APPEARANCES

BOARD MEMBERS:
Liane Randolph, Chair
Sandra Berg, Vice Chair
John Balmes, MD
Hector De La Torre
Supervisor Nathan Fletcher
Senator Dean Florez
Davina Hurt
Gideon Kracov
Tania Pacheco-Werner, PhD
Barbara Riordan
Supervisor Phil Serna
Professor Daniel Sperling, PhD
Diane Takvorian

STAFF:
Richard Corey, Executive Officer
Edie Chang, Deputy Executive Officer, Planning, Freight, and Toxics
Chanell Fletcher, Deputy Executive Officer, Environmental Justice
Annette Hebert, Deputy Executive Officer, Southern California Headquarters and Mobile Source Compliance
Edna Murphy, Deputy Executive Officer, Internal Operations
APPEARANCES CONTINUED

STAFF:
Rajinder Sahota, Deputy Executive Officer, Climate Change and Research
Craig Segall, Deputy Executive Officer, Mobile Sources and Incentives
Ellen Peter, Chief Counsel
Karen Buckley, Branch Chief, Community Planning Branch, Office of Community Air Protection (OCAP)
Vernon Hughes, Branch Chief, Community Assessment Branch, OCAP
Abigail May, Attorney, Legal Office
Chandra Misra, Manager, Community Assessment Section OCAP
Brian Moore, Manager, Community Planning Section, OCAP
Deldi Reyes, Director, OCAP
Skott Wall, Air Pollution Specialist, Community Planning Section, OCAP

ALSO PRESENT:
Gloria Alonso Cruz
Maria Cardenas
Dillon Delvo, Little Manila Rising
Sohayla Eldeeb
Mary Elizabeth
Christina Fugazi, Vice Mayor, City of Stockton
Arlene Galindo, Environmental Justice Coalition for Water
Catherine Garoupa White, PhD, Central Valley Air Quality Coalition
APPEARANCES CONTINUED

ALSO PRESENT:
Regina Griffin
Laura Rosenberger Haider
Thomas Helme, Valley Improvement Projects
Davis Harper, The Climate Center
Ryan Hayashi, San Joaquin Valley Air Pollution Control District
Matt Holmes, Little Manila Rising
Mike Ippoliti, Volvo Group North America
Mariah Looney, Restore the Delta
Nayamin Martinez, Central California Environmental Justice Network
Bianca Mendoza
Cynthia Pinto-Cabrera, Central Valley Air Quality Coalition
Margo Praus
Jonathan Pruitt, Catholic Charities, Diocese Of Stockton
Avanthi Puvvala
India Rogers-Shepp
Gilbert Rosas, Stockton Unified School District
Esperanza Vielma, Café Coop
Douglas Vigil
Ed Ward, Valley Pacific Petroleum Services
Taylor Williams
Jeff Wingfield, Port of Stockton
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PROCEEDINGS

CHAIR RANDOLPH: Good afternoon. The July 29th, 2021 public meeting of the California Air Resources Board will come to order.

Board Clerk, please call the roll

BOARD CLERK ESTABROOK: Dr. Balmes?
BOARD MEMBER BALMES: Here.

BOARD CLERK ESTABROOK: Mr. De La Torre?
Mr. Eisenhut?

Supervisor Fletcher?

BOARD MEMBER FLETCHER: Fletcher here.

BOARD CLERK ESTABROOK: Senator Florez?
BOARD MEMBER FLOREZ: I'm here.

BOARD CLERK ESTABROOK: Assemblymember Garcia?
Ms. Hurt?

BOARD MEMBER HURT: Present.

BOARD CLERK ESTABROOK: Mr. Kracov?
BOARD MEMBER KRACOV: Here?

BOARD CLERK ESTABROOK: Senator Leyva?
Dr. Pacheco-Werner?

BOARD MEMBER PACHECO-WERNER: Here.

BOARD CLERK ESTABROOK: Mrs. Riordan?
BOARD MEMBER RIORDAN: Here.

BOARD CLERK ESTABROOK: Supervisor Serna?
BOARD MEMBER SERNA: Here.
BOARD CLERK ESTABROOK: Professor Sperling?
BOARD MEMBER SPERLING: Here.
BOARD CLERK ESTABROOK: Ms. Takvorian?
BOARD MEMBER TAKVORIAN: I'm here.
BOARD CLERK ESTABROOK: Vice Chair Berg?
VICE CHAIR BERG: Here.
BOARD CLERK ESTABROOK: Chair Randolph?
CHAIR RANDOLPH: Here.
BOARD CLERK ESTABROOK: Madam Chair, we have a quorum.
CHAIR RANDOLPH: All right. Thank you.

I want to thank everyone for joining us and especially acknowledge those of you from the community of Stockton, which is the focus of this evening's meeting. I also wanted to take a moment to express my condolences to the Office of Community Air Protection and CARB staff who have been grieving the loss of their beloved team member David Salardino and we are keeping his colleagues and his family in our hearts this evening.

In accordance with Executive Order N-08-21, we are conducting today's meeting remotely with Zoom. We have organized the proceedings to mirror our normal Board meeting as closely as possible, but understandably there may be some differences. We request your patience and understanding if any technical problems arise.
A closed captioning feature has been added for those of you joining us in the Zoom environment. In order to turn on subtitles, please look for a button labeled CC at the bottom of the Zoom window as shown in the example on the screen now.

I would like to take this opportunity to remind everyone to speak clearly and from a quiet location whether you are joining us in Zoom or calling in by phone.

Interpretation services will be provided today in Spanish. If you are joining us using Zoom, there is a button labeled interpretation on the Zoom screen. Click on that interpretation button and select Spanish to hear the meeting in Spanish.

(Interpreter translated in Spanish)

CHAIR RANDOLPH: I will now ask the Board Clerk to provide more details on today's procedures.

BOARD CLERK ESTABROOK: Thank you, Chair. Good afternoon, everyone. My name is Katie Estabrook. I am one of the Board Clerks at CARB. I will provide some information on how public participation will be organized for today's meeting. If you wish to make a verbal comment on one of the Board items or you wish to make a comment during the open comment period at today -- the end of today's meeting, you must be using the Zoom webinar or calling in by phone. In you are currently watching the
webcast on CAL-SPAN, but you wish to comment, please register for the Zoom or call in. Information for both can be found on the public agenda.

To make a verbal comment, we will be using the raise hand feature in Zoom. If you wish to speak on a Board item, please virtually raise your hand in Zoom as soon as the item has begun to let us know that you wish to speak.

To do this, if you are using a computer or tablet, there is a raise hand button. And if you are calling in on the telephone, there is -- dial star nine to raise your hand. Even if you previously registered and indicated which item you would like to speak on, please raise your hand at the beginning of the item if you want to speak.

If you are giving your verbal comment in Spanish, please indicate so at the beginning of your testimony and our translator will assist you. During your comment, please pause after each sentence to allow the interpreter to translate your comment into English.

When the comment period starts, the order of commenters will be determined by who raises their hand first. I will call on each commenter by name and then activate each commenter when it is their turn to speak. For those calling in, I will identify you by the last
three digits of your phone number. We won't show a list of commenters. However, I will be announcing the next three or so commenters in the queue so you are ready to testify and know who is coming up next.

I would also like to remind everyone, commenters, Board members, and CARB staff, please state your name for the record before you speak. This is very important in the remote meeting setting, and it is especially important for those who are calling in by phone. We will have a time limit for each commenter. The normal time limit is three minutes, though this could change based on the Chair's discretion. During public testimony, you will see a timer on the screen. For those calling in by phone, we will run the timer and let you know when you have 30 seconds left and then when your time is up.

If you require Spanish translation for your comment, your time will be doubled. If you wish to submit written comments today, please visit CARB's send-us-your-comments page or look at the public agenda on our webpage for links to send these documents electronically. Comments will be accepted on each item until the Chair closes the record for that item. I would like to give a friendly reminder to the Board members or CARB staff to please mute yourself when you are not speaking to avoid any background noise and to
please speak from a quiet location.

If you experience any technical difficulties, please call (805) 772-2715 so an IT person can assist. This number is on the public agenda.

Thank you. I'll turn it back to Chair Randolph now.

CHAIR RANDOLPH: Thank you.

The first and only item on today's agenda is Item 21-7-1, AB 617 Community Air Protection Program, Community Emissions Reduction Program for Stockton. If you wish to comment on this item, please click the raised hand button or dial star nine now. You will be called on when we get to the public comment portion of this item.

Please note that we will be prioritizing the members of the Stockton AB 617 community steering committee to speak first before regular public comment.

For this item, we are considering the second of four Community Emissions Reduction Programs for the communities selected in 2019 to be in the Community Air Protection Program. The Community Air Protection Program provides a community-focused approach to improve air quality and public health in communities that have been disproportionately burdened by unhealthy levels of air pollution.

The Stockton Community Emissions Reduction Program...
Program was developed in collaboration by a community steering committee, community members, the San Joaquin Valley Air Pollution Control District and CARB. The program was developed over the course of a year and adopted by the Valley Air District Board this past March. Since then, preparation for implementation has been ongoing.

We will first hear from Executive Officer Richard Corey, then the San Joaquin Valley Air District, and then CARB staff regarding the Community Emissions Reduction Program.

After staff's presentation, we will hear from members of the Stockton Steering Committee who have pre-registered directly to provide prioritized comment, including the option to turn their cameras on. We will then hear public comment and the Board will vote whether to approve the Stockton Community Emissions Reduction Program.

Mr. Corey, would you please introduce the item?

EXECUTIVE OFFICER COREY: Yes. Thank you, Chair. I'd like to start by recognizing, as you noted, that the Stockton Emissions Reduction Program is really the culmination of a tremendous amount of work over the past year by the community steering committee and the Valley Air District. The need to work through so many
details under tight time frames is challenging, but the steering committee members and Air District staff have put significant effort in the ongoing adjustments to develop an effective forum for collaboration and this is really reflected in the progress that's been made to date.

You'll also hear this evening that we've identified several areas where further work is needed as the program moves forward. These include providing enhanced focus on technical information and implementation, addressing committee membership turnover and ongoing processes, and addressing the committee's request for transparent technical and budget information to support implementation.

Based on steering committee member input received in our June 21st workshop, CARB also commits to be proactive in offering expertise and accessible technical information to support implementation, as well as supporting exchanges across AB 617 communities that are pursuing similar implementation strategies.

The upcoming staff presentation will also highlight a suite of actions and commitments in the proposed resolution that aim to reduce emissions and exposure to emissions from the Port of Stockton. These include measures in the Emission Reduction Program that will indirectly reduce emissions at the port, seven recent
and upcoming statewide regulations, and several CARB and Air District enforcement commitments that are in the Emission Reduction Program.

CARB staff recognized the progress that's been made, and staff's recommendations are intended to reinforce these efforts while providing direction on continued strengthening of the program within the framework of the implementation.

I'd now like to turn the presentation over Ryan -- over to Ryan Hayashi of the San Joaquin Valley Air Pollution Control District to briefly highlight the overall process for the Stockton CERP.

Ryan.

RYAN HAYASHI: Yes. Thank you so much, Richard. Good afternoon, Chair Randolph and members of the Board. My name is Ryan Hayashi. And I'm the Deputy Air Pollution Control Officer with the San Joaquin Valley Air Pollution Control District. And I had the distinct privilege of overseeing the District's AB 617 efforts in working with community members in implementing the State's Community Air Protection Program.

I want to begin by thanking this Board for the opportunity to speak today. It's a great privilege. Before you today - I'm very excited - is the Stockton Community Emissions Reduction Program. It's been an
effort that's been developed over a 15-month period and
dozens of community steering committee meetings and
through the tireless efforts of the residents, the
community-based organizations, the businesses, local and
State government agencies, including the City of Stockton,
the County of Stockton, the Port of Stockton to name a
few, members of the public, and the Air District, and CARB
staff, and the Meeting Facilitators Institute for Local
Government.

Working with a variety of stakeholders to develop
a comprehensive Community Emission Reduction Program that
received full support from the community steering
committee is a feat that should be celebrated by all those
involved and it is made even more impressive based on the
challenges faced as a result of the COVID-19 pandemic,
which inhibited the use of some of the best practices
learned from the development of Community Emission
Reduction Programs in first-year communities.

The successful transition from in-person
community steering committee meetings to virtual meetings
was only made possible as a result of the commitment shown
by Stockton community steering committee members, who
recommended resuming meetings as quickly as possible to
continue the important work in developing their Community
Emission Reduction Program.
The AB 617 process is a complex undertaking under the best of circumstances, especially for those communities selected for both a Community Emission Reduction Program and a Community Air Monitoring Plan, such as Stockton, due to the limited amount of development time afforded and the desire to ensure a community-driven process.

This year, the complexities were amplified as much of the in-person trust building, which is so critical to the process, was not possible due to the COVID-19 pandemic and its impacts. Additionally, while it's desirable to draw upon the best practices and lessons learned from the prior experiences, each community that is selected is unique.

Community interests, priorities, and desire for deeper discussion are going to differ, which posed a challenge due to the time necessary to understand the community desires and dynamics. For these reasons, I could not be any more proud of the Stockton community, the community steering committee members, District and CARB staff, and partner agencies for being able to successfully complete the development of the Stockton Community Emission Reduction Program that's before you today.

The Air District approved Community Emission Reduction Program before you was developed by a
community-driven process and includes a wide variety of innovative emissions and exposure reduction measures, including enhanced enforcement strategies, outreach and education measures, agency collaboration, and nearly $32 million in incentive funding commitments to support clean air initiatives, which Skott Wall from your team will go over in more detail later.

As in the organization, we look forward to your Board approving the community steering committee supported and District -- Air District Board-approved Community Emission Reduction Program. Once approved by your Board, you have our commitment to continue working closely with the community steering committee and partner agencies over the next five years to see that all the commitments in the Community Emission Reduction Program are implemented as expeditiously as possible, utilizing technical advice to support these efforts to ensure the maximum benefits to the residents and workers in the community.

It is also important to note that we will be entering into the implementation phase with a full understand that this approved Community Emission Reduction Program, as we have seen with Community Emission Reduction Programs with South Central Fresno and Shafter, will serve as the framework for establishing ongoing and evolving implementation plans and priorities for the variety of
community emission reduction measures under advisement
in -- under advisement from the Stockton community
steering committee.

Once again, I just want to share my profound
appreciation for all of the time and the effort that has
been put into this with the understanding these meetings
were all held at night. It's time taken away from family.
And it’s really just a testament to the overall -- the
importance of this program and what it means to the
Stockton community in seeing that this program gets
implemented to get those emission reductions that are
going to benefit the people that live and work there.

And so I -- with that, I will close my
presentation. It's my understanding that Vice Mayor
Christina Fugazi from the City of Stockton will also be
providing comment.

And I will turn it over to her. Thank you.

BOARD CLERK ESTABROOK: And you should have a
prompt to unmute. It looks like you've unmuted, you can
go ahead and begin.

MS. FUGAZI: Hello. My name is Christina Fugazi
and I'm very excited to be here with you today, even
though it's virtual. I am so proud of the work and the
process that we had in Stockton with AB 617, as a City
Council Member and a member of the Air Pollution Control
District Board, and a resident in the AB 617 area of Stockton. It was a lot of work. It was not always easy, but what I can say is I am proud of the product and the fact that our community steering committee voted unanimously in support of the CERP and that it then moved on to the air pollution control board who too voted unanimously to support it. And I hope we can count on CARB as well to support the work, and the process, and the support that you've all given us going through this.

And so I'm looking forward to the future of cleaning our air here in Stockton. My school that I work at, cause I'm also an educator, is right in the middle of this area as well -- the service area. And like I said, I'm just excited, and proud, and happy to be part of it.

So thank you.

(Thereupon a slide presentation.)

OCAP AIR POLLUTION SPECIALIST WALL: Thank you, Vice Mayor Fugazi. My name is Skott Wall and I am the Community Air Protection Liaison to the community of Stockton. And I will proceed with the staff presentation. So with that, good evening, Chair Randolph and members of the Board. First, I would like to express appreciation to the Stockton steering committee and the San Joaquin Valley Air Pollution Control District staff for all their efforts in developing the Community
Emissions Reduction Program for Stockton.

This Community Emissions Reduction Program is the result of extensive community collaboration and we commend them for their work. This is the ninth Community Emissions Reduction Program the Board is acting on. And today's action by the Board continues the effort statewide to improve air quality in disproportionately burdened communities.

Today, I will present an overview of the Stockton Community Emissions Reduction Program, commonly called a CERP, as well as CARB staff's review and our recommendations on the CERP. I will also highlight areas of the proposed resolution that commit CARB to further action.

As we've done for the other CERPs already approved by the Board, CARB staff compared the plan to statutory requirements, and blueprint criteria. We also considered the comments we heard during steering committee meetings and other outreach events, including a virtual community workshop hosted by CARB just over a month ago.

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OCAP AIR POLLUTION SPECIALIST WALL: Next, I'd like to provide a high level overview of the Stockton CERP, which includes a wide variety of clean air measures, designed through a cooperative community-driven process.
The steering committee voted unanimously to approve the CERP in early March, as we've heard earlier, and it was then adopted by Valley Air District governing board on March 18th.

The CERP includes investments of $32 million in clean air projects and is expected to reduce 698 tons of oxides of nitrogen, or NOx, 66 tons of fine particulate matter, or PM2.5, and 53 tons of volatile organic compounds, or VOC.

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OCAP AIR POLLUTION SPECIALIST WALL: The CERP contains a variety of strategies, some of which are all shared on this slide and the next, but the listing I'm sharing is by no means exhaustive. The committee prioritized vegetative barriers as an exposure reduction strategy, acknowledging the importance of striking a balance between the pressing need to protect the air they breathe as quickly as possible with the longer timelines associated with many of the emissions reduction and regulatory measures.

In addition to the outdoor exposure reduction actions on this slide, the committee also prioritized heavy-duty mobile sources and older high-polluting cars, which are examples of incentive-based strategies that provide new and enhanced opportunities to promote clean
OCAPE AIR POLLUTION SPECIALIST WALL: This slide provides more examples of actions that the steering committee prioritized within the community to reduce emissions or exposure. In addition to the exposure reduction and incentive measures we discussed on the previous slide, other strategies in the CERP include:

Outreach and engagement strategies to improve community level air quality understanding; collaborative actions with local land use and transportation agencies, local non-profits, and State agencies for concerns that are outside of the District's jurisdiction; enforcement strategies that provide focused enforcement efforts of local and State regulations based on the committee's input and priorities, and; regulatory strategies, such as evaluation of rules for additional emissions reductions.

Finally, you may notice that there are no incentive measures in the CERP specifically targeted to the Port of Stockton. While the steering committee did identify the Port as a source of concern early in the process, they ultimately voted to exclude the use of the District's AB 617 funds -- incentive funds from going directly to operations at the Port after much discussion over the course of several meetings, including at the
request of the District governing board.

However, there are seven incentive and non-incentive measures in the CERP that will indirectly reduce emissions and exposure to emissions from operations at the Port, such as incentive funds for locomotive switchers that operate near the Port. I will share more about these seven measures in a few minutes.

The CERP also contains several enforcement commitments that are directly related to operations at the Port. CARB enforcement commitments include increasing inspection frequency to determine compliance with CARB regulations within the community boundary, which will include operations at the Port. District enhanced enforcement commitments include increased inspection frequency of stationary sources, many of which are facilities located at the Port, inspection of fugitive dust sources, and heavy-duty truck anti-idling.

Finally, at the statewide level, seven recent and upcoming CARB regulations are included in the CERP and are expected to reduce emissions from port operations. These include the Control Measure for Ocean-Going Vessels at Berth, Heavy-Duty -- Heavy-Duty -- easy for me to say -- Heavy-Duty Engine and Vehicle Omnibus Regulation and associated amendments, Heavy-Duty Vehicle Inspection and Maintenance, Commercial Harbor Craft Regulation
amendments, Advanced Clean Fleet Rules, Cargo Handling Equipment Regulation amendments, and Transport Refrigeration Unit Regulations.

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OCAP AIR POLLUTION SPECIALIST WALL: Before going into the key strengths, I'd like to share specifically where this community is located displayed to left of this slide. The Port is in the upper left area of the map just below the water channel and above the Navy Drive area.

One of the first actions the steering committee took was to propose adjustments to the preliminary community boundary, which the District supported, and then vote to adopt the revised final boundary, which is reflected as the area within the magenta-colored outline on the map.

As part of our review of the CERP, it is important that we identify best practices or key strengths that can be applied to other communities in the State to help the Community Air Protection Program grow and improve. So I'll now shift to highlighting a few of the strengths we saw in Stockton.

In early March, the Valley Air District held the first and only in-person community steering committee before the Governor's stay-at-home orders were enacted. The district responded quickly to the many challenges presented by the stay-at-home orders. They made sure
committee members could continue to remain fully engaged in the new virtual environment by providing laptop computers, internet connectivity, and other technology support as needed.

At the same time, District staff researched and learned new technologies to effectively host ongoing virtual meetings and hosted their first virtual steering committee meeting just over a month after the stay-at-home orders were enacted.

The District also introduced a meeting co-host model early in the process encouraging steering committee members to volunteer to co-host meetings on a rotating basis and share member-specific perspectives and knowledge. I'd really like to underscore the next point. The passion and dedication of the Stockton committee, with a total of 40 members was apparent from day one. The steering committee members devoted an extensive amount of time and hard work within and outside of the formal meeting structure to learn detailed technical information, to understand Stockton's air pollution challenges, and to discuss and prioritize the many measures contained within the CERP.

They remain engaged and stayed the course even in trying times, never hesitating to seek additional information to ensure the best possible decisions for the
Finally, the District worked with the steering committee to identify key area -- key air quality priorities and developed a set of strategies designed to work together to address each priority. For example, actions to address the impacts of heavy-duty truck traffic include a truck rerouting study that would focus on the Boggs Tract neighborhood, one of the communities located closest to the port, incentives to replace diesel trucks, including those that operate at or near the port, heavy-duty electric vehicle charging infrastructure, truck idling plug-ins, educational training for electric vehicle mechanics, and enhanced enforcement of a statewide anti-idling regulation.

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OCAP AIR POLLUTION SPECIALIST WALL: The District and steering committee members have put significant effort into development of the CERP and we recognize that the CERP is a culmination of an extensive amount of work within aggressive deadlines further complicated by the stay-at-home orders. Since the adoption of the CERP by the Valley Air District's Board in March of this year, we've continued to see ongoing progress.

However, we did hear concerns during the development process and, in response, we've identified
areas for CARB, the District, and the steering committee to continue to work together. In addition to the two actions discussed in the staff report and that are stated on this slide, there is also a suite of additional actions and commitments included in the proposed resolution that I will cover in the next slide.

The first recommended action is to provide enhanced focus on technical information in implementation. AB 617 requires that local air districts work with communities to develop a CERP within one year after being selected under the program. This rigorous deadline presents significant unavoidable challenges, particularly when a community is selected to develop both an air monitoring plan and an Emissions Reduction Program in the same year, such as Stockton.

Steering committee members need a large variety of technical information, and data, and the time to discuss and process that information, including revisiting it as necessary to equip them with the knowledge to make informed decisions. The District, in strong partnership with CARB, and coordination with other State and local agencies invested substantial time within and outside the steering committee meetings to define and discuss technical information throughout the process while also striving to meet the one-year mandate.
Examples of topics discussed include understanding the various types of pollutants, sources of pollution, local emissions inventory, health impacts, air pollution authorities, local and statewide regulations, enforcement, new and emerging technologies, and air monitoring just to name a few.

Despite the volume and variety of technical information shared with the steering committee over a relatively short period of time, the pressure to meet the required one-year deadline was, in part, the request -- the basis for a request from the district and the CSC for an additional three months to complete the CERP. The additional time helped, but still some Committee members expressed a desire for additional and more in-depth technical information from CARB, the District, and other subject matter experts who they felt could better inform their decision-making process.

CARB staff recommends that CARB and the District work together with the steering committee to address the committee's requests for transparent technical and budget information to support implementation.

The second recommend -- the second recommended action is to address committee membership turnover and onboarding processes. Recognizing that CERP implementation takes place over a minimum five-year
timeline, committee membership turnover can be expected and prepared for. The current committee has demonstrated strong dedication, active participation, and a solid sense of community. In recognition of this, it is important for the group's charter to support ongoing commitments. CARB staff recommends the District continue to work with the committee to address membership turnover, and to define and document in the group's charter the process for fully onboarding new members to ensure a smooth transition into the existing committee.

Again, these recommendations are intended to strengthen implementation of the Stockton CERP and help future communities during their planning process.

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OCAP AIR POLLUTION SPECIALIST WALL: The final items I would like to share with you today are several additional commitments that result from ongoing conversations with committee members, the District, and CARB staff. Of the 10 steering committee members who participated in CARB's Stockton workshop on June 21st, the majority recommended that CARB be more engaged in the process and be more proactive in offering expertise and accessible technical information to support implementation. Such information will be tailored to specific needs and offered regularly and on a timely
CARB also commits to being proactive in supporting exchanges across AB 617 communities that are pursuing similar implementation strategies. It's important to acknowledge that the Port contributes significantly to Stockton's air quality impacts. With this in mind, CARB staff have included additional recommendations and commitments related to Port emissions in the proposed Resolution 21-16.

As I shared earlier, we recommend that the Board provide direction to CARB staff, the District, and the community steering committee to work together to continue to prioritize CERP measures implementation, providing particular focus on the seven measures that indirectly address Port emissions, including vegetative barriers, urban greening, heavy-duty truck rerouting, incentives for heavy-duty truck replacement, heavy-duty electric vehicle charging infrastructure, truck idling plug-ins, and locomotive switchers.

I'd like to wrap-up by sharing several additional port-related commitments that are included in the proposed resolution. CARB staff commits to continue active participation in the recently formed Port Outreach Committee and to continue working with the Port to identify and implement innovative and cost-effective
emissions reduction strategies.

CARB staff commits to review and comment on proposed plans subject to the California Environmental Quality Act, or CEQA, that contribute significantly to cumulative impacts on air quality in the Stockton community, including at the Port. And finally, CARB staff and the District commit to identify and implement measures that will reduce emissions in and around the Port on an ongoing basis.

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OCAP AIR POLLUTION SPECIALIST WALL: Considering these actions to strengthen implementation and the steering committee support for the final plan, staff recommend that the Board approve the Stockton Community Emissions Reduction Program and direct CARB staff and the Air District to work with the steering committee to implement the recommendations presented today and outlined in the CARB staff report and proposed Resolution 21-16.

Finally, we also recommend that the Board direct the District to provide updates on the measurable progress made towards these actions in the annual reports that are required by AB 617.

This concludes today's presentation. Chair Randolph, I'll turn it back to you.

CHAIR RANDOLPH: Thank you.
We will now first hear from the Stockton community steering committee members who pre-registered directly with CARB staff to provide prioritized comments. Then after those comments, we will have our normal public comment period.

So the committee members we will be calling on you one at a time and we will ask you to keep your comments roughly to three minutes, so that we have time for everyone to comment.

So Board Clerk, will you please call the first commenters?

BOARD CLERK ESTABROOK: Thank you.

So first we have Ed Ward and then Catherine Garoupa White, and Taylor Williams.

So Ed, if you want to go ahead and begin, you can unmute yourself. You should have the control to unmute and turn your video on.

ED WARD: Ms. Randolph and Board, I'm humbled and thankful to be a part of AB 617, not only in Stockton, but in South Central Fresno.

I want to take a moment and congratulate the San Joaquin County. We -- they have had some, I think, very important -- made some very important progress this last year, particularly 2019, 2020 with cleanest PM2.5 on record. We've got -- we've got a ways to go, but we're
headed in the right direction.

I also want to thank them for their incredible amount of work. There's lots of different parties involved here. And quite frankly, the best solutions in the application and demonstration of our CERPs is when we all work together. And I kind of want to talk about that briefly.

Today, in our society, it's not uncommon for diversity to find dissatisfaction, have people disagreeing in inappropriate ways. I'm very proud to be a part of the solutions that we developed in this CERP. It does represent hundreds of hours of work overall. And that -- and those hours were not always -- everyone didn't always agree, but we always did try to work it out.

As we move forward, and we actually implement these CERPs in the next five years, I believe it's very important that we have all parties at the table, that it be CARB, the Air District, the impacted communities, business. And as a business person and having a business role in both communities, I think it's very, very important that we be at the table to develop and help find those solutions that provide better opportunities in our communities.

I won't lie to you. My first love is job opportunities and I'm very happy that we have funding for
electric vehicle mechanics in our CERP. And moving forward, I hope we can involve as many of our community members as possible male and female.

In the end, as I said, the best solutions I think are when we all work together. And I appreciate the opportunity to work with this level of people that care.

Thank you, again, Ms. Randolph and the Board.

BOARD CLERK ESTABROOK: Thank you.

Dr. Garoupa White.

DR. CATHERINE GAROUPA WHITE: Thank you and good afternoon. My name is Catherine Garoupa White with the Central Valley Air Quality Coalition and the Stockton community steering committee. I've also had the honor and privilege of teaching at the Stockton Campus of CSU Stanislaus since 2016 in the neighborhood, though, of course, I'm not here officially speaking on their behalf.

I'm very proud of the work that the steering committee members have put in, despite the incredibly challenging circumstances that have already been discussed. And because we are limited to three minutes of comments, necessarily we'll focus on outstanding issues.

We started the planning process with prompts from the facilitator telling us money is no object, dream big. Once we started asking questions for data and information to make sure that we were truly selecting the best and
most impactful measures was where the difficult conversations came in. And I would characterize personally the process much more as negotiation than collaboration.

Particularly, because $5 million has been stripped from the overall budget, not because of any technical restrictions on that funding, but because of the choice that the Valley Air District has made to remove that money, which represents more than 10 percent of the originally proposed budget and is creating damage. It's a damaging investment that should not be allowed. I have not received an adequate response as to why the funding was removed. It does not jive with the commitment in this process that our plan was a living document and that we would have the opportunity to shape the measures that were adopted.

It does not build trust and it is not transparent to start with a proposed dollar amount and then reduce that amount based on our disagreement with what the best available measures for port-related sources were.

The Stockton community should not be punished for disagreeing with measures that were proposed by Air District staff and the Port. We spent months and months negotiating and making requests for more information and more accountability from the Port to ensure that we
weren't just subsidizing their expansion, and we did not receive those answers. So personally, I could not in good faith vote for those measures. I did not vote those measures down with the understanding that then that meant that that $5 million was off the table.

I also want to highlight that we had a lack of attention to enforcement in our planning process. For better or worse, the Port and the incentive dollars became the shiny object that we were focused on and had additional meetings to be able to cover. But we also made repeated requests for information about DTE Stockton, the biomass plant, that's been operating without a permit for over a year and has estimated their emissions to be higher than even what the Air District has accounted for. Schuff Steel, Penny Newman, so many other facilities that we have not paid adequate attention to.

Enforcement should receive equal attention as incentive dollars. So in closing, actions speak louder than words. We submitted a comment letter asking for an updated charter, robust and when needed, independent technical analysis and restoration of the $5 million, because there are an abundance of pollution sources to be addressed.

Thank you for the opportunity to comment.

BOARD CLERK ESTABROOK: Thank you.
Taylor Williams.

TAYLOR WILLIAMS: Yeah. Thank you. My name is Taylor Williams. I'm a resident of the Stockton AB 617 study area and a member of the community steering committee. I've appreciated the opportunity for the past year and a half to sit on the CSC and work with fellow members of my community to address the air we breathe. I think our community process has actually resulted in some really promising solutions in the CERP. And, in general, it's been really fulfilling to work together with members of my community, who I had never met before this process, to create something that will benefit ourselves and each other.

But that's not to say that our process has been without its challenges. And community leadership is absolutely central to the implementation of this legislation. And there are too many examples of how it went unsupported in the CERP design process and how I hope it will be better supported in our implementation process and other 617 communities.

If engaged as authentic partners, 617 affords residents a rare opportunity to be central voices in addressing our own air quality concerns. And to do that, we need CARB staff to show up during these meetings to provide proactive technical analysis and actively engage
in a technical advisory group with our CSC.

Throughout the design process, we have lacked the basic data needed to make informed decisions and our requests for information consistently went unanswered. To reference the example I can think of when our CSC was supported by technical analysis, we asked CARB staff to provide information on rail incentives and regulations across the state, so we can actually make informed decisions about including an incentive measure in our CERP. And after receiving that information, we were able to move forward with it. So we decided to move forward with a very sizeable chunk of our budget to fund railcar switchers. And I think this illustrates how a community can move forward quickly and decisively when provided the necessary information to make decisions. I just can't think of many more examples of when that happened.

For one, we received a source apportionment for PM2.5 only days before our final comments were due on the CERP. We found that over a quarter of our emissions are coming from charbroilers. And had we known that during the selection of our inventive measures, I have no doubt that our CSC would have dedicated much more of our time to discussion of it.

Instead, we ended up with zero measures to address charbroil pollution in our CERP, and instead spent
five months discussing port measures that never actually made it in. And it was a lack of technical analysis and assurance we got from the Port of Stockton that ultimately resulted in us not allocating funding to incentive measures that essentially subsidized their planned expansion.

This, after nearly half a year of deliberation. Yet, we didn't receive the data around greenhouse gas emissions inventory we had requested until just days before initial CERP comments were due again.

So for AB 617, which reports to reduce emissions and exposure in a manner that is determined by the communities that it affects, this does not empower community members to make decisions about the air we breathe. Without meaningful technical advice, we are really taking shots in the dark in decisions about our own health.

And finally, this inability to make informed decisions about incentive measures for the Port of Stockton resulted in those $5 million of our proposed CERP budget mysteriously disappearing from underneath us. As a Committee, I -- it was never made clear to us that when we turned down funding for the Port, we were forfeiting that $5 million of our budget. Personally, I live right across the water from the Port. I want to see them be as green
But we can't make real decisions about a problem that we don't understand and we don't feel assured will continue to operate in the interest of our neighbors. Because the Valley Air Board disagreed with us on that, they worked to undermine the will of the community and eventually stripped those $5 million out of our budget. This sets an incredibly dangerous precedent for this legislation. And as such, I deeply encourage this Board to approve the CERP on the condition that you restore those $5 million to our community, so that our CSC may redistribute those dollars to incentive and implementation measures that we prioritize as a committee.

Thank you for your time.

BOARD CLERK ESTABROOK: Thank you.

Matt Holmes, and then Dillon Delvo, and Jonathan Pruitt.

Matt, you can go ahead and begin.

MATT HOLMES: Thank you. Thank you, Chair Randolph and members of the Board. It's good to see you all again. For this record, my name is Matt Holmes and I'm a resident of Stockton 617 study area. I have also had the privilege of serving as a CSC member in the Richmond/San Pablo Community Air Monitoring Plan. So AB 617 has eaten up my life since January 2019.
I live in Stockton, because my wife was born and raised here. We love it. We're super defensive of our community and often find ourselves refuting many of the negative stereotypes that are spread about Stockton. But one of the objective negative stereotypes about Stockton is the abysmal air quality that we were forced to live and sadly die with.

And so I need to bring up that, you know, my wife is an asthmatic. My mother-in-law who lived with us until very recently has chronic bronchitis as a result of multiple bouts of COVID-19. And we live not far from Taylor, right near the I-5, Highway 4 clover leaf, the Port of Stockton, and frankly too many emission sources to name.

So my motivation for participating in this process is super personal and it's a way to find -- it's to find a way for my daughters to avoid the fate of their mother, which is to have a chronic life-altering illness as a result of, you know, the environment that they live in.

And so, you know, I'm here to urge approval of our CERP. I'm super proud of many elements of it. We have very innovative exposure reduction and economic innovation strategies that I hope that CARB will value as equal or even more important to emission reduction
strategies. Stockton contributes enough to the state's economy to justify these investments and there's more to 617 than emission reductions. It very much is about public health. It's full of public health codes. I hope everybody agrees on that.

You've just heard about, you know, the process. There's a lot that I'm proud of. And we've built alliances with Valley Air staff. And we've built a team here in our community. And we can move forward on this, but it wasn't easy. You know, I'll let the other folks statements about losing the money for the port stand for themselves. I also was shocked. We believed we were in a participatory budgeting framework and had no expectations that that money would disappear.

You know, Stockton needs more money not less money. You know, we -- where was I in my notes. You know -- you know, the power to decide and the power to lead this process is promised in the legislation. And you have a chance right here to set that precedent to empower us as community leaders and not advisory board folks whose sacrifices, whose time and attention, whose investment in this process can be easily dismissed. I know the port is a priority, but, you know, we got the port. Like, they really drug this process down. You guys shouldn't have to drag every local jurisdiction to the table to be
accountable. It's probably best that they relate to us directly and not, you know, hide behind your authority and authenticity.

So I hope we all learn from this. I hope there's a way we can work together to get that money back into Stockton. And I really hope we don't set the wrong precedent today. And I know we'll all do the right thing and work together. So I thank you for your time.

BOARD CLERK ESTABROOK: Thank you. Dillon.

DILLON DELVO: All right. Thank you, Chair Randolph and members of the Board for the opportunity to comment. My name is Dillon Delvo, Executive Director of Little Manila Rising. I'm a member of EJAC and Stockton CSC, born and raised in South Stockton. I'm here to tell you to support our CERP. It has a lot of good things in it, but it also has some things left out. And the reason they're left out is because the community decided to leave it out, so that the funds could go to better uses.

This decision was based on data and insight that was provided by CARB staff. The decision was also based on distrust on an organization that has historically had very little interaction with the community and it is -- and it is the biggest polluter in our community.

And as a formerly red-lined community, we know we don't get the -- to choose our neighbors, but healing and
trust takes time. And we truly hope healing and trust
does take place with all of our neighbors. But in the
end, the question that the CSC voted on, specifically
regarding the $5 million was, was this the best use of
Cap-and-Trade funds? And the overwhelming majority voted
no.

And what that should tell you is that we as a
community took our fiduciary responsibility of these funds
seriously. We are a city that is recovering from
bankruptcy. We are the largest city in America to go into
bankruptcy before Detroit went into bankruptcy. We know
what a lack of funds means to our community. And so we
took our fiduciary responsibility for Cap-and-Trade funds
very seriously.

But for that, we were penalized approximately $5
million and we were not allowed to reallocate these funds.
I want you to think about what that message sends to our
community, and especially to our community members who
took the time to be a part of this process.

Now, there is other damage that can be done to
our community outside of not cleaning our air. We now
have people in our community saying that the people who
voted this down are responsible for the loss of $5 million
in Stockton. The people that are saying this are our
neighbors and are people that we care about. There are
other ways to destroy community other than air pollution.

And you have a role and responsibility in that damage if you are truly engaged in a community-driven process. I believe we all want to get to environmental justice, but a huge portion of justice is accountability. And so far, the only punitive measures taken has been by the Air District upon our community of $5 million. Is that justice to you?

All I know is that we're not even asking for justice. We're just asking for what was promised to us, the ability to guide AB 617 funds for best use of our community. We hope and pray that some day we'll actually get to the justice part of this.

Thank you.


JONATHAN PRUITT: Thank you, Chair Randolph and members of the Board, for the opportunity to comment on Stockton's Emission Reduction Plan. My name is Jonathan Pruitt. I am the Environmental Justice Program Coordinator at Catholic Charities Diocese of Stockton. We do want to share our support for the CERP.

But before that, I'd like to provide some context as how we got here. A little over four years ago, my organization worked with the small community in Stockton
called Boggs Tract that lives in one of the worst living conditions in the city due to the pollution they deal with.

The Catholic Charities Environmental Justice Program found that there were hundreds of semi-trucks going through the -- going through a road called Fresno Avenue, which is literally right in between the community, for them to be able to go into the Port of Stockton and to the Penny Newman facility.

After Fresno Avenue was repaved, years later it still caused divots, actually huge permanent dips of about four inches deep that made it hard for residents to drive on, and destroyed their suspensions and their tires.

Lastly, it should be noted that the Fresno Avenue that these trucks like to take also share the same road as a -- for an elementary school, which is George Washington. And at times during lunch, those trucks are definitely seen idling across the street while the students are outside playing.

It was these reasons why Catholic Charities EJ Program advocated -- strongly advocated to get some help from the State to bring the data and to bring clean air measures. And here we are, AB 617 came along. We were glad we were able to get that process started back in 2019.
This process has been definitely a ride. Lots of technical information and information that I swear I've learned more than anything. And I think not -- no non-profit or resident should have to really stress about those information, but we know it's needed. In retrospect, we really wish CARB and Valley Air District would have recommended us to do two steering committees meetings a month in the beginning, instead of doing it in the middle. That way we would be able to be more proactive or be ready for what's coming down, and like what we experienced down at the very end of our scheduling process.

Lastly, we want to really emphasize the importance of following what the community wants in the process. Deciding for the future of the city's air is a big task and, I mean, think about it. We're literally changing -- we're literally causing a historic change with what we're doing right now.

So the committee wants to be sure that it's exhausting all options, when it's coming to this -- the discussion of this huge historic project. And that's the environmental injustice aspect, which makes sure that, you know, instead of pressuring us to get to a deadline to make sure the quality conversations are made clear.

In conclusion, we support the CARB staff
recommendation of the Emission Reduction Plan and look forward to a stronger and a better implementation process. We feel confident, especially with the CARB staff and Valley Air District staff, but we want to also make sure that we stay consistent with it and accountable. We'd like to end with a huge congrat -- a huge gratitude for the Valley Air District staff and the following CARB staff, Stanley Armstrong, Amanda Anderson, Cassandra Lopina, Brian Moore, Karen Buckley, and especially Skott Wall, Christal Lazard, and Trish Johnson for being there for us during this crazy year.

    Thank you.

    BOARD CLERK ESTABROOK: Thank you.

    The next couple that I will be calling on Mary Elizabeth, Maria Cardenas, Margo Praus, and Regina Griffin.

    So, Mary, you can go ahead and begin.

    MARY ELIZABETH: Thank you, Chairman -- Chair Randolph and members of the Board for the opportunity to comment on Stockton's AB 617 Emission Reduction Plan.

    My name is Mary Elizabeth. I live now and was born at Dameron in the AB 617 area. I am a Stockton steering committee member. I developed asthma as an adult and have to limit my outdoor activity when air quality is bad. When I had my first asthma attack, it was really
scary not being able to get a breath. I'm also a school teacher and have noticed more and more young people are suffering from asthma. This public health problem creates trauma and limits people's ability to live life fully.

As an AB 617 Stockton resident, I would like to voice my support for several measures. The installation of vegetation to reduce particulate matter exposure including fugitive dust and stockpiled materials that may not be regulated at this time but impact air quality.

Active transportation measures that reduce emissions by reducing vehicle miles traveled can improve overall health and needs to also consider truck rerouting.

To facilitate active transportation, we need a bicycle parking infrastructure. Collaboration with land use agencies is needed to make this happen and build community capacity.

We need to have regulatory oversight of indoor and outdoor charbroiling that creates clouds of combustion products that make breathing difficult. We need to have people understand what causes air pollution and what are the methods that can be implemented to reduce air pollution in many languages as Stockton is a very diverse city.

I hope that we will be able to make some adjustments to budget amounts and the plan as new
information becomes available through monitoring and implementation. Having more money available to develop infrastructure that facilitate the use of cleaner electric vehicles, including trucks, such as charging stations and electric vehicle mechanics is essential for sustainability.

The ending process of the Stockton CERP approval for our steering committee was rushed and overwhelming for our facilitators. Lessons have been learned and more care taken to obtain actionable information early in the process. For example, next week, we will consider the formation of implementation ad hoc committees. I'm very excited to see that there is an effort getting underway to allow and facilitate communication between AB 617 communities so that best practices can be elevated and incorporated going forward.

Thank you for your efforts to improve California air quality, including air quality in Stockton. And thank you for the opportunity to participate remotely and everyone that make -- helped make this happen.

BOARD CLERK ESTABROOK: Thank you.

Maria Cardenas.

MARIA CARDENAS: Thank you, Chair Randolph and members of the Board for the opportunity to comment on Stockton's AB 617 Emissions Reduction Plan.
My name is Maria Cardenas and I am a resident and a Stockton Steering Committee member. I lived in Boggs Tract community right next to the Port of Stockton for 15 years. I've lived with my three siblings whom are living with breathing problems due to the poor air quality around our area.

Outdoor cooking and warming fires were the hardest on my younger siblings, making it hard for them to go outdoors on most days. What has become a consistent issue is when semi-trucks idle just down the street from our home every day. As a Stockton resident, I would like to voice my support for the following measures: to educate public regarding harmful effects of residential wood, burning fireplace, and wood-burning heater smoke; to heavy-duty truck rerouting, hopefully rerouting the trucks away from my community; to enhance enforcement of the statewide anti-idling regulation - this measure is vital for my Boggs Tract community, and; to incentive program for the heavy-duty trucks replacement with zero- and near zero-emissions technology.

Emphasis on these measures is essential to me, because I care about the health and well-being of my siblings and other Boggs Tract residents, as well as representing a voice for the Stockton communities and especially for Washington Elementary School, which is
right down the street from the port.

Thank you for this opportunity.

BOARD CLERK ESTABROOK: Thank you.

Next, we will have Margo Praus, Regina Griffin, And then Douglas Vigil. So Mario -- or Margo, go ahead.

MARGO PRAUS: Yeah. Thank you. Thank you, Chair Randolph and members of the Board for our opportunity to speak. My name is Margo Praus and I'm a long-time resident of Stockton and a resident member of the AB 617 steering committee. I am an RN and worked in San Joaquin County for over 35 years. But it doesn't take a nurse to know that air is vital, all of us know that. And clean air is necessary for good health. Our children, our grandchildren and we deserve clean air.

I really appreciate Skott's presentation and that he had the map of the area drawn up, but I'm going to take just a few seconds - I know it's in your notes somewhere, but it hasn't been discussed yet - to describe some of the roadways we have. I-5 is heavily traveled with passenger vehicles and trucks through the west side of Stockton straight through the AB 617 area. Highway 99 runs along the east side and is also very, very busy with passenger vehicles and trucks. And then connecting these two freeways is about five miles of the very busy cross-town freeway, Highway 4, which runs straight through the
downtown of the city. Multiple rail lines run through the city in various directions and the Port of Stockton sits just to the west of downtown - you saw it on Skott's map - bringing in ocean-going ship traffic, rail traffic, and heavy truck traffic. In the midst of all this pollution output live many residents. There are schools, community centers, and businesses. This all affects the air we breathe.

Early in 2020, our newly forming AB 617 committee had just started meeting when the COVID restrictions caused us to be using Zoom. It's been challenging. I'm not going to sit here and complain too much, but I will say it's just been a little bit dissatisfying to try to get to know each other and work together as a large community group per Zoom. Zoom creates opportunities for more misunderstandings, more miscommunications, more difficulties in trying to come to consensus. It's complex. It is good to know however that it does decrease the miles traveled.

Towards the end of all our discussions, there was a piece of the grant - you've all heard this now - the $5 million that was in contention. And we're still not sure how or why, but by not choosing a particular project that was sought, we lost those monies instead of being able to make a decision to redistribute them to our other
important projects.

I'm going to skip to the end, because I'm running out of time and I just want to say I urge you to support our CERP. We're very proud of our CERP. We have very interesting issues there and we're looking forward to implementation. And I want to thank you all for all of your efforts to work on the regulations that you work on to improve the air we breathe. It's so important.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Regina Griffin.

REGINA GRIFFIN: Yes. Thank you to the Chair Randolph and the members of the Board for the opportunity to make a short comment tonight. I'm a Stockton resident and also a steering committee member, as well as a -- I'm a member on the Boggs Tract Community Center.

And we're just -- I just wanted to state my concerns about adopting this CERP. I am for it. I'd like to voice my support for the CERP, in particularly, the urban greening and forestry parts of the CERP, but as well, I'm interested in the residential air filtration incentives, the electrical vehicle incentives, and the educational training incentives concerning wood burning fires.

Also, I do have a concern about the five million
that was taken out of the funding. And we ask that you put that back for us. We just wanted to -- and other than that, I just wanted to say that, you know, as a steering committee member, we have worked hard on this CERP and we ask that you take that into consideration and adopt the CERP.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Douglas.

DOUGLAS VIGIL: Yes. Thank you, Chair. I am -- I'm a resident and also I'm an advocate for people with disabilities. I am born deaf and also am -- and I am beginning to become blind.

But the thing is, my situation with the environmental around me has took a toll, because of where I live in the -- I live right by the Delta, you know. And also those things that I have gone through the Port of Stockton - I took a tour there - and I have never seen any safety and quality of electrical vehicle that they have been investing on on the Port of Stockton.

And my understanding -- I agree with the other commune -- the members that doing Zoom it brings out a lot of confusion and misunderstanding, because, you know, we're not in person, because we can't really understand, because I assumed that's the $50 million was not given to
the Port of Stockton the reason why it was shut down. So I was in support because -- the highest between vehicle to remove those highest. You know I walk. I have asthma, and I very -- you know, I can't walk by the levee. It smell. I can't swim, because it's poison. I really have no quality of life in those -- in the -- by the Delta right there. It doesn't show any animal to breathe, fish. They all pump by filter, you know, give oxygen in the water because it so polluted.

But my biggest concern is that, you know, the people in the community is so diverse. Now, even the truck drivers that come to my community in my neighborhood, they put -- they press the pedal and I breathe smog all the time. Every day they come to my house off of Monte Diablo. So we're -- I'm red-line too, but it's definitely -- I am supportive in the community -- I really am -- you know, the only thing I'm a little confused is that it's always more data, more data, more data. And that's very difficult to understand when a group of CSC trying to get more deeper and get confused.

So I would like to hope that, you know, CARB and AB air quality, you know, have done a lot of -- a great job for us to help us understand.

Thanks for their patience. And that's it. Thank you so much.
Bye-bye.

BOARD CLERK ESTABROOK: Thank you.

The next -- the last three from the prioritized list of CSC members is Bianca Mendoza, Gloria Alonso Cruz, and Mariah Looney.

So Bianca, you can go ahead and begin.

BIANCA MENDOZA: Thank you, Chair Randolph and members of the Board for the opportunity to comment. My name is Bianca Mendoza and I am a Stockton steering committee member and a South Stockton resident for 23 years my entire life. My dad and one of my sisters have asthma. My dad also has pulmonary hypertension and needs to be on oxygen several hours a day, so our air quality is extremely important to our family. I also have a newborn nephew and worry that he'll develop asthma as well.

I got my Bachelor's from the University of the Pacific and I'm currently doing an online pre-health post-bacc through CSU East Bay. I currently work at Saint Joseph's Hospital and volunteer at my church, so I'm incredibly busy, but it is extremely personal and important to me to be a part of this process to further help my family and my community.

I urge your support of our CERP, but honestly I'm disheartened by the Air District's actions to penalize us by not allowing us to reallocate $5 million back into our
community, just because we did not think their prescribed recommendation was the best for us, especially when I heard that other CSC communities were given the opportunity to be a part of a participatory budgeting process.

Being able to reallocate the five million would help further expand programs, such as incentives in our community. To name a couple, I know my family personally benefited from the electrical vehicle program. That was the only way we were able to receive our Prius. That not only saved us in gas money, but helped make us -- helped us make a difference in our air quality.

Another program that could use more funding is helping mechanics further their education in these electrical vehicles.

Once again, I want to thank you for the opportunity to speak today. Please support our CERP and please allow us the ability that other communities have to allocate funds in the way that we see fit for our community and not penal -- not be penalized for disagreeing with our Air District.

Thank you.

BOARD CLERK ESTABROOK: Gloria.

GLORIA ALONSO CRUZ: Good evening Chair Randolph and members of the Board. Thanks for the opportunity to
comment on the Stockton's AB 617 Emissions Reduction Plan. My name is Gloria Alonso Cruz, and I am a resident and a Stockton steering committee member. I have lived in South Stockton for the past six years and I've seen life in South Stockton as an undocumented community member with first-hand experiences working at the fields of the Central Valley.

My vision for a more accessible, safe, and clean environment is for family influence by my culture and identity, and my material interaction with Stockton, but also by how I have witnessed, through this process, the reproduction of environmental racism and an unwelcome and complicated participatory design process.

As a South Stockton resident, and an undocumented college student, I would like to voice my support for the wins, that throughout this year, the steering committee was able to push forward. Among the ones that I am more excited about is the addition of vegetative barriers and adequate monitoring of specific areas identified near the schools.

But there are several aspects that I am really disappointed about. As a student and a member of a farm worker household that struggled to paid for food and rent during the ongoing pandemic, it was really difficult for me to balance and commit to the AB 617 efforts, especially
after seeing that my input was being overlooked.

In addition to this, and more importantly, losing the five million from the South Stockton budget is alarming. This is an outrageous decision that significantly and literally disinvest in a generation of South Stocktonians from acquiring more tools to combat air pollution.

The steering committee knows that we are witnessing -- that what we're witnessing is a penalization for standing up against the Port, an agency that continues to hurt our community. But ironically, it has proven that it depends on us to survive due to their poor environmentally conscious practices.

In summary, I request you to include the five million back into the original budget for South Stockton. We're standing up in support of participatory budgeting as we -- since we saw that that is something that is able to -- that can happen, but unfortunately was not included in our community and it's continued to be neglected. And we're supporting this reallocation. This reallocation is a representation of our values to continue to protect South Stocktonians in a formerly red-lined community trying its best to end ongoing disinvestment in our public health.

That's all from my side. Thank you very much.
from listen -- for listening.

BOARD CLERK ESTABROOK: Thank you. Mariah.

MARIAH LOONEY: Can you hear me?

BOARD CLERK ESTABROOK: Yes, we can.

MARIAH LOONEY: Awesome. Thank you.

Thank you, Chair Randolph and members of the Board for the opportunity to comment on Stockton's AB 617 Community Emissions Reduction Plan. My name is Mariah Looney. I am the campaign coordinator for Restore the Delta, and I'm a member of the Stockton steering committee.

Restore the Delta works in the areas of public education and outreach, so that all Californians recognize the Sacramento, San Joaquin, Bay-Delta Estuary as part of California's natural heritage deserving of restoration. Even though we are an environmental justice organization, we typically focus on water and not air. However, we are certainly no stranger to these types of government processes.

First, I would just like to commend my fellow steering committee members, we've been in this process for over a year and a half now and it has not been an easy ride. While I'm overall happy that we've reached this point, this CERP would not be the same without the steering committee members, especially residents, fighting
for necessary measures to reduce air pollution in the Southwest Stockton neighborhood.

We know that the CERP will improve air quality in Southwest Stockton. And I ask that the Board approve the CERP. But I do want to acknowledge that this process was painstakingly long and harder than it should have been. The members of the steering committee deserved more, including being given requested technical data in a timely manner and the ability to learn from other AB 617 communities.

I know that some of my colleagues have spoken on this topic more eloquently. So instead of repeating, I'd like to echo Little Manila Rising, Central Valley Air Quality Coalition, Catholic Charities Diocese of Stockton, and residents Taylor Williams, Matt Holmes, Maria Cardenas, Bianca Mendoza, and Gloria Alonso Cruz in their comments and complaints in this process. Restore the Delta wholeheartedly shares these sentiments.

I appreciate the opportunity today and I hope that you all have a great evening and please approve our CERP. We really appreciate it. Thank you.

BOARD CLERK ESTABROOK: Thank you.

That concludes the list of pre-registered, Committee members.

CHAIR RANDOLPH: Thank you. Before we go to
public comment, I just wanted to take a moment and thank
the steering committee members for the incredible amount
of hard work you put into this process and for being with
us this evening to share your thoughts.

And I can completely relate to your point about
how challenging it is to do this work remotely over Zoom.
And I just really wanted to take a moment to thank you for
persevering and working so hard to build this CERP. And
so before the rest of the public speaks, I just wanted to
take a moment to thank you.

So Board Clerk, will you please call the public
commenters

BOARD CLERK ESTABROOK: Yes. So we have ten
people with their hands raised. I will call the first few
just to give you a list of the names. Gilbert Rosas and
then Jeff Wingfield, Esperanza Vielma, and then Arlene
Galindo.

So Gilbert, I will activate your microphone and
you can unmute yourself and begin your comment.

GILBERT ROSAS: Thank you. My name is Gilbert
Rosas and I am the Education -- Energy Education
Specialist for Stockton Unified School District. We have
55 schools in Stockton and at least half of those 25 are
within the AB 617 area.

I just wanted to express my support for approving
the Emissions Reduction Plan in Stockton. I think it's extremely important and Stockton definitely needs these kind of measures. Stockton Unified also is one of the recipients for the Clean Mobility in the Schools Pilot Program. And we've gained national attention, because we've gone from design, to construction completed, to buses arriving in less than 11 months. And so we've gained some national attention with that.

I'm also a member of the World Resources Institute Electrical School Bus Initiatives Advisory Council. And I just wanted to thank this steering committee. I've tried to act as the liaison for Stockton Unified to work on air monitoring and helping get any information that the school can participate in and help with this committee. They have worked through a lot of different things. And I appreciate the work of the Air Pollution -- San Joaquin Valley Air Pollution Control, and Ryan and his staff.

And I just think that, again, for environmental justice in areas like Stockton, we need better emissions. You know, we have added now 11 electric school buses and we have 24 chargers. So the more we can get these emissions reduced around our children, the more important it is. And I just wanted to thank this steering committee for the work that they've done. It's been tenuous and
I've been on a few of the meetings and just glad to help whenever I can. And I just wanted to give my personal recommendation knowing that they are doing some good work and they're amazing and I hope they keep doing all of this for our community.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Jeff Wingfield.

Jeff, if you're calling in on a phone, I think you need to press star six to unmute. There you go.

JEFF WINGFIELD: Great. Thank you.

So the Port has had the privilege to be part of the AB 617 CSC from the onset and has been committed to making improvements to reduce emissions for years. Just over the last five years, we've planted hundreds of trees. We've introduced more than 35 pieces of zero-emission cargo handling equipment and the associated charging infrastructure. We've worked with the Council of Governments and Caltrans to extend the highway to avoid traffic through the adjacent neighborhood and provided land for the Boggs Tract community garden in the adjacent neighborhood that suffers from the lack of grocery store for fresh fruits and vegetables.

We're also working on additional truck routes to avoid the residential area further as well as developing
strategies for a vegetative barrier along the eastern
border the port boundaries.

We've developed habitat projects on our own and
in partnership with the Army Corps and U.S. Fish and
Wildlife Service, as well as barn owl boxes for pest
control that other ports are now copying, as well as
providing dissolved oxygen monitoring and aeration for
aquatic species in the San Joaquin River.

We've recently applied and received a
zero-emission blueprint grant from the California Energy
Commission to help guide our path forward to cleaner
operations and we are working with Stockton Unified School
District to provide workforce development opportunities
for local high schools, starting with Edison High School.

We have people on the ground every day to --
correcting or assisting our 135 tenants to operate in the
most responsible manner. We take our environmental
responsibility extremely seriously.

There was some frustration by the EJ groups about
the lack of transparency on the Port's part. And we made
every attempt to address those concerns. And I believe we
have made great strides to correct them.

We've also begun public meetings on Port and
tenant projects, as well as urging our project proponents
to reach out to the community during the planning of these
projects.

We have also included outreach to the community and EJ groups and to our strategic planning process. We have begun Port Outreach Committee aimed at educating about what we do, our governance, operational constraints, environmental and emission reduction opportunities, and collaborating on special -- specific projects that would benefit the community. We have offered and provided many port tours in the past two months since the COVID restrictions have lifted that have been extremely well received, and conveyed our operational responsibility in ways that were difficult to convey via PowerPoint during some of the AB 617 meetings, in which I provided multiple presentations.

The timing for COVID hurt our ability to meet in person, develop relationships, and see the way the port operates in person. Some of the comments from the recent tours were, "Wow, I had no idea. I would never have voted against the Port receiving funding if I had known this. "Why, Jeff, didn't you tell us"? To which I would reply, "I tried, but seeing it for yourself is really what needs to happen". And so we tried to make port tour opportunities available for all of the committee.

We continue our efforts to reduce emissions and I'm taking a trip along with our Port Director next month
to Long Beach to talk with one of the terminal operators Pasha at the Port of Long Beach who is operating a capture and control device to treat ocean-going vessel emissions. We are working with our tug operators and our short line railroads to identify grant opportunities to further reduce emissions. And we are kicking off another emission inventory to compare the 2020 operations to the previous 2018 inventory.

We are driven to make improvements and be the greenest port we can be and help provide good paying jobs and economic opportunities for our region. We are finalizing an incentive program to encourage our tenants to hire from the South Stockton employee pool and we will get there. We wish that the AB 617 stakeholder group would have funded some port improvements to benefit the community sooner, but I think some felt it was an opportunity to send a message to our board and they voted against us.

And there have been comments about the Port not providing materials in a timely, but I can assure you we --

CHAIR RANDOLPH: Mr. Wingfield, you need to wrap up, please.

JEFF WINGFIELD: Okay. So we are moving forward with our second emission inventory to compare with 2020.
We are committed to assisting and supporting the CERP in any way possible, and making Stockton a great place to live and work and look forward to working together to implement strategies to further reduce emissions.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Esperanza. I've activated your microphone. You can unmute yourself and begin.

ESPERANZA VIELMA: Hello. Good afternoon. Can you hear me?

BOARD CLERK ESTABROOK: Yes, we can.

ESPERANZA VIELMA: Okay. I apologize.

Okay. Hello. Good afternoon. Again, my name is Esperanza Vielma. And good afternoon to the Chair and the California Air Resources Board. I currently serve as the Executive Director and co-founder of Café Coop. I'm a life-long Stocktonian of 30 plus years of south side Stockton. And Café Coop has been involved with the San Joaquin Valley Air Pollution Control District as a community-based organization serving on the San Joaquin Valley Air Pollution Control District Environmental Justice Advisory Group for over eight years, both as the Vice Chair and the Chair, and most recently as a founding steering committee member for AB 617.

The San Joaquin Valley Air Pollution Control
District staff has been community conscious and inviting to our environmental justice community members. They were accommodating and inclusive to all of our community members. The Air District has kept the AB 617 steering committee informed and educated during the CERP process. We truly appreciate the efforts of the staff and the community partners, such as the Port of Stockton, in providing us with the education and training to help us make a sound, informative, and affirmative decision.

We hope our work and input for the past year has been helpful and we look forward to continue our work with the implementation of the much needed CERP in our Stockton environmental justice communities in order to mitigate the greenhouse gas emissions that currently plague our city.

Thank you again for the opportunity to speak on behalf of the Stockton AB 617 steering committee and for the approval of our CERP.

BOARD CLERK ESTABROOK: Thank you.

Next will be Arlene Galindo. After Arlene will be Cynthia Pinto-Cabrera, Davis Harper, and then India Rogers-Shepp.

So Arlene, I have activated your mic. You can unmute yourself and begin.

ARLENE GALINDO: Hi. Can you hear me?

BOARD CLERK ESTABROOK: Yes. Yes.
ARLENE GALINDO: This is Arlene Galindo. I am the Native American Liaison for EJCW, Environmental Justice Coalition for Water and member of the steering committee and I'd like to express the fact that the CERP process from the beginning to the end was very educational and informative.

EJCW for many years has worked both with CARB and the San Joaquin Valley Air Pollution Control District. We found the CERP process to be very inclusive and sensitive to many cultural and environmental justice community issues. Therefore, with regards to the voting process, we were very clear and concise on our voting decisions. We still stand by our decisions on record. There was no confusion on our part due to all of our questions being answered by the Air District staff.

We never had doubts or concerns on the process, since we were always kept abreast with all pertinent decision-making information. We are very grateful to have been a process to help represent our environmental justice communities. And we are an organization of women of color run by women of color working in communities here in the Stockton area.

We look forward to the future implementation of the AB 617 CERP. We would like to thank all of our fellow community participants, the San Joaquin Valley Air
Board District, and CARB.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Cynthia Pinto-Cabrera, you can unmute yourself and begin.

CYNTHIA PINTO-CABRERA: Hello. Good afternoon. Can you all hear me? There was some background noise.

BOARD CLERK ESTABROOK: Yes, we can.

CYNTHIA PINTO-CABRERA: Good evening, Chair Randolph and Board members. Thank you for the opportunity to comment. I'm Cynthia Pinto-Cabrera, the policy assistant with the Central Valley Air Quality Coalition and I have participated in the Stockton CERP process as an alternate in the community steering committee.

The AB 61 process is a historic opportunity to relieve the most burdened communities of the San Joaquin Valley from localized sources of air pollution. As we look towards approving the third CERP for the valley, I would like to reflect on some of the outstanding issues that have led me to come before the Board today and ask that the Stockton CERP be conditionally approved until these issues are resolved.

The community steering committee was set to adopt a new version of the charter that resolved several procedural issues earlier this month. Unfortunately, the
adoption was placed at the end of the meeting and we were not able to vote on it.

Before entering this new phase, AB 617 -- of the AB 617 process, I'd like to urge CARB to support community wishes to update the charter before this new chapter of the process begins.

Additionally, the community co-host model was truly a frustrating and inadequate process that was removed after several months and has not been fully reinstated. The co-hosts have been attacked for quote taking up time with nothing done by facilitators or Valley Air District staff at the time that it happened. The inability to create a safe space was greatly disappointing for me and it was truthfully frightening to see.

And lastly, I believe -- I truly believe that given the opportunity that community steering committee members would have voted to reallocate the $5 million that were originally for the port-related measures. However, as you have heard residents were not given the opportunity to do so and we ask for direction from the Board to allow the community steering committee members to reallocate this money to community priorities and some of which are highlighted in the existing CERP and have some great measures.

As we approve this third CERP for the valley, we
can no longer afford to make these procedural mistakes for the sake of the health and the well-being of Stockton residents and other valley residents in AB 617 communities. I look forward to continuing to work collaboratively with the Valley Air District and California Air Resources Board staff and the Board to ensure that the CERP truly reflect -- this CERP and others and the process continues to truly reflect community priorities and health.

Thank you.

BOARD CLERK ESTABROOK: Thank you.

Davis Harper, I've activated your microphone.

You can unmute yourself and begin.

DAVIS HARPER: Good evening, Chair Randolph and Board members. My name is Davis Harper and I'm the San Joaquin County organizer for a climate energy policy group called The Climate Center. And I'm also commenting today as someone who followed this process as a Stockton resident. I want to start off on a high note and say that these investments are so critical for South Stockton, given the community's disproportionately high levels of air pollution and asthma rates as compared to other areas of the state. And I really want to commend the work of the community steering committee to bring the proposal forward to and work with all the parties.
There's so many exciting projects. And beyond making the air more breathable, many of these projects come with the enormous co-benefit of addressing some of the urgent needs of the global climate crisis to reduce and sequester emissions at speed and scale.

All this said, I really want to echo some of the concerns made by others before me regarding the $5 million that were pulled out of the CERP. These community members spent a year and a half of their lives deciding how best to invent in cleaning up their air, being exposed to loads of nuanced data about just how polluted the area is and the correlated health impacts, discovering that there are bad actors with expired permits still polluting neighborhoods. All of this as a public health crisis raged in the background in disproportionately impacted communities of color across the country.

I can only imagine what these folks have lived through, being AB 617 steering committee members, watching $5 million be pulled from their budget after the amount of hours they've poured into this.

So I urge you to approve Stockton's CERP on the condition that the $5 million be returned to the steering committee's budget, so they may decide how to spend the full amount of funding that was originally presented to them. Like others have said, Stockton needs this funding
and lots more to address its air pollution challenges.

Community steering committee members have also been outspoken about how the process to allocate this funding could have been more transparent, equitable, and accessible. I hope that the Air Resources Board and Valley Air District address these concerns so steering committee members can make informed decisions throughout the implementation phase of the CERP.

And that's all I have. Thank you for the opportunity to comment today.

BOARD CLERK ESTABROOK: Thank you.

I just want to give a reminder to anybody that is listening in, if you would like to comment on this item, please raise your hand or dial star nine now.

Next, we have Michael Ippoliti, India Rogers-Shepp, and then Nayamin Martinez.

So Michael, I have activated your microphone.

You can begin.

MICHAEL IPPOLITI: Hello. Thank you. Good afternoon. I am Mike Ippoliti, Public Project Manager for the Volvo Group North America based in Southern California. Thank you for this opportunity to provide comments in support of the Stockton AB 617 CERP.

The Volvo Group is very supportive of the strategies proposed within the CERP to reduce emissions'
impacts from heavy-duty mobile sources. We believe our GROCER project proposed with the San Joaquin Valley Air District under the recent joint CARB/CEC GFO20-606 zero-emission drayage truck and infrastructure pilot project has the potential to advance many outcomes of the Stockton CERP.

The project will deploy 50 Class 8 Volvo VNR electric trucks, charging infrastructure, extensive workforce development, and significant local community engagement activities in the northern Central Valley region.

A GROCER includes workforce and zero-emission vehicle curriculum development, knowledge sharing, and community engagement activities with many local and regional partners, including the Environmental Justice Project, Valley Vision, Opportunity Stanislaus, the California Mobility Center, New Voices are Rising, ChargerHelp!, and Build Momentum.

Now, these efforts build on the lessons learned from our ongoing Volvo LIGHTS project to maximize the impacts of this funding. The GROCER project will be an unparalleled opportunity to demonstrate the value of proactive and intentional community collaboration.

The Volvo Group and the GROCER Project team are very appreciative of the support from the Air Resources
Board and for the state's recent allocation of funding in the FY 2022 State budget to enable our project to move forward.

We look forward to implementing the GROCER Project with direct engagement and support from the Stockton AB 617 community.

Thank you. Thanks for your time.

BOARD CLERK ESTABROOK: Thank you.

India Rogers-Shepp, you may unmute yourself and begin.

It looks like you are calling from a phone. You're going to want to dial star six.

There you go.

INDIA ROGERS-SHEPP: Great.

BOARD CLERK ESTABROOK: It look like you're unmuted.

INDIA ROGERS-SHEPP: Thank you. Great.

Thank you, Chair Randolph for sharing the floor with us. My name is India Rogers-Shepp and I have on the call with Avanthi Puvvala and Sohayla Eldeeb. And we're students from Stanford University.

As recommended in the staff report, we reaffirm the importance that CARB should provide full technical support to the Stockton steering committee, especially since, without CARB's generous partnership, an undue
burden is placed on community members as their resources are spread thin. In practice, this would mean supporting the community-led independent technical advisory group that serves the Stockton steering committee members over the five-year oversight and implementation period.

Furthermore, as discussed in the June 24th meeting, we wish to stress how important it is that CARB provides technological support, especially when it comes to data transparency and data ownership, ideally moving to a future where the community has full access to and ownership over data.

AVANTHI PUVALLA: Speaking of strong data transparency, it is clear that industrial and commercial pollutants are still distressing sources of pollution in the community, as the CERP not only lists the toxins and pollutants that are of high concern from these sources and expresses the need to expand on regulations that are in place, as there are many reports of industrial polluters that are not following through with the required guidelines. We ask that CARB should support and partner with the community's efforts to mitigate these polluters, putting the community members' voices, stories, and demands in the forefront of developing new guidelines and plans of action for stationary and mobile industrial polluters.
Many actions in the CERP align with projects of environmental justice groups in the community. CARB can use this alignment of interests to not only create greater partnerships with community members and groups but also support and give more fuel to their efforts. Building this cooperation can include more meetings geared for environmental justice involvement or the expansion and size of -- expansion of the size and input of the steering committee. Thanks.

SOHAYLA ELDEEB: Finally, when discussing what CARB could do to provide more space for members, specifically frontline community members to be involved with the steering committee, one might draw to different incentives such as providing compensation for time. Compensation helps with outreach to more community members that may not have the capacity to participate due to financial constraints.

Additionally, other factors, such as a convenient time finding a time that is reasonable out of work hours and significant family responsibility will encourage working participants to show up. And then also, other factors such as uncertainty about potential payoffs when members are thinking about the time and effort dedicated to this cause, logistical challenges such as transportation or huge barriers possibly with meetings on
And then lastly, we want to just reiterate how important it is for Stockton residents to lead the initiative, specifically frontline communities this time more than ever to -- for them to speak about the effects of climate change and lead the conversation, in order to mitigate these impacts.

Thank you so much for your time.

BOARD CLERK ESTABROOK: Thank you.

And India, could you please list out the three of you that spoke who spoke first, who spoke first and second and third. I didn't catch a name for the second one.

INDIA ROGERS-SHEPP: Oh, yeah, of course. So I was first, Avanthi Puvvala was second, and then Sohayla Eldeeb was third.

BOARD CLERK ESTABROOK: Okay. Thank you.

INDIA ROGERS-SHEPP: Sure. Thank you.

BOARD CLERK ESTABROOK: Nayamin Martinez.

You should be able to unmute yourself and begin your comment.

Nayamin, are you there?

NAYAMIN MARTINEZ: Yes. Thank you. Can you hear me?

BOARD CLERK ESTABROOK: Yes, we can.

NAYAMIN MARTINEZ: Buenos noches. Good evening,
Chair Randolph and members of the Board. My name is Nayamin Martinez. I am the Executive Director of the Central California Environmental Justice Network. And I'm also a steering committee member of Fresno.

No, I'm not lost. I'm here. I know it's the Stockton CERP that you are considering tonight, but I am here to express my solidarity with my Stockton colleagues and to ask you to consider a conditional approval of the CERP and most importantly to require the restoration of the $5 million that the steering committee members refused to approve to the Port.

The Stockton residents who suffer from asthma and other health conditions as a result of the contamination produced by the Port and other sources should not be deprived from the opportunity to have faster reduction of emissions and mitigation of exposure as a result of this reduction in their budget. The CERP has many wins and will improve air quality in Stockton, but more can be done if the $5 million are restored.

And most importantly, we are asking you that all steering committees in the San Joaquin Valley, including those -- not only Stockton, but Fresno, Shafter, and Arvin-Lamont are allowed to have a participatory budgeting process that prioritizes community health over industry profits. Thank you for your time.
BOARD CLERK ESTABROOK: Thank you.

And our final commenter for this item is a phone number ending 528. I have activated your microphone. Please state your name for the record begin.

If you're on the phone, you need to press star six to unmute.

LAURA ROSENBERGER HAIDER: Hello. This is -- Hello. This is Laura Rosenberger Haider. Can you hear me?

BOARD CLERK ESTABROOK: Yes, we can.

LAURA ROSENBERGER HAIDER: Yes. I wanted to ask a question to the residents of Stockton about where specifically do you need more air monitoring to be done? And it takes a long time to go look through all your data. And I'm -- I should be signed up for the air monitoring -- air monitoring group or whatever it is. But the question is I have a PM2.5 monitor, two of -- actually two of them, and one VOC monitor, and a formaldehyde monitor, which is mobile, which I can take anywhere. Where specifically should I go? Maybe you should write it in the chat or something or just tell me. We can open a line and everyone could tell me where specifically, rather than try to -- I listen to so many meetings and miss half of them and miss a lot of your information. If we can get the chat transcripts and things at least of the air monitoring
All right. Thank you very much.

BOARD CLERK ESTABROOK: Thank you.

And then we have one person raise their hand additionally and that's Thomas Helme. Thomas, I have activated your microphone. You can unmute yourself and begin.

THOMAS HELME: Hey. Hello. Thomas Helme. I am the co-founder and co-project director of Valley Improvement Projects in Stanislaus County. Like Nayamin, I know I'm from a different county as well, but I'm here to speak in solidarity with my colleagues from air quality environmental justice groups and the steering committee members that have spoken today about the Stockton CERP.

Obviously, Stanislaus is just to the south of San Joaquin County. And air pollution doesn't respect county borders, so I'm sure that pollution that is created in our respective counties is going to move around, and that's why we have such strong solidarity with each other in trying to reduce emissions in the valley, which has some of the worst air quality in the nation.

I just wanted to echo a lot of the comments that you've already heard from community members and activists from organizations that have expressed their concerns with some of the process that the steering committee went
through.

I know that when AB 617 was passed and came about, there was a lot of promise and a lot of excitement about the approach that it took, and, you know, putting decisions in community members' hands. And I think that the incident that involved the $5 million and the Port of Stockton is something that can, you know, put a bruise to that trust and that excitement that was going through a lot of community members and how this process was going to go.

I think that one of the main reasons why that area was picked as an AB 617 community was the fact that the port was there. In fact, I remember a CARB Board member saying just that, that, you know, these reasons that these communities were selected was because of these different sources of air pollution, like a port community.

So if this is going to be a model for the state in how to reduce emissions from other ports, then, you know, things need to be fixed and need to be done better to support what the community wants.

So I'm also -- like other people said, I'm glad that the CERP was completed and I would suggest that you conditionally approve it with the condition that those $5 million are figured out how to best be used by the -- by the community members, by the steering committee members
to reduce emissions in Stockton, especially in the port area and not take away that money from reducing emissions in the community.

    Thank you for your time.

BOARD CLERK ESTABROOK: Thank you. That concludes the list of commenters for this item.

CHAIR RANDOLPH: Thank you.

Mr. Corey, are there any issues that you want to raise before I close the record on this?

EXECUTIVE OFFICER COREY: No further comments, Chair.

CHAIR RANDOLPH: Okay. All right. I will bring this to the Board for discussion. As a reminder, if any Board member has a question or comment, please click the raise hand symbol.

    And Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Thank you so much, Chair. And, you know, I just really want to thank each and every member of the CSC that has given so many hours of their time to work on this vision for their place. I also want to thank the staff both at CARB and the District for their tremendous efforts in getting us to where we are today. I think there's a lot to celebrate.

    According to the CalEnviroScreen, the San Joaquin Valley has numerous communities that bear the burden of
the cumulative impacts of pollution. I am grateful that this, along with other communities in my home, which is the San Joaquin Valley, have been chosen as AB 617 communities to make bold changes to their communities that lead to emission reductions and a positive public health impact.

I believe this is a fantastic plan that will mitigate mobile source pollution emissions, port-related vehicles, and increase the high quality monitoring that is available in the community to be able to target the data. While an ambitious plan, we know that it does not cover every single issue facing this community, when it comes to emissions reductions. I can say that (inaudible) plan that has ever passed previously or that we will see in the coming months and years does. This program and the processes related to it can be heart-wrenching, because land use policies, historical processes, and current local policies do not always align with the vision, because I know that in fact if they did, we would not be here today. I know CARB staff have more insight about the process that happened with the CERP and the confusion, so I will -- I will let them respond to questions from other Board members.

However, as a Board member of the San Joaquin Valley Air District, I can say we continue to look at the
regulatory action and incentives for emissions that
directly affect this community and that of our numerous
communities that would qualify under the bill, such as an
update to our already existing rule on underfire
charbroilers, programs to replace trucks and locomotives
among others.

We also, in our latest budget, augmented our
capacity to support AB 617 communities, because we know
the tremendous lift that it is to -- you know, to make
sure that people are given every attention to -- and
information that they need in a timely manner.

I look forward to seeing where this CERP is in a
year, in terms of progress and continual alignment with
the community priorities as a living document. I can tell
you that as a CARB member, my intention is not to
micromanage the process that I wasn't a part of, but I can
tell you that as an SJV member, our Community Air Grants
Program will continue to benefit the communities of
Stockton beyond the CERP, as well as to continue to
benefit the many others who need relief in their
community.

There are $32 million of SJV funds that will be
going towards great projects that I look forward to
supporting however I can.

Thank you.
CHAIR RANDOLPH: Thank you.

Dr. Balmes.

BOARD MEMBER BALMES: Thank you, Chair Randolph.

And I want to start off by, just like you, appreciating the hard work that the community steering committee put into this CERP, and the fact that mostly they're supportive of what's in the plan with the caveat of the port incentive money, which I'll come back to.

I also want to thank the Valley Air District, because I think that, you know, given the difficulties of the pandemic, the -- and the relative newness of working with communities, the -- I think the Board put a -- I mean, the Valley Air District put in a good effort to try to work well with the community steering committee.

The participatory budget issue I'll come back to.

I also want to thank CARB staff, because I think they have tried to be helpful both to the District and to the community steering committee. And I really appreciate, and I think OCAP staff mean it, when they say that they will go the extra mile to provide technical support to the community steering committee going forward to make sure that the CERP components are implemented.

With all of that said, you know, I heard loud and clear the community steering committee's dissatisfaction with the loss of the $5 million. I'm sure that the Valley
Air District is totally within its rights to have reallocated that money to a different project. And I'm hoping it's going to a good project in another community that needs good projects.

But I think that Dillon said it well when he said there were other issues, aside from air quality, to -- that we need to be concerned about in the AB 617 process. And I think that the community is distrustful now of both the Air District and, to some extent, CARB, because of this loss of $5 million.

Now, again, I'm not trying to micromanage the process. And I know -- you know, I know that there are multiple factors here, but I'm trying to come back to the point of trust. The community now has lost some trust in the AB 617 process. This is an important loss of trust. The AB 617 process is new. It's been criticized from a number of sources and we have to make it work. And part of making it work is providing the trust between the local air districts, CARB, and the communities. So I think we need to think very long and hard about regaining the trust with the Stockton community.

Again, I'm not trying to micromanage the $5 million. But the community thinks it's been lost, they think that the participatory budget -- budgeting that they aspire to and that other AB 61[SIC] communities apparently
have not been available to them. So I just -- I don't have a specific recommendation, because I want to see this CERP get approved and move forward, but we've got to do something about this loss of trust.

Thank you.

CHAIR RANDOLPH: Thank you.

Board Member Takvorian.

BOARD MEMBER TAKVORIAN: Thank you, Chair Randolph. I just want to add my congratulations and thanks to everyone who has participated in the development of the Stockton CERP. I especially appreciate the community members who have set aside their families and their jobs to participate, especially during this very difficult last year during the pandemic. I know that it's been extremely difficult.

I want to thank the CSC members who testified today for your service over the last couple years, and for your commitment to the community, and to a high quality plan. Also, gratitude to the Air District and to the CARB staff for working with the community to develop consensus on $32 million in programs and incentives that were agreed to by the District and the community that will benefit public health in one of the most impacted communities in California.

It's really a remarkable suite of measures from
heavy-duty vehicles, to older passenger vehicles, to vegetation, to stationary industrial source emission reductions, and especially the focus is on improving the Air Toxic Hot Spots Program. I think there's really innovative measures that I'm certain will inform other CERPs and other communities. And I agree that the measures presented in the CERP should be approved.

And I appreciate the manner in which the majority of the speakers from the CSC and the public were able to recognize the value of the CERP and encourage support for it, while also raising concerns and requesting action on those. I think it's really remarkable the level of intentionality and expertise that the community steering committee members have demonstrated.

And there's a clear need to address the issues that almost every speaker supporting this CERP has raised, and that is the removal of the $5 million from the Stockton CERP budget.

As a CARB member who works in an environmental justice 617 community, I'm very concerned about the manner in which the budget and the agreement on measures was handled. First and foremost, the 617 process should be about building trust and community confidence in the government processes and agencies that are charged with protecting public health and the environment. And
clearly, the Stockton 617 process was able to do that to a certain extent, but improvements are really needed and should be forthcoming within the charter, and facilitation, and the continued technical work of the CARB staff.

So I really agree with Dr. Balmes that we keep -- that we need to keep building trust, so I'd like to ask that CARB adopt the CERP and strongly encourage the District to keep the five million available for projects brought forward by the Stockton CSC and not take it away. I ask that this request to the Air District be added to our resolution. I don't want to micromanage either, so I'm not commenting on where I think those dollars should be spent or the -- or the value of any of the recommendations that have been brought forward by different members. I think that's for the steering committee to figure out. It should be a community-centered process. And I'd like to encourage the Air District to continue that process and let's see that it can be completed as the rest of it was.

So that would be my request and motion, if it's appropriate to make that at this time.

CHAIR RANDOLPH: Thank you.

Vice Chair Berg.

VICE CHAIR BERG: Thank you. I, too, want to add
my sincere thanks for all the effort. And the testimony
today is very, very impressive. It really shows a keen
understanding of their commitment and -- to the City of
Stockton, which I have a little soft spot in my heart,
because I went to the third grade and lived in Stockton.
And my family is from the Antioch area, so I do have a bit
of that valley girl in me.

You know, there's no question the commitment of
quite frankly everybody. It's very difficult when we have
lack of time and we do have to make these decisions within
a time frame. As I was speaking with the stakeholders, I
got the instinct impression, and quite frankly some even
said, had we had more time, we really feel that we could
work this out.

And so what I really want to also encourage, like
Board Member Takvorian, is this is only the beginning.
This is not a finish line here. And I've heard from all
parties that we're committed to stay the course and to
work through this.

I really also want to thank Jeff Wingfield for
coming and testifying. And I also want to encourage the
Port. I do appreciate as a business person the difficulty
of running a business and making all these decisions to
make my community better.

But I must say that it's really your actions and
our actions as business leaders that build trust. And there's good reasons why community members don't trust business, and -- because we often don't follow through with the things. And when we do come and express things, it really is more sugarcoated than it truly is.

So I appreciated the fact of all the areas, which the Port is addressing. I also heard from the community members that the relations with the Port is getting more engaged, I'll say. And I really, really want to include -- want to encourage the representatives, like Jeff from the Port, to truly stay at the table, to truly stay engaged, and to truly listen and continue those Port tours.

I understand that specifically when I do tours through my own company, which is in Boyle Heights. And I am in the chemical business, so I do understand these issues.

I very much want to find a resolution or -- not a resolution, but an encouragement of support to continue to work together. But I think, as we want to make sure that the community -- this is a community-driven process, but as we go through and vote and decisions are made, how do we work together on these decisions?

And so as we look at this, I'm very much supportive of the CERP, because the community is very
supportive and I heard that in every single testimony. But also I would like to see how we're going to move forward or encourage the continue working between all parties. So I agree with the fact that we aren't micromanaging this, but really encourage the District, along with the community members, along with the Port, along with looking at the other issues within the community that we are addressing.

Great job on the $32 million. That's going to be quite a task to get those programs created, to get that money out there, and to make that difference. And let's see also how we can amend or figure out -- not we meaning CARB, but we meaning the District, the community members, and the -- and industry at large how we can continue to work together to make Sacra -- to make Stockton a healthier community to live in.

Thank you.

CHAIR RANDOLPH: Thank you.

Board Member De La Torre.

BOARD MEMBER DE LA TORRE: Thank you. I also want to thank the community group for their hard work for bringing us a CERP. I'm supportive of it. We should keep faith with what the community has brought forward. That's the whole point of AB 617 to have this targeted approach. I also want to thank staff for including in the resolution
the components regarding the Port. I think that a port that is about the seventh or eighth most polluted port in California in terms of NOx and PM2.5 needs to have an approach. And so I think highlighting some of the things that CARB does on a day-to-day basis at all of the ports in California, but applied specifically to the Port of Stockton, is very, very important. So I'm very supportive of that as well.

I want to thank the Air District. I know this process, you know, is difficult for all the air districts that have done it. They've never done it before and so they're learning as they're going along. And not just here, but in some of the others, we've had bumps in the road. And I'm glad that this has come to conclusion. We have a CERP in front of us with the resolution. We're going to vote on it today, approve it. And as Board Member Berg just said, this isn't the end. We're just getting started. It's a plan. We're going to get going. Hopefully, we're going to learn things, not just here, but in other 617 communities that can be applied here. We've done other port communities, which -- with more significant air pollution, more complexity. And so we can learn some things there that I think we can carry over to the Stockton community as well.

So I'm very thankful also for our staff who have
monitored this process all the way from the beginning and
brought it to this stage. I'm not going to say to a
conclusion, because it's not a conclusion, just to this
stage in the process. And I'm glad that we have this in
front of us and I'm supportive of the package.

    Thank you.

CHAIR RANDOLPH: Thank you.

I guess I wanted to make a few points. First,
just to express that my disappointment that in this sort
of pandemic world that we have right now that we weren't
able to have our meeting in Stockton and we weren't able
to tour the community, so I really want to do that in the
future as things hopefully open up more. So I look
forward to going to the community and meeting some of the
steering committee members in person.

    So I wanted to highlight a few of the things in
the resolution that addressed some of the key points
about, you know, we specifically call out that the
District and CARB staff will continue to work together
with regard to transparent technical and budget
information.

    I think going forward there really should not be
any excuse for a lack of clarity on the budget. I mean,
the District needs to be much more clear about how the
budget is built and how it gets implemented. And so the
resolution definitely calls that out going forward.

It also talks about CARB staff proactively, as Skott mentioned earlier, offering expertise and accessible technical information to support implementation, proactively supporting exchanges across AB 617 communities, continue -- our staff continuing active participation in the Port Outreach Committee and continuing to work with the Port to identify and implement innovative and cost effective emissions reduction strategies, CARB staff reviewing and commenting, as Skott also mentioned about plans' CEQA documents, and CARB staff and the District identifying and implementing measures that will reduce emissions in and around the port on an ongoing basis. And that echoes some of my fellow Board members' comments that this is not the end of a process. This is really the beginning of the process.

And so I do see that there has been a lot learned as a result of this process. And hopefully that work, as we learn -- as we have learned, will be able to inform how the committee works with CARB staff and District staff going forward.

I think -- I think the resolution sort of provides enough direction in terms of what we want to see going forward. And so my inclination is to approve the resolution as noted.
And so I would entertain a motion to do that.
BOARD MEMBER DE LA TORRE: So moved.
BOARD MEMBER TAKVORIAN: Well, I made a motion, Chair and I moved the resolution
CHAIR RANDOLPH: Oh, I wasn't sure if that was motion you made or we're contemplating.
BOARD MEMBER TAKVORIAN: Yes.
CHAIR RANDOLPH: So I'm sorry. Go ahead.
BOARD MEMBER DE LA TORRE: Second.
BOARD MEMBER TAKVORIAN: So I make the motion to move the resolution and the encouragement to the Silicon -- I'm sorry. Silicon.
(Laughter.)
BOARD MEMBER TAKVORIAN: Hello. What community am I in? -- San Joaquin Valley Air District to keep the $5 million in the Stockton steering committee so that there can be continued consideration for that. And that's an encouragement, not a direction.
CHAIR RANDOLPH: Okay. I have a motion. Do I have a second?
BOARD MEMBER DE LA TORRE: Second.
BOARD MEMBER BALMES: I'll second that.
CHAIR RANDOLPH: Sorry. I think Board Member De La Torre just seconded without his microphone on. I apologize.
Okay. So the motion would be to encourage the --
to strongly encourage the District Board to consider how
to use the $5 million in a -- you know -- how did you
phrase it, so that the --

BOARD MEMBER TAKVORIAN: I'm sorry. Let me be
clear, to strong -- to adopt the CERP per the resolution
that's been presented by CARB staff and to encourage the
Air District to work with the community steering committee
to determine the allocation of the $5 million within the
Stockton community.

CHAIR RANDOLPH: Okay. Thank you. It was -- it
was the work with language that I didn't quite get down.

BOARD MEMBER TAKVORIAN: That's okay.

CHAIR RANDOLPH: Okay. Thank you. All right.

We have a motion and a second.

Board Clerk, will you please call the roll?

BOARD CLERK ESTABROOK: Dr. Balmes?

BOARD MEMBER BALMES: Yes.

BOARD CLERK ESTABROOK: Mr. De La Torre?

BOARD MEMBER DE LA TORRE: Yes.

BOARD CLERK ESTABROOK: Mr. Eisenhut?

Supervisor Fletcher?

BOARD MEMBER FLETCHER: Fletcher, aye.

BOARD CLERK ESTABROOK: Senator Florez?

Senator Florez?
Ms. Hurt.

BOARD MEMBER HURT: Aye.

BOARD CLERK ESTABROOK: Mr. Kracov?

BOARD MEMBER KRACOV: Yes.

BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?

Dr. Pacheco-Werner?

BOARD MEMBER PACHECO-WERNER: Abstain.

BOARD CLERK ESTABROOK: Mrs. Riordan?

BOARD MEMBER RIOordan: Aye.

BOARD CLERK ESTABROOK: Supervisor Serna?

BOARD MEMBER SERNA: Aye

BOARD CLERK ESTABROOK: Professor Sperling?

BOARD MEMBER SPERLING: Aye.

BOARD CLERK ESTABROOK: Ms. Takvorian?

BOARD MEMBER TAKVORIAN: Aye.

BOARD CLERK ESTABROOK: Vice Chair Berg?

VICE CHAIR BERG: Aye.

BOARD CLERK ESTABROOK: Chair Randolph?

CHAIR RANDOLPH: Aye.

BOARD CLERK ESTABROOK: Madam Chair, the motion passes.

CHAIR RANDOLPH: All right. Thank you.

And thank you again to the steering committee members for all that hard work. And we're very, very excited about all of the innovative measures that are in
the Commission's -- I'm sorry, the Emissions Reduction Plan and look forward to working with you closely on implementation.

Okay. We will now move to open comment. If you wish to provide a comment regarding an item of interest that is within the jurisdiction of the Board but not on today's agenda, please raise your hand in Zoom or dial star nine, if you are on the phone.

Will the Board Clerk please call on those who have raised their hand?

BOARD CLERK ESTABROOK: Yes. Thank you. We have a hand raised with a -- for a phone number ending 528. I have activated your microphone. You can unmute yourself and begin your comment.

LAURA ROSENBERGER HAIDER: Hello. This is Laura Rosenberger Haider again. I forgot to leave my phone number so the public can contact me. It's (814)590-5528.

BOARD CLERK ESTABROOK: Thank you.

LAURA ROSENBERGER HAIDER: (814)590-5528 again.

BOARD CLERK ESTABROOK: Thank you.

LAURA ROSENBERGER HAIDER: Thanks.

BOARD CLERK ESTABROOK: And Chair, that concludes the list of commenters.

CHAIR RANDOLPH: All right. The July 29th, 2021 CARB Board meeting is now adjourned.
Did any Board members have any last minute comments? Last time I cut you all out.

Okay. Great. All right. Thank you.

BOARD MEMBER FLOREZ: I just want to add my aye, Madam Chair. Sorry about that.

CHAIR RANDOLPH: Oh. Okay. Did you catch that Board Clerk?

BOARD CLERK ESTABROOK: Yes, we got it.

Dr. Pacheco-Werner raised her hand.

CHAIR RANDOLPH: Oh, Dr. Pacheco-Werner.

BOARD MEMBER PACHECO-WERNER: Yeah. I just -- I guess my hope is that as we move forward in establishing governance that this sort of process becomes more clear in terms of who does what and how things are budgeted with other CERPs in other districts, you know, in terms of how folks get their funding, you know, directed to. Yeah.

CHAIR RANDOLPH: Yes. Thank you. I think that's a great point. And I think there are opportunities perhaps in the blueprint process to look at that.

All right. Thank you all for attending the meeting and we are now adjourned.

(Thereupon the Air Resources Board meeting adjourned at 6:17 p.m.)
CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing California Air Resources Board meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of August, 2021.

JAMES F. PETERS, CSR
Certified Shorthand Reporter
License No. 10063