts, CARB, and a third-party facilitator to collectively set expectations and plan for upcoming CSC meetings
- Real-time interpretation services in all languages requested by CSC members and members of the public, which to date is English and American Sign Language
- Expert presentations from partner agencies such as CARB, Office of Environmental Health Hazard Assessment (OEHHA), Port of Stockton, and Stockton Unified School District
- A comprehensive and dedicated webpage with tools to view maps of emissions and, as monitors are deployed) real-time air quality monitoring data

- Neutral meeting facilitation to ensure meetings are inclusive and neutral by bringing out different points of view and preventing individuals from monopolizing discussions
- Weekly phone calls and text exchanges with members who request frequent check-ins and meeting reminders.
- Monthly evening meetings via Zoom, with technical assistance provided to residents and stakeholders upon request
- Meeting materials posted ahead of meeting, and send in hardcopy for those who request to facilitate more productive virtual meeting environments

The District has also continued to conduct public workshops throughout the Valley as needed to solicit additional community input while using outreach and media events as opportunities to discuss AB617 and promote the various grant programs available. Additionally, District staff provides updates and seeks feedback from the Citizens Advisory Committee (CAC) and Environmental Justice Advisory Group (EJAG) as the implementation of AB 617 in the Valley continues to develop.

Involving the public in the CERP implementation process continues to be a priority of the CSC and the District. All CSC meetings are promoted on social media and live streamed on Facebook with the meeting videos archived on the Stockton webpage.

New Facilitator Selection

In May 2021, the Institute for Local Government (ILG), the facilitation team that had been providing services to the Stockton CSC meetings since 2019, indicated that they no longer had the capacity to facilitate all four AB 617 communities across the Valley. At the same time, CSC members expressed an interest in having an open, transparent, and inclusive participatory process to consider and provide recommendations on the next facilitator for their community.

The District opened up a Request for Quotation (RFQ) in June 2021, soliciting a facilitation team capable of meeting the high standards of creating an inclusive and open environment for community engagement efforts as part of the District's AB 617 efforts in Stockton. The District received RFQs from two facilitation teams, at the recommendation by CSC members, with demonstrated experience and expertise in this area. .

All CSC members were then invited to participate in a process to interview the potential new facilitators by submitting questions to ask the interested parties and to hear their responses during an evening webinar. Prior to the webinar, all CSC members were sent a summary of the RFQ respondent's qualifications and experience. Numerous CSC members from each Valley AB 617 community submitted questions, which the District forwarded to the applicants and were read aloud during the webinar for transparency. The 2-hour webinar was held on the evening of Thursday, August 19. Real-time interpretation was provided, in both Spanish and American Sign Language, and the webinar was recorded and a link posted on the AB 617 website and an email shared with all CSC members, providing a link to the webinar. The District requested that each CSC member who had the opportunity to watch the webinar to provide their recommendation on the facilitation provider they believed would best serve the needs of their CSC.

Based on CSC feedback and recommendations, Harder + Company was selected as the next facilitation team for Stockton AB 617 community steering committee meetings moving forward.

Ongoing COVID-19 Pandemic

Since March 19, 2020, in response to the ongoing COVID-19 pandemic , CSC meetings have continued to be held virtually.

To address these ongoing challenges and to continue moving forward with the important work of implementing the Stockton CERP measures, District staff continues to work closely with CSC members and meeting facilitators to continue to refine the virtual meeting process to ensure that it is meeting the needs, in terms of meeting content and information being provided in a manner easily understood, to all of the Stockton CSC members.

Community Participation and Ongoing Resident Stipend Program

The Stockton CSC has been meeting regularly, requiring ongoing participation and a significant time commitment from community residents, business owners, and other stakeholders. In most cases, steering committee meetings occur in the evenings and may draw attendees away from their families and other obligations. Community-resident steering committee members are not paid and do not have expenses reimbursed to participate in the process or attend these meetings. Providing stipends to help cover some time and expenses associated with attending meetings is an important way to support this critical participation and encourage sustained and meaningful community engagement throughout these processes. Towards that end, and in response to several residents and community advocates on the Stockton CSC, CARB developed new statewide guidance encouraging districts to work with steering committees in developing stipend programs for resident members of steering committees.

On August 20, 2020, the District's Governing Board responded to the community needs and approved District staff's recommendation to provide stipends to eligible resident steering committee members, effective retroactively for participation beginning on January 1, 2020. Since last year, resident member of the CSC, who do not receive other compensation for their attendance at such meetings, may request a stipend to offset the cost of participating in each regular CSC meeting. Eligible residents may receive a \$75 stipend per CSC meeting when their attendance is verified on the meeting roll-call list or sign-in sheet and were present for at least 75% of the scheduled meeting (equivalent to missing up to 30 minutes of a scheduled 2 hour meeting). Residents will receive stipends for attending up to fifteen (15) CSC meetings in a calendar year, for a total cost of up to \$1,125 per year. The stipends for resident steering committee members would be subject to the availability of state AB 617 funding and approved allocation in the District's Budget on an annual basis.

As the District transitions to the new facilitation team, stipend management will also shift from ILG to Harder + Company.

Figure 5 Resident Stipend Enrollment Form

INSTITUTE FOR LOCAL GOVERNMENT™ **San Joaquin Valley AIR POLLUTION CONTROL DISTRICT**

AB 617 Community Air Protection Program Resident Stipend Enrollment Form

Member Info

First and Last Name: _____

Mailing Address: _____ City: _____ State: _____ Zip Code: _____

Please ensure your mailing address is correct as your stipend check will be sent to this address.

E-mail Address: _____ Preferred Phone #: _____ Is this a cell phone? Yes No

Preferred Contact Method (check one or more): Phone Text Email Mail
(Note: stipend payment will be via check sent to your mailing address used above)

Verify

By signing below, I certify that the following information is true, accurate, and complete to the best of my knowledge:

- I am a resident of a AB 617 Jurisdiction community and serve as a Resident member of the Community Steering Committee.
- I understand that I must be present for 75% of any regularly scheduled Community Steering Committee meeting (equivalent to participating in at least 1 hour and 30 minutes of a scheduled 2 hour meeting).
- I have read and agree with the information contained in the Resident Stipend Policy.
- I am not an employee of the Valley Air District or the Institute for Local Government.
- I give my consent to the Valley Air District to use the information on this Enrollment Form for the purpose of contacting me regarding matters related to the AB 617 Community Steering Committee and determining my stipend eligibility.

Signature: _____ Date: _____

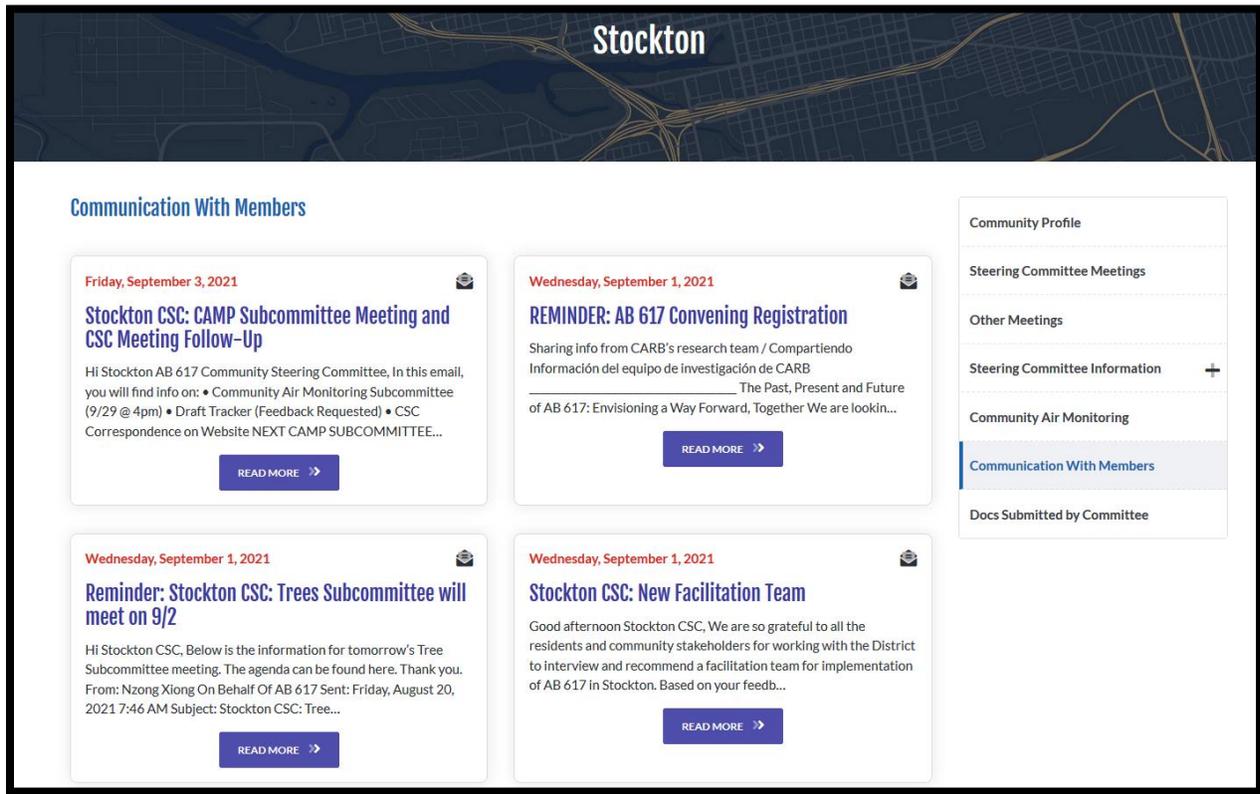
Submit Submit application to the Institute for Local Government via e-mail at kjensen@iclg.org

Stockton Community Webpage

A community webpage for the Stockton AB 617 Community was created and is regularly updated with new information (<http://community.valleyair.org/selected-communities/stockton/>). The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, audio and video links, chat transcripts, meeting summaries, etc), interactive maps, CSC member roster, committee charter documents and membership processes, CAMP and CERP documents.

Recently, in response to CSC requests for improved communication and increase transparency, the District added a page to the Stockton website that archives email communications with CSC members (Figure 6).

Figure 6 Stockton Community Website Archive of CSC Member Communication



CSC Charter Amendment

The Stockton CSC Charter is the foundation for how the CSC process takes place. With this understanding, the first action taken by the Stockton CSC was to develop their CSC charter. This work to develop the CSC Charter was done prior to the COVID-19 pandemic and when all CSC meetings were being conducted in person. After the community finalized and recommended CERP adoption in March 2021, several CSC members expressed a desire to review and possibly to amend the CSC Charter to ensure key foundational aspects of CSC governance memorialized in the document reflected community needs and requests, including the need to address specific portions of the Charter that were impacted as a result of the pandemic and transition to a virtual meeting environment.

Recommended updates include clarity on voting process and quorum, subcommittee structure and process, and alternate member participation. Through work during several regular CSC meetings and one-on-one calls with stakeholders leading to several draft iterations of the Charter (Figure 7), the CSC ultimately unanimously adopted an amended charter to address all these CSC-recommended changes.

Amended Charter (Posted 8/4/2021):

<http://community.valleyair.org/media/2862/updated-stockton-charter-842021.pdf>

Figure 7 Stockton Website with Draft Charter Process



IV. Community Emissions Inventory Development and Ongoing Technical Assessment

Stationary Source Emissions Inventory – AB 617 implementation in the Stockton community includes the development of both a Community Air Monitoring Plan (CAMP) and a Community Emissions Reduction Program (CERP). To assist with the decision-making for both the CAMP and the CERP, and to inform the committees of existing conditions regarding air pollution, the District compiled criteria pollutant and Toxics Air Contaminant (TAC) emissions inventory data for all stationary sources. This emissions inventory compilation process involved the following:

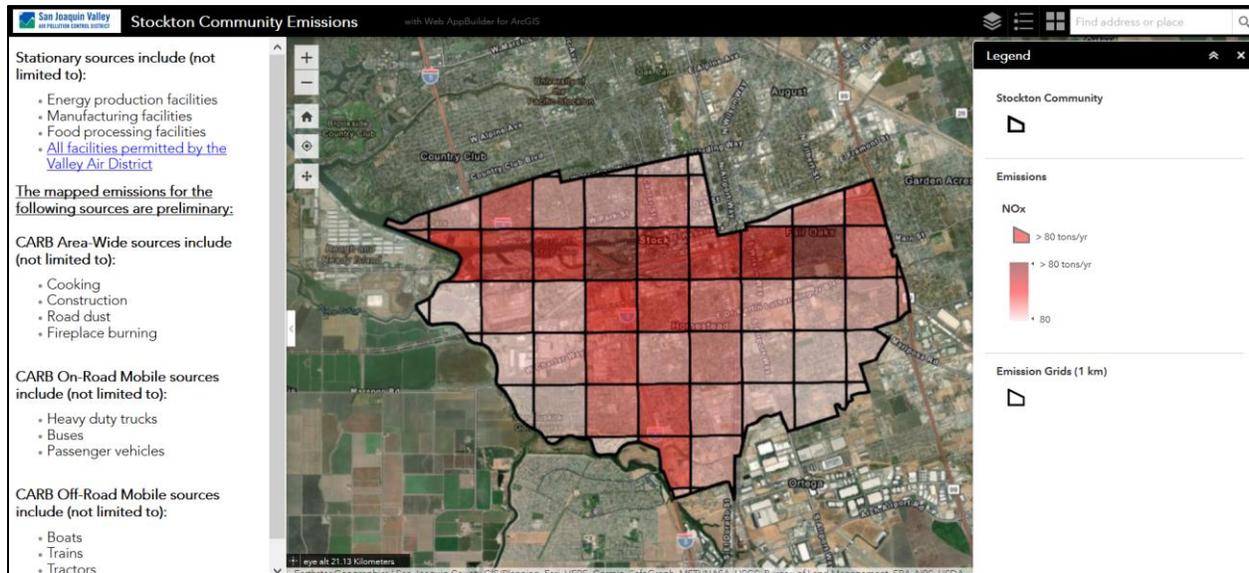
1. Identifying permitted facilities that are within the AB 617 communities;
2. Geocoding permitted facilities (i.e. converting street addresses to coordinates and then verifying the locations);
3. Surveying District permitted facilities and processing the information submitted to the District;
4. Following up with facilities that have not submitted emissions inventory to date;
5. Processing inventory data including quality assurance of the final data before data are submitted to CARB; and
6. Compiling the emissions inventory data from the District’s databases for each permitted facilities within the selected communities.

Each year, the District will continually update the stationary source emissions inventory for the Stockton community and incorporate the latest technical assessment on the community-specific webpage:

<https://sjvapcd.maps.arcgis.com/apps/webappviewer3d/index.html?id=6a8b2a34b0c14748aaee1c69c71c940c>

Figure 8 is an example of an interactive map that was created for the Stockton AB 617 Community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and the air quality concerns identified by the Stockton AB 617 Community Steering Committee and members of the public. This information was provided to help inform and to develop air quality priorities for the CERP.

Figure 8 Interactive Map Created for Stockton AB 617 Community Steering Committee



Area-wide and Mobile Source Emissions Inventory – The District assisted CARB in developing selected community-level emissions inventories for area-wide and mobile sources to lay the foundation for the CAMP and CERP development throughout 2019. CARB provided the area-wide and mobile source emissions data to date, with oversight and quality assurance provided by the District.

Emissions Inventory Summaries – The District compiled the emissions inventory from stationary sources and mobile sources under a single document. This compilation process and associated data were shared multiple times with the interested public and with the CSC in Stockton, is made available at:

<http://community.valleyair.org/selected-communities/stockton/>

V. Community Air Monitoring

When working with the Stockton CSC to develop the Community Air Monitoring Plan (CAMP) and procure air monitoring equipment, the District used the following principles:

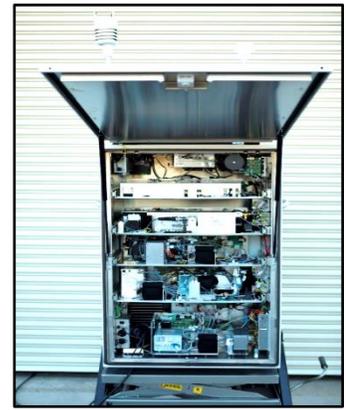
- *Expanded capacity at lower cost:* Will provide the District with a broad range of monitoring capabilities for multiple air pollutants without having to unnecessarily spend large sums of money in building traditional stationary air monitoring stations and platforms.
- *Scalable:* Will provide flexibility to customize the air monitoring instrumentation based on the community monitoring needs identified for the selected location. This includes flexibility in the number of pollutants being monitored, monitoring duration and methods. Due to the cost-effectiveness of the proposed design, the assets provide capabilities for multiple platforms to be utilized when needed.
- *Portable:* Will provide mobility ranging from allowing movements from one community to another or movements within a community as needed.
- *Rapid deployment:* Can be assembled rapidly and will require less support infrastructure than traditional stationary air monitoring stations.

As an outcome of this comprehensive evaluation process, the District hired a contractor to oversee the design and development of a number of key platforms and assets to be used in the Stockton CAMP. These resources include several stand-alone PM2.5 monitors, VOC and PM2.5 speciation equipment, two compact multi-pollutant air monitoring systems, one mobile air monitoring trailer, and one mobile air monitoring van.

- **Stand-Alone PM2.5 Monitors:** The District is operating operate fixed air monitoring analyzers to measure ambient PM2.5. These monitors are placed in their respective locations for sufficient lengths of time to capture annual and peak PM2.5 pollution trends throughout the community, unless monitoring priorities change and monitor relocation is necessary.



- **Compact Multi-Pollutant Air Monitoring System:** These compact air monitoring systems operate as semi-mobile platforms. Each platform is equipped with advanced air monitoring analyzers measuring various pollutants, with the ability to communicate the community-level air quality in real time.



- **Air Monitoring Trailer:** These air monitoring trailer systems operate as semi-mobile platforms. This platform is equipped with advanced air monitoring analyzers with the ability to communicate the community-level air quality in real time.



- **Mobile Air Monitoring Van:** The van is ideal for targeting unmonitored areas of concern or regularly surveying the entire community within a short timeframe, allowing the District and the community to identify spatial air pollution trends throughout the region. The air monitoring van can also be useful for measuring pollution from on-road sources, and identifying sources of community-level air pollution. Additionally, the van can be parked in one location for longer periods to capture daily or weekly pollution from unmonitored areas within the community.



The community air monitoring plan consists of several platforms including, mobile, semi-mobile, and fixed monitoring, each serving a specific purpose. Mobile monitoring consists of air monitoring vans, which are valuable resources for evaluating the large geographic region comprising the Stockton community. These platforms are best designed for taking an instantaneous look at the measured pollutants when the monitoring occurred. The fixed and semi-mobile platforms are used to measure daily variations in pollutant concentrations. The use of both mobile and semi-mobile monitoring platforms is necessary to capture the full picture of the community's air quality.

These air monitoring systems provide real-time readings for the following compounds:

Ozone	Black Carbon (BC)	PM2.5 Species
NO/NO2/NOx	Carbon Monoxide	BTEX
PM2.5	VOC Species	SO2/H2S

In addition, the community air monitoring network also includes equipment to capture air samples into canisters and filters for laboratory analysis to identify the VOC and PM2.5 compounds and species present in the local air. The District has also purchased additional equipment to support the vast collection of analyzers that will be operating in the communities. This support equipment includes zero air generators, calibrators, flow standards, data loggers, and various communication equipment.

These assets and equipment need continual maintenance and oversight to ensure the successful operation of this new network. Staff are responsible for operating and maintaining this new network ensure continual functionality and accuracy at all times. These activities include but are not limited to regular maintenance, filter processing and handling, calibrations, and repairs ensuring equipment is operating at its optimal level and producing the most accurate air quality data at all times. In addition, the equipment being operated in the community air monitoring network also needs a large stock of consumables and spare parts to support the equipment being used. This takes ongoing organization, reconciliation, and ordering of parts to keep the equipment successfully operating.

Community Air Monitoring Development to Date

Throughout the past year, the District engaged the Stockton CSC on planning and deploying the CSC-designed Community Air Monitoring Plan. Through a series of interactive exercises (Figure 9), subcommittee meetings, and CSC updates, the CSC identified locations for the District to deploy various air monitors aimed at measuring community impacts from local air pollution.

Interactive Mapping Tool:

<https://valleyair.mysocialpinpoint.com/air-monitoring-stockton/map#/>

Based on a desire to measure pollution at the location of the most vulnerable populations throughout the community, the CSC recommended monitor deployment at various schools within the Stockton Unified School District. In July, the District worked with the Stockton Unified School District to address logistics for the installation and operation of community air monitors. The District worked with the Stockton Unified School District Board to enter into an agreement that would allow placement of air monitoring equipment at community-identified schools in the AB 617 boundary. Unfortunately, despite receiving written and verbal support from the District, several CSC members, and Stockton residents, the School Board ultimately decided against the proposed agreement. Immediately upon hearing the School District was not interested in pursuing an agreement, the air District convened an Air Monitoring

Subcommittee meeting to discuss next steps and continue to move forward with siting and deploying the community air monitoring network. Dubbed “Air Monitoring Plan B,” the CSC is continuing to work with the District to finalize agreements with building managers and property owners nearby the schools that the CSC originally identified. (Figure 10)

Figure 9 Community-Driven Interactive Air Monitoring Exercise

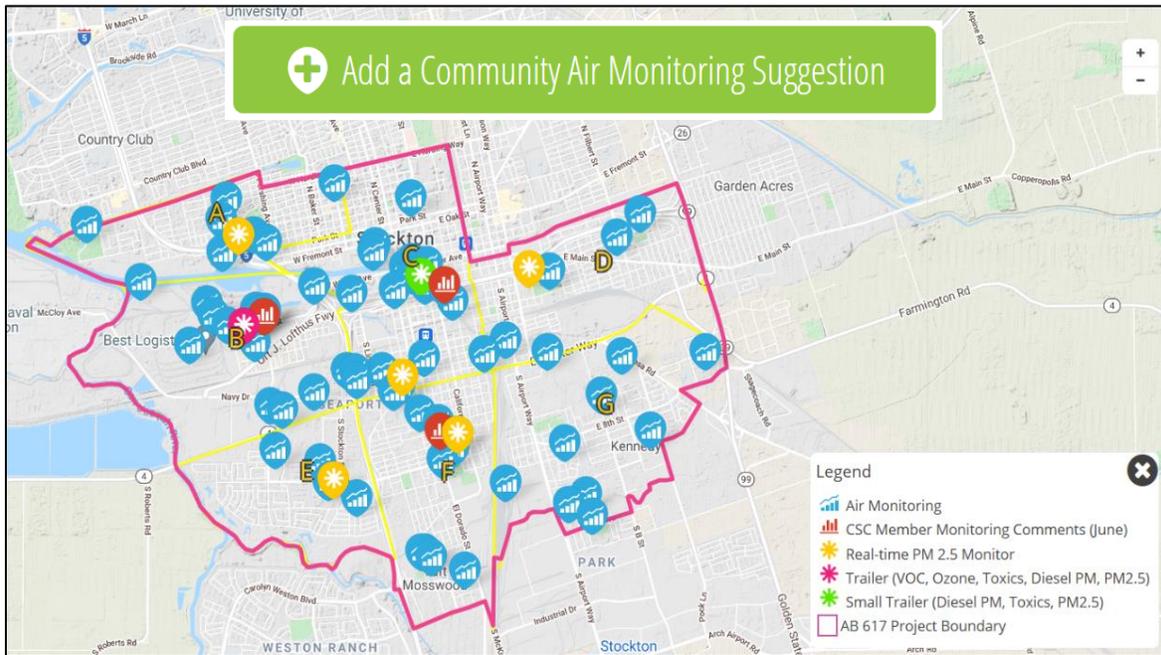
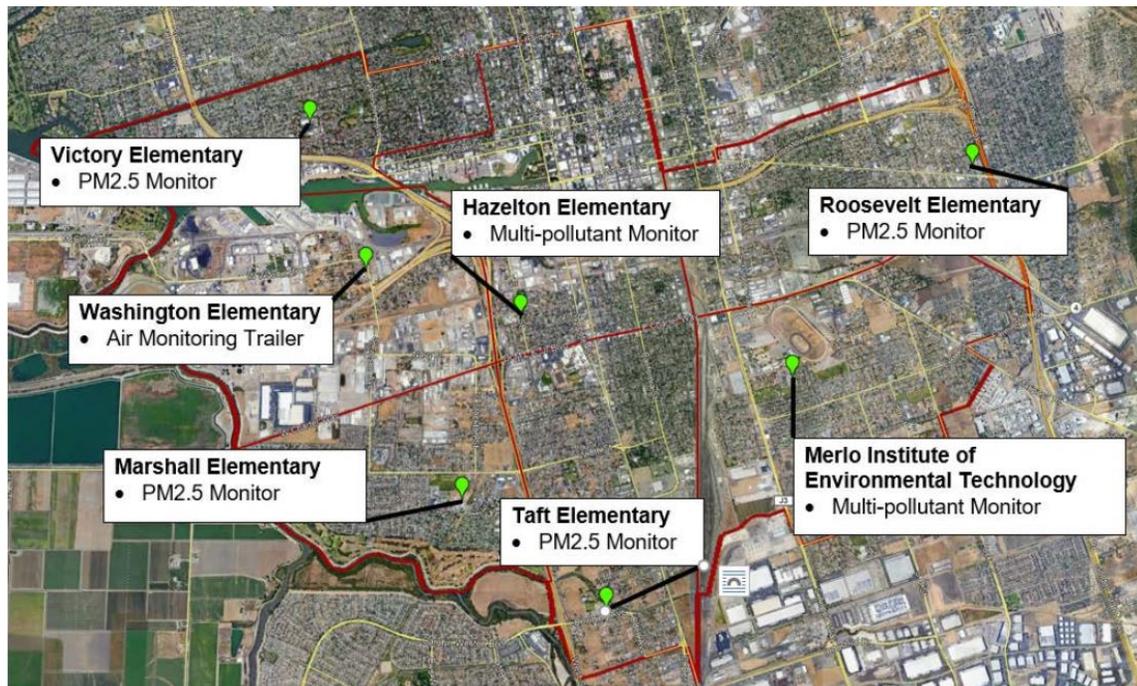


Figure 10 CSC-Recommended School Locations for Nearby Community Air Monitoring



VI. CERP Measure Prioritization and Implementation

CERP Overview

AB 617 legislation requires that a CERP identifies cost-effective measures to achieve emission reduction targets in the community. During CSC discussions to review potential strategies for implementation in the community, Committee members consistently supported and prioritized measures that would reduce emissions from residential sources, while also providing tangible benefits to residents in the community. To that end, in addition to measures that reduce emissions from stationary, area, and mobile sources that are large contributors to the community emissions inventory, many of the measures supported by the Steering Committee and adopted in the Stockton CERP include targeted incentive programs and interagency partnerships that provide co-benefits in the community, in addition to air quality improvements. The measures in the CERP encompass a range of strategies to reduce community level exposure burden, including regulatory, enforcement, outreach and education, voluntary incentive-based programs, as well as partnerships with other agencies to address issues outside of the District's direct regulatory authority. All measures included in the Stockton CERP are outlined in the following tables.

Table 1 Emissions Reduction Targets for Incentives Measures

Measure #	Community Suggested Measures	Unit Type	# of Units	Allocation Amount	Cost per Unit (Averaged)	Direct Reductions Estimate Lifetime (Tons)
Community						
VB.1	Vegetative Barriers	Projects	2	\$ 1,000,000	\$500,000	0.5
UG.1	Trees and Urban Greening	Projects	2	\$ 1,000,000	\$500,000	-
SC.1	Air Filtration in Schools (all schools in community)	Schools	33	\$ 2,640,000	\$80,000	-
IAQ.1	Home weatherization, Solar, Electrification, Air Filtration in Homes	Units	2000	\$ 1,000,000	\$500	-
LG.1	Residential Lawn and Garden Equipment	Equipment	50	\$ 20,000	\$400	0.3
LG.2	Commercial Lawn and Garden Equipment	Equipment	5	\$ 100,000	\$25,000	-
Land Use						
LU.2	Bike Paths and Infrastructure	Bike Paths	5	\$ 500,000	\$100,000	11
Older Vehicles						
TP.1	Targeted Tune-In Tune-Up Events within Community	Events (400 cars/event)	5	\$ 300,000	\$60,000	3.7
TP.2	Drive Clean Vehicle Replacement	Cars	100	\$ 800,000	\$8,000	0.2
TP.3	EV Charging Stations	Chargers	15	\$ 375,000	\$25,000	-
TP.4	EV Mechanic Training	Trainings	10	\$ 150,000	\$15,000	-
TP.5	Car Share Program	Program	1	\$ 1,000,000	\$1,000,000	-
Heavy Duty Mobile Sources						
HD.1	Truck Reroute Study	Study	1	\$ 500,000	\$500,000	-
HD.2	Zero & Near-Zero Emission Heavy Duty Trucks	Trucks	50	\$ 10,000,000	\$200,000	209
HD.3	Heavy Duty Electric Vehicle Charging Infrastructure	Fueling Stations	1	\$ 1,000,000	\$1,000,000	-
HD.4	Truck Idling Plug-Ins	Plug Stations	33	\$ 100,000	\$3,030	-
HD.6	Electric School Buses	Buses	10	\$ 4,000,000	\$400,000	22
HD.7	Locomotive Switchers	Locomotive Switchers	4	\$ 6,800,000	\$1,700,000	521
Residential Wood Burning						
RB.1	Incentives to Replace Wood Burning Devices	Devices	100	\$ 300,000	\$3,000	49

Table 2 Metrics for Tracking Progress of Non-Incentives Measures

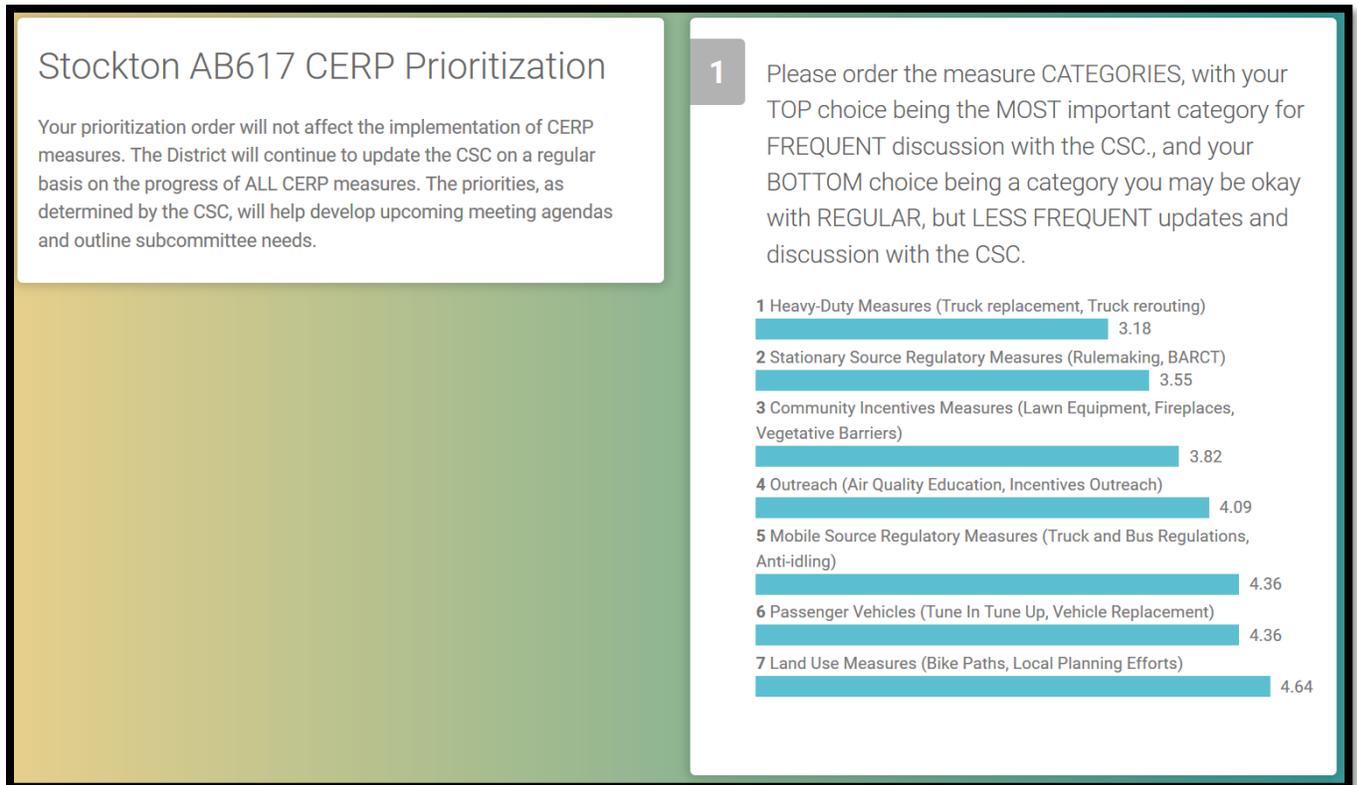
#	Measure	Type	2021	2022	2023	2024	2025
SC.2	Increase Participation in Healthy Air Living Schools	Outreach Activities	Ongoing Engagement				
O.1	Multilingual Outreach	Outreach Materials/ Events	Host 4 meetings, 1 targeted social media campaign annually.				
RB.2	Educate Public Regarding Harmful Effects of Residential Wood Burning Smoke	Outreach Materials/ Events	4	4	4	4	4
RB.3	Education about Illegal Residential Open Burning	Outreach Activities	1	1	1	1	1
HD.6	Enhanced Enforcement of Statewide Anti-Idling Regulation	Additional Surveillance Efforts	4	4	4	4	4
LU.1	Support Projects that Reduce VMT	Ongoing Support	Ongoing				
LU.3	Integration of Local and Regional Planning Efforts	Meetings	1	1	1	1	1
LU.4	Addressing Algal Blooms	Meetings	2	2	2	2	2
SS.1	Inspection frequency for permitted stationary sources	Surveillance	Varies based on compliance by facility. Will begin immediately.				
SS.2	Evaluation of Rules to Determine Whether Additional Reductions are Possible for Sources of NOx and PM2.5	Rule Evaluations	x	x			
SS.3	Expedited Facility Risk Assessment And Risk Reduction	Risk Reduction Audits	See Appendix E for detailed list and schedule.				
FD.1	Enhanced Enforcement of Fugitive Dust Requirements	Surveillance	x	x	x	x	x

Measure Prioritization and Subcommittee Formation

In order to help the CSC and District identify how to progress forward in implementation, the CSC requested that the membership work through an exercise to identify priorities and help organize the measures in categories and subcommittees. The CSC priorities (detailed at the link below) mirror the priorities of the CSC throughout CERP development; emissions reductions from the highest-impact sources are of top priority.

Stockton Prioritization Survey Results:
<https://freeonlinesurveys.com/r/tVXVn2xi>

Figure 11 Snapshot of CERP Prioritization Exercise



As priorities were identified, the CSC then went through a series of exercises, ad hoc meetings, and breakout groups to decide how to divide and conquer CERP measure implementation. CSC members decided that identifying subcommittees, technical partners, and implementation partners was the best course of action. The initial results of the CSC implementation, as well as a table tracking measure implementation, are both posted on the Stockton website.

Stockton CERP Measure Tracker:
<http://community.valleyair.org/stockton-tracker/>

Stockton CSC CERP Implementation Framework:
<http://community.valleyair.org/media/2879/cerp-subcommittee-feedback.pdf>

Figure 12 Snapshot of Stockton CERP Progress Tracker

Page in CERP	Measure District Staff Contact	Description	CARB Approved Project Plan (Required, Not Required, Drafting, Pending, or Approved)	ALLOCATED Funding Units	TO-DATE Funding Units	Target Emissions Reductions	Status Update	Relevant Links	Current Project Partners
TREES SUBCOMMITTEE: Webpage with upcoming meeting dates, subcommittee notes, and meeting recordings									
Pg. 65	Installation of vegetative barriers Aaron Tarango 559-230-5873 Aaron.Tarango@valleyair.org	Incentive program for installation and maintenance of vegetative barriers around sources of concern	REQUIRED Drafting for CSC Review	\$1,000,000 2 projects	\$0	PM2.5 & NO2: 0.5 tons	-9/2 Subcommittee Meeting Action Items ; District to gather information about current TCC/Little Manila/Port urban greening efforts, District and CSC to invite partners (including city) to next meeting, District to develop and send draft project plan to subcommittee -10/19 Next Subcommittee Meeting	Tree Subcommittee Webpage TCC Webpage	TCC Little Manila Port of Stockton City and County
Pg. 68	Increase urban greening and forestry Aaron Tarango 559-230-5873 Aaron.Tarango@valleyair.org	Incentive program to identify and support efforts to increase urban greening and forestry to improve air quality	REQUIRED Drafting for CSC Review	\$1,000,000	\$0	Health protective mitigation	-9/2 Subcommittee Meeting Action Items ; District to gather information about current TCC/Little Manila/Port urban greening efforts, District and CSC to invite partners (including city) to next meeting, District to develop and send draft project plan to subcommittee -10/19 Next Subcommittee Meeting	Tree Subcommittee Webpage TCC Webpage	TCC Little Manila Port of Stockton City and County
School Measures Subcommittee									
Pg. 71	Installation of advanced filtration systems Jeannine Tackett 559-230-5843 Jeannine.Tackett@valleyair.org	Incentive program to install advanced filtration systems in Stockton community schools	NOT REQUIRED Already in CARB's guidelines	\$2,640,000 All Public Schools in Boundary	\$0	Health protective mitigation			
Pg. 71	Increase enrollment in Health Air Living Schools Program and establish "Emission Free Zone" Heather Heinks 559-230-5898 Heather.Heinks@valleyair.org	Outreach to increase enrollment of schools into Health Air Living Schools program and coordinate with school staff and students to establish "Emission Free Zone" around Stockton schools	NOT REQUIRED Not Incentives Measure			Health protective mitigation			
Pg. 89	Replacement of older diesel school buses Jeannine Tackett 559-230-5843 Jeannine.Tackett@valleyair.org	Incentive program for replacement of older diesel school buses with zero or near-zero emission school buses	NOT REQUIRED Already in CARB's guidelines	\$4,000,000 10 buses 100% cost	\$0	PM: 0.3 tons NOx: 18 tons VOC: 4 tons			

Figure 13 Snapshot of Results of CSC Member Discussion on Measure Implementation and Subcommittee Formation

#	Priority based on Poll	Can Begin Measure Now	Measure	CSC Notes	What <u>implementation partners</u> , do we need to bring to the group?	What <u>technical partners</u> , do we need to bring to the group?
Link to Prioritization Poll			Potential Community Led Steering Committees			
Incentives Measures						
Proposed Urban Greening Subcommittee						
VB.1	High		Vegetative Barriers	* Keep zoning in mind * Irrigation is important	City of Stockton, San Joaquin County, California ReLeaf, TCC, PUENTES, CalTrans	Greenlining The Hood, Hyphae Design Lab/CalSTA, CARB, Stanford/City Systems, CalTrans
UG.1	Highest		Trees and Urban Greening	* Use local nurseries * Focus on academic institutions (including elementary and high school) * Irrigation is important	City of Stockton, San Joaquin County, California ReLeaf, TCC, PUENTES, Great Valley Conservation Corp., Local Nurseries	Greenlining The Hood, Hyphae Design Lab/CalSTA, CARB, Stanford/City Systems, Delta College
Proposed Infrastructure Subcommittee						
LU.2	Lower		Bike Paths and Infrastructure	* Input from cyclists, public through implementation agency	SJ COG, City of Stockton	UC Davis, local non-profit cyclist group
Proposed HD Trucks Subcommittee						
HD.1	Highest		Truck Reroute Study	* Include planned road expansions on existing potential projects list * Community residents should be present * Conduct effected neighborhood outreach neighborhood survey * Reference Fresno's similar study * Focus on Washington St	SJ COG, City of Stockton, San Joaquin County, Caltrans, Port of Stockton	Caltrans, CARB
HD.3	Medium		Heavy Duty Electric Vehicle Charging Infrastructure		California Trucking Association, family owned companies	CARB, PG&E
HD.4	Lower		Truck Idling Plug-Ins			CARB, PG&E
Proposed School Measure Subcommittee						
HD.6	Low	x	Electric School Buses	* potential SEP funding for private schools	SUSD, Union Chapter CSEA 885	Lodi School District, Manteca School District
SC.1	High	x	Air Filtration in Schools		SUSD, Delta College, CBO CSC members, architects,	Sierra Health Foundation, Stockton Unified, IQAir, Lodi School District, Manteca School District
SC.2	High	x	Increase Participation in Healthy Air Living Schools	* Add this to the School measures	SUSD	
Workforce Development Measure Subcommittee						
TP.4	Highest		EV Mechanic Training	* Create own subcommittee * Training for Stockton residents	Delta College, City of Stockton, Port or other implementation partner, job development committees, local mechanic groups, SJ worknet, Career Tech, SUSD	Delta College; Clean Tech Institute, IBEW
Proposed Residential Strategies Subcommittee						
IAQ.1	Medium		Home weatherization, Solar, Electrification, Air Filtration in Homes		Rising Sun, El Concilio, PG&E, Little Manila	Sierra Health Foundation, GRID Alternatives North Valley, Blue Shield of Ca, Kaiser, Dignit Health, Housing Authority of SJ County
Outreach Subcommittee						
O.1	Highest	x	Multilingual Outreach	* Consider community demographics * Need to reach Cambodian community * Need to reach ADA community	San Joaquin County public health, City of Stockton, SJ COG, local multicultural groups, CBOs on CSC, ASPARA, Community Medical Centers	District's Environmental Justice Advisory Group, Health Plan of SJ County
RB.2	Medium	x	Educate Public Regarding Harmful Effects of Residential Wood Burning Smoke	* Social Media platforms * Recruit and develop additional community members * Consider highly impacted areas	African American Chamber of Commerce, Multicultural Chambers, San Joaquin County public health, Churches - Little Flock Baptist, CBOs on CSC	Sierra Health Foundation, Community Medical Centers, Health Plan of SJ County
RB.3	Lower	x	Education about Illegal Residential Open Burning	* Social Media platforms * Recruit and develop additional community members * Consider highly impacted areas	African American Chamber of Commerce, Multicultural Chambers, San Joaquin County public health, Churches - Little Flock Baptist, CBOs on CSC, Gleason House (part of CMC)	Sierra Health Foundation

VII. Compliance and Enforcement Measures

During the development of the Stockton CERP, CSC members identified several primary sources of concern within the community. Based on the analysis of the District’s enforcement history within the AB 617 community, several focused enforcement and compliance assistance measures were included in the CERP aimed at enhancing enforcement and education efforts through existing District enforcement programs to address those areas of community concern discussed below. In addition to the implementation of the enforcement measures adopted in the CERP, the District’s Compliance Department has continued over the past year to promptly respond to public air pollution complaints in the community. A complete summary of complaints received and enforcement actions taken over the past year is attached to this report.

Enhanced Enforcement of Regulation VIII Fugitive Dust Requirements

District rules limit fugitive dust emissions from construction, demolition, and earthmoving; bulk material storage; open areas; and unpaved roads and vehicle/equipment traffic areas. Furthermore, District rules restrict carryout and trackout onto paved public roadways. In order to facilitate enforcement of fugitive dust prohibitions, a Construction Notification or Dust Control Plan is required for all construction activities in the District involving one or more acre of disturbed surface area.

To address the community concern of construction/earthmoving dust emissions, the District conducted inspections of construction sites within the community with active Dust Control Plans or Construction Notifications pursuant to District Rule 8021 to enforce the fugitive dust emission standards contained within District Regulation VIII. Additionally, the District also conducted general area surveillance for other potential sources of fugitive dust in the community.

Enhanced Enforcement of Statewide Anti-Idling Regulation

To address the community concern of heavy-duty trucks and to limit the potential for localized PM2.5 and toxic air quality impacts associated with the failure to comply with the state's heavy duty anti-idling regulation, the District staff performed quarterly anti-idling surveillance. Locations where surveillance was conducted were based on CSC input provided to the District and CARB. To ensure District staff continue focusing in the areas where residents are being impacted, the District has included discussions in CSC meetings to provide updates on these efforts and to receive CSC feedback on areas to be focused on while doing surveillance, and will continue to do so moving forward. District staff also spoke directly to businesses who rely on heavy-duty trucking, identified by the CSC, to provide compliance assistance and education regarding the state's anti-idling Airborne Toxic Control Measure requirements and steps to be taken to ensure compliance. Although only one violation was discovered during the surveillance performed, the District believes that the outreach provided to businesses in community will contribute to increased compliance with the state's requirements.

Enhanced Inspection Frequency of Stationary Sources

The District conducts inspections and investigations of both permitted sources to determine compliance with a multitude of health-protective local, state, and federal air quality regulations targeting both criteria and toxic pollutants. These include (1) District rules and permit requirements; (2) statewide Airborne Toxic Control Measures; (3) statewide greenhouse gas regulations; and (4) federal New Source Performance Standards, National Emission Standards for Hazardous Air Pollutants, and Maximum Available Control Technology standards. The District closely monitors such sources and strictly enforces applicable requirements. Compliance evaluations are unannounced whenever possible and involve both a physical inspection of the facility and a review of operating and monitoring records.

To address the community concern of industrial processes as well as agricultural operations and other permitted sources of air pollution, the District reviewed the enforcement history of all permitted facilities in the community, and for each facility having an emissions violation within the last three years, the District committed to performing inspections of these facilities at least twice per calendar year for the next five years or until the facility has four consecutive inspections without an emission violation, whichever comes first. District staff has fully implemented this measure and increased inspections of these facilities is ongoing.

VIII. District Regulatory Measures

Beyond the stringent regulations and permitting requirements that are already implemented Valley-wide, the District worked with the CSC to incorporate and implement additional CERP regulatory strategies pertaining to stationary sources. Two of the measures describe stationary source regulatory actions in detail, including evaluation of BARCT requirements for rules that apply to Cap and Trade Facilities; and evaluation of rules to determine whether additional reductions are possible for sources of NOx and PM2.5. Both measures specifically list several rules that are scheduled to be evaluated in coordination with the CSC throughout the life of the CERP and are discussed more below.

PM2.5 Plan Rule Updates

The District has and will continue to analyze and amend District rules to pursue additional emission reduction opportunities beyond BARCT. These rule amendments will be reviewed on the schedule included in the District's *2018 PM2.5 Plan*, which was recently adopted by CARB into the State Implementation Plan and approved by U.S. EPA. Various source categories addressed through this ongoing regulatory development process include: Flares; Boilers, Steam Generators, and Process Heaters; Internal Combustion Engines; Commercial Underfired Charbroilers; Glass Melting Furnaces; and Solid Fuel-Fired Boilers, Steam Generators, and Process Heaters.

District staff have continued moving forward with technical evaluation and public engagement efforts for scheduled regulatory measures, with several District rules scheduled for proposed amendments in the 2020-2021 timeframe. Emissions reductions achieved through the implementation of more stringent limits potentially required through these rule amendments will further contribute to reduced exposure to air pollution in the community. CSC members, members of the AB 617-selected community, and the general public are encouraged to be involved in the upcoming rulemaking process for these rules.

Rule	Stationary/Area Source Category	Rule Development Status
4901	Wood burning fireplaces and heaters	Completed: Adopted/enforced in 2019/20 winter season
4311	Flares	Rules amended December 17, 2020
4306 & 4320	Boilers, steam generators, and process heaters	
4702	Internal combustion engines	
4692	Under-fired charbroilers at commercial restaurants	Rule amended August 19, 2021
4354	Glass Melting Furnaces	-Regulatory and public engagement process to begin in 2020 - amendments scheduled for consideration in 2021 -Hosted a public workshop on 9/30/21 and notified CSC members to participate
4352	Solid-Fuel Fired Boilers	-Regulatory and public engagement process to begun in 2020 - amendments scheduled for consideration in 2021 -Hosted a public workshop on 9/30/21 and notified CSC members to participate

Implementation of New Criteria and Toxics Report (CTR) Regulation

Under AB 617, CARB is tasked with developing a uniform statewide system for reporting inventories for criteria and air toxic emissions for stationary sources to the public. The uniform statewide system is currently under development. The state's *Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants* went into effect on January 1, 2020. This regulation requires certain facilities to report their criteria and toxic emissions to the District annually starting with the 2019 emissions year. The following three categories of facilities are subject to this regulation:

1. Greenhouse Gas Reporters. Facilities that are required to report to the state board their greenhouse gas emissions pursuant to Health & Safety Code Section 38530.
2. Criteria Emissions Greater than 250 Tons per Year. Facilities that are located in an air district that has been designated as nonattainment with respect to either the National Ambient Air Quality Standards (NAAQS) or the California Ambient Air Quality Standards (CAAQS), and that is authorized by air district permits to emit 250 or more tons per year of any applicable nonattainment pollutant or its precursors. Applicable pollutants include: volatile organic compounds (VOCs), total reactive organic gases (ROG), nitrogen oxides (NOx), sulfur oxides (SOx), particulate matter (PM), lead (Pb), ammonia (NH₃), and carbon monoxide (CO).
3. Elevated Prioritization. Facilities that are categorized by the air district as high priority or high risk for toxic air contaminant emissions.

In addition, CARB is in the process of amending the CTR to include the following additional classes of facilities required to report both criteria and toxics emissions:

4. Criteria Emissions Greater than 4 Tons per Year. Facilities that emit more than 4 tons per year of any criteria air pollutant (except for carbon monoxide)
5. Carbon Monoxide Emissions Greater than 100 tons per year.
6. Appendix A Facilities. Facilities with activity levels or emissions levels published in Appendix A, Table A-3 of the CTR.

Emissions reporting for these additional classes of facilities will be phased in beginning with the 2022 inventory year, with full implementation in the 2026 inventory year.

Best Available Retrofit Control Technology (BARCT)

AB 617 required districts that are in nonattainment for one or more air pollutants to adopt expedited schedules by January 2019 for the implementation of Best Available Retrofit Control Technology (BARCT). Significant work was necessary to demonstrate that existing rules met BARCT requirements or, where it was not clear that BARCT requirements were met, identify potential gaps in the existing rules, establish a rule-review schedule, and take the schedule to the District's Governing Board for approval before the deadline. The Board adopted the District's BARCT Analysis Schedule on December 20, 2018. The District is now implementing the plan, and, where necessary, develop rule amendments consistent with state BARCT requirements. The District must also share its findings with the state as CARB compiles the BARCT clearinghouse.

District's expedited BARCT Schedule: <http://community.valleyair.org/best-available-retrofit-control-technology-barct>

Since 2019, the District has begun performing a further BARCT analysis of 13 of the 16 rules identified, typically in the order of documented priority. Each District rule and source category are evaluated in comparison to federal and state air quality regulations and the regulations of other air districts in California and throughout the country).

The District held a public workshop on April 20, 2021 and provided a update to the public on the progress the District has made on the BARCT evaluations for 4 rules conducted in 2020 (see published report – [link](#)) and discussed the next steps associated with further evaluating the remaining District Rules for satisfying BARCT requirements. The following table summarizes the status of the BARCT rule evaluations.

Rule	Title	BARCT Status
4454	<i>Refinery Process Unit Turnaround</i>	<i>Meets BARCT</i>
4641	<i>Cutback, Slow Cure, And Emulsified Asphalt, Paving And Maintenance Operations</i>	<i>Meets BARCT</i>
4104	<i>Reduction of Animal Matter</i>	<i>Meets BARCT</i>
4409	Components at Light Crude Oil Production Facilities, Natural Gas Production Facilities, and Natural Gas Processing Facilities	Combined rule development public process to evaluate/implement additional BARCT requirements in progress - expediting the rulemaking efforts for three of the five rules (Rules 4623, 4624, and 4401) to streamline assessment
4455	Components at Petroleum Refineries, Gas Liquids Processing Facilities, and Chemical Plants	
4623	Storage of Organic Liquids	
4624	Transfer of Organic Liquids	
4401	Steam-Enhanced Crude Oil Production Wells	
4702	Internal Combustion Engines (VOC only)	BARCT rule adopted 8/19/21
4694	Wine Fermentation and Storage Tanks	Removed from Expedited BARCT Schedule
4603	Surface Coating of Metal Parts and Products, Plastic Parts and Products, and Pleasure Crafts	BARCT evaluation in progress and scheduled for 2020 completion
4601	Architectural Coatings	BARCT Rule Adopted 4/16/20
4566	Organic Material Composting Operations	Removed from Expedited BARCT Schedule
4625	Wastewater Separators	BARCT evaluation scheduled for 2021 completion
4621	Gasoline Transfer Into Stationary Storage Containers, Delivery Vessels, and Bulk Plant	BARCT evaluation scheduled for 2021 completion
4402	Crude Oil Production Sumps	BARCT evaluation scheduled for 2021 completion

The District is also working with the affected facilities to identify the potential control options that may result in additional emissions reductions. The affected facilities are providing the District with technical

information and costs related to potential control options to determine the feasibility of implementing each option identified.

Technology Clearinghouse

AB 617 requires CARB to establish and maintain a statewide clearinghouse that identifies the best available control technology, best available retrofit control technology for criteria air pollutants, and related technologies for the control of TACs.

Since 2019, District staff have been participating in bi-weekly conference calls with CARB and other air district staff to discuss the proposed changes to the statewide clearinghouse and the new database and website interface that CARB and their programming consultant is creating. Through collaborative discussions, the District has provided input on facility and pollutant definitions; source category, subcategory, and classification differences; public usability and device specificity; and many other topics. To date, CARB has published an initial Technology Clearinghouse webpage ([link](#)) and has published, the following prototype tools to support public needs while the remainder of the Technology Clearinghouse system is developed:

- Next Generation Technology (Released November 2019) - [Emergency Back-up Power Options for Residential Applications](#)
- Rules (Released March 2020) - [Current Air District Rules Tool](#)
- Next Generation Technology (Released June 2020) - [Emergency Back-up Power Options for Commercial Applications](#)

Additional meetings have been scheduled and significant work and testing of the new database, tools, and website is still being performed.

AB 2588 Air Toxic Hot Spots

The District's integrated air toxics program fulfills the state AB 2588, California Air Toxics Hot Spots, mandates, which are aimed at quantifying and assessing localized health risk, notifying affected residents, and reducing risk from facilities with high risk caused by air toxic emissions. The state Hot Spots Act is only one part of the District's comprehensive program to regulate air toxics in Valley communities. To achieve maximum efficiency and effectiveness, the District operates an integrated air toxics program that implements local, state, and federal mandates.

In 2021, the District has been implementing a plan designed to expedite the assessment of the health risk associated with each of the facilities located in Stockton. To date, the District has assessed the health risk for 300 facilities within the Community and none of the facilities that have been assessed pose a significant health risk.

IX. Emissions Reduction Target and Metrics for Tracking Progress

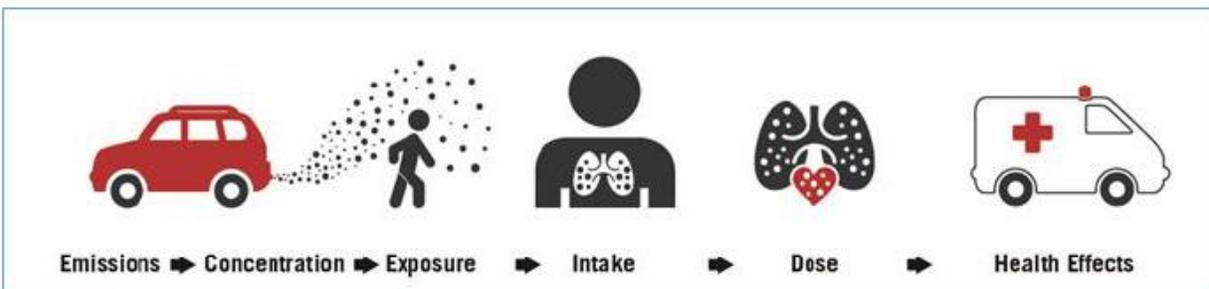
The District and CSC included a robust set of metrics to track progress in the Stockton CERP. To the maximum extent possible, the District has looked to tie emissions reductions targets to individual CERP measures. Of the 47 measures in the adopted CERP, 17 are incentive measures where the District and CSC worked to identify the number of units targeted for replacement, by year, throughout implementation of the CERP. The remaining measures, whether incentive-based, enforcement, outreach, mitigation, or a land use partnership, have metrics that outline the expected emissions

reductions, number of planned inspection hours, scheduled meetings, or other interactions expected for the implementation of the each measure. The District continues to reassess and evaluate these metrics with the CSC as CERP implementation meetings continue. As CARB approves the District’s project plans and incentive based measure spending increases, the District will keep the CSC apprised at subscription rates for the various measures and will solicit feedback on whether funding amounts need adjusting.

The CSC has made it clear that having the ability to track and measure implementation progress in English and Spanish is very important. Towards that end, the District developed a measure tracker that is updated on a monthly basis in both English and Spanish on the top of the Stockton AB 617 Community Webpage under the heading “Track Stockton Progress”. District staff have taken the opportunity to share the tracker with the community on multiple occasions and have taken and incorporated feedback from CSC members.

X. Health Impacts of Local Air Pollution

As discussed in CARB’s Blueprint, a core focus on achieving emissions reductions and tracking ongoing progress is needed to address public health risks that may be caused by air pollution exposure. Consideration of public health includes taking health risks into account in identifying and selecting emissions reduction strategies, evaluating health risks in the context of newly acquired air monitoring information, as well as exploring ways to better understand data on community health and its potential relationship to past or ongoing pollutant exposure. In the Blueprint CARB recognizes that individual and community health is influenced by many factors including exposure to other environmental hazards (e.g., drinking water contaminants, tobacco smoke), individual level vulnerability (e.g., diet, genetic factors), as well as structural determinants of health such as neighborhood poverty, racial/ethnic segregation, violence, access to food and health care, and lack of green space.



Towards this end, the District has gathered some baseline data in the Stockton AB 617 Community in Appendix G of the CERP and will continue to work with the Steering Committee, OEHHA, CARB, and health researchers to track and support local research efforts to understand the public health impacts of local and regional emissions reduction efforts.