

Context for the CCAAP

- Funded by the EPA to provide a regional climate action plan for the Stockton-Lodi Metropolitan Statistical Area (MSA, unincorporated San Joaquin County and all cities within the County)
- Does not fulfill regulatory requirements
- Provides a regional roadmap for GHG reductions for the MSA, not specific to City of Stockton
- Can serve as an *optional* foundation for cities to adopt or align strategies into other planning documents (e.g., general plans), grant applications, and ordinances and codes (e.g., building codes)
- Does not need CEQA analysis

Public Comment Overview

- Draft CCAAP was available online and in-person at community events and the public library
- Public comment period: March 19 to April 30, 2026
- Total comments received: 86

The screenshot displays the 'plan·engage' website interface for the 'Stockton MSA Comprehensive Climate Action and Adaptation Plan (CCAAP)'. The main content area shows the 'Executive Summary' with sections for 'Introduction', 'Climate Vulnerability Assessment', 'Climate Actions', 'Benefits to Burdened Communities', 'Funding and Financing', 'Workforce Planning', and 'Next Steps'. A sidebar on the left contains a navigation menu with links to Home, Acknowledgments, Acronyms and Abbreviations, Definitions, Executive Summary, and various numbered sections (1-6). Overlaid on the right is a 'Feedback' form titled 'What feedback do you have for this chapter? Tell us what you think'. The form includes a text input field for 'Enter a response', fields for 'First Name *' and 'Last Name *', a 'Contact Email' field, an 'Organisation' field, an 'Address' field, and a 'Postcode *' field. A 'PROVIDE FEEDBACK' button is located at the bottom right of the form.

Types of Revisions in CCAAP Based on Public Comments:

Changes Adopted

- Revisions and clarifications to the CCAAP text
- Revisions and clarifications to CCAAP actions
- Additions or edits to forthcoming implementation roadmaps (in progress)
- Formatting, grammar, and images

Changes Not Recommended

- Technical reasons that the comment does not apply or is incorrect
- Comment does not apply due to the context, purpose, or scope of the CCAAP
- Comment is not relevant

No Change Required

- Comment is supportive of the CCAAP and no changes are required

Changes Adopted – Engagement and Partners

#	Comment	Response
1	While these actions are intended to be implemented across the whole Stockton MSA region, how do we ensure benefits to burdened communities are not an after thought and instead, plan for direct benefits in burdened communities that also benefit the rest of the region? For example, safe and connected bike lanes that are routed through the general region and are intentionally planned and designed to pass through burdened communities as well.	Text has been added to provide more information on continued engagement with burdened communities as part of implementation. More information has been added on prioritizing actions based on vulnerability assessment findings as well as other relevant indices (Vulnerable Communities Platform, etc.)
112	requests appendix with notes from 16 government agency interviews	Comment noted, more information added to engagement section and appendix.
116	requests City continue to include SJCOG in advancing priority climate solutions	SJCOG noted as key implementation partner.
117	requests listing as implementation partner for majority of transportation-related actions	SJCOG noted as key implementation partner for majority of transportation actions.
167	Community engagement maintains top-down decision making structure. CBOs are engaged in outreach, not the implementation or governance of climate actions/mitigations proposed in the CCAAP. This top down approach can undermine public trust in proposed climate mitigatoinis once implementation begins and community members decide they're against certain actions.	CCAAP recommends that that communities should be engaged in-depth for action implementation; however, the governance structure will depend on the agency leading implementation, the actions being implemented, and the communities involved.

Changes Adopted – Revisions to Actions

#	Comment	Response
2	Local Corps need additional funding and support. Written prioritization will help show local orgs what is needed and what gaps need to be addressed.	As part of this revision, more details on the prioritization process has been added to Chapter 7, Actions. Priority actions identified through the prioritization process carried out with community members from January-March have also been added.
6	Plan should specify the need to cross reference this heat metric with other metrics, maps and other datasets in order to prioritize locations for maximum carbon benefits.	More information has been added on prioritizing actions based on vulnerability assessment findings as well as other relevant indices (Vulnerable Communities Platform, etc.).
41	City or county wide plans need centralized hubs of info/ info distribution. Can elected put out info to increase public level participation?	Creating a centralized hub for climate information was originally an action in the CCAAP but was removed/deprioritized by the Climate Action Plan Advisory Committee. A list of all deprioritized actions can be seen in Section 7.8.
65	Mi hija va a la escuela Van Buren Elementary school, y en la escuela, en la parte de atras, tienen mucho espacio para plantar arboles y la escuela ocupa la ayuda de ustedes para plantar los arboles. Es para el bienestar de los niños. Gracias	Opportunity to plant trees at schools added to CCAAP action S1.
66	Queremos arboles en la escuelas para que se vean mejor las escuelas	
67	reforestation de escuela en areas no verde	
68	La escuela Van Buren necesita arboles en la parte trasera. Gracias.	
69	La escuela Van Buren necesita arboles en la parte tracera de la escuela. Ojala puedan tomar en cuenta nuestra nesecidad, pues los arboles son m,uy importantes para muchas cosas. Gracias por su atención.	

Changes Adopted – Revisions to Actions

#	Comment	Response
74	I am an Urban Forester, and more trees in the ground in redlined communities can combat heat island effect and heal trauma within those communities. Also need more vegetative barriers to line our freeways with to also combat pollution! I'm a former Stockton resident and it feels great to do this work in my OG hometown and I love the fact that there are people here that want change!	Vegetative barriers, redlined communities, and importance of working with communities added to action S1.
78	* I would like to see the immediate development of: a network of bicycle paths to link Stockton & other nearby cities - because the landscape is so flat, riding a bicycle over a distance is accomplishable. * Development of more green belts & promotion of green belts that already exist. * Efficient public lighting to allow for safe bicycle commuting after sundown. * Drinking water fountains along the bicycle path	Comment noted, additional details added to action T2.
105	AD14: highlight the Delta Water Treatment Plant groundwater recharge project as an existing accomplishment	Revision made in CCAAP.
109	T3: 2017 SRTS Plan exists; assess implementation before creating new plan; add SJCOG as Lead Implementer	Some revisions made. Implementation progress will be assessed as part of the process of updating the 2017 SR2S Plan.
147	AD18: January 2023 Stormwater Master Plan should be added alongside Water and Wastewater Master Plans	Revision made in CCAAP.
149	T19 was thought deprioritized; if included, must specify green hydrogen, not fossil gas conversion	Revision made in CCAAP.
151	T18: Year 1 should inventory how new projects implement AB 98 warehouse requirements	Revision made in CCAAP.
153	2012 Regional Bike/Ped Master Plan currently being updated; completion 2026; note for future alignment	Revision made in CCAAP.

Changes Adopted – Funding & Implementation

#	Comment	Response
3	Any Park/ Greenspace grant should be seen as a potential nature based solution for some of these climate actions. Other funding sources with state include Bric, SPP, EPA Brownfield site funding, Ca Farmland Conservancy, Community Resilience Centers, explore the coast, Extreme heat and community reliance fund, ORLP, prop 4, SB 1 sea level rise grants, sustainable Groundwater program, WCB grants.	Suggested funding opportunities have been added to the Funding chapter, as appropriate.
100	AD03: add Climate Resilience Districts as a mechanism for long-term maintenance funding	Climate resilience districts added to funding chapter.
118	add San Joaquin Regional Climate Collaborative and Mobility Hub Plan to §9.1.1; Cabral Station is a top-3 priority hub	Plan has been added to §9.1.1
131	Prop 4 should be tracked as a once-in-a-lifetime opportunity for clean energy, climate resilience, water, and nature-based solutions	Proposition 4 has been mentioned in the CCAAP and text on CCAAP was expanded.
132	6% utility tax (only collected by City of Stockton in SJC) is an untapped dedicated revenue source	Utility tax is mentioned in the CCAAP funding chapter.

Changes Adopted – Clarifications to Text

#	Comment	Response
88	§4.3: distinguish Mitigative CCS from CDR; require community-led planning for large industrial CDR projects	CCS and CDR have been distinguished; high-level description does not require detail around implementation.
101	CEJST is now an unofficial copy since January 22, 2025; plan should note this	Revision made in CCAAP.
125	missing breakdown by mode: light duty, heavy trucks, rail, aviation, Port marine	More detailed breakdown of vehicle GHG emissions have been added to the CCAAP.
126	Port of Stockton: only 29,529 MT noted; no vessel trip counts, ship types, or berthing time	Port of Stockton emissions are calculated through CARB's Off-Road Model's water-borne emissions for San Joaquin County. The Port of Stockton is the only port in San Joaquin County. The emissions breakdown into freight and passenger commercial harbor craft and pleasure craft have been added.
139	Stockton population: plan cites 320,000 (2020 data); 2024 Census figure is 324,975	Population data was selected to align with 2022 base year for GHG inventory.
140	rapidly growing' contradicts SJCOG-UOP Feb 2025 Forecast showing slowing growth (0.9% annual avg 2020–2023)	"Rapidly" was removed from text.
141	term 'service population growth' not found in the cited February 2025 report	Service population growth is a planning term used to indicate the estimated number of people covered by the planning area and in this case is the same as population growth.
142	Plan falsely states Scoping Plan focuses on DACCS and BECCS; actual focus is reducing petroleum dependency and providing clean energy options	This was not the intended meaning, and the sentence has been revised to be more clear that of all carbon capture and sequestration strategies discussed in the Scoping Plan, DACCS and BECCS are CARB's main focus.
143	local government' and 'critical facilities' defined in text but missing from the definitions section	Revision made in CCAAP.
144	Office of Environmental Sustainability incorrectly called a 'Division'; it is an 'Office' like all City Manager entities	Revision made in CCAAP.
145	City of Stockton OES is within the Fire Department; San Joaquin County OES is an independent department	Revision made in CCAAP.
146	plan mischaracterizes CA 2022 Scoping Plan's position on direct air capture technology	This was not the intended meaning, and the sentence has been revised to be more clear that of all carbon capture and sequestration strategies discussed in the Scoping Plan, DACCS and BECCS are CARB's main focus.



Changes Adopted – Implementation Roadmaps

#	Comment	Response
5	T1, T2, and T2 offer a great opportunity to “hit two birds with one stone” with incentivizing clean transportation and potentially Climate resilient infrastructure such as tree/planter protected bike lanes, micro and pocket parks as a component of getting people on their feet and two wheels instead of 4.	Revisions will be made in CCAAP implementation roadmaps.
7	The regional urban forest master plan should look to existing industry standards [Urban & Community Forestry Society (UCFS), Sustainable Forestry Initiative’s (SFI) Urban and Community Forest Sustainability Standard] in order to bring the City in line and more competitive for landscape scale canopy projects.	Revisions will be made in CCAAP implementation roadmaps.
8	-TPL (Trust For Public Land) is in great support of Actions S1, S2, S3, and A2. We encourage public park projects, especially those with Climactic nature based solutions (stormwater capture/cleaning, increased tree canopy, native planting, etc) can have very interesting and funding sources. -The plan should specify the ecological and carbon sink effects of native vegetation, old growth native trees, and the benefits of thriving wildlife corridors/zones. -The city should utilize the State’s Natural Resources Agency lan	Revisions will be made in CCAAP implementation roadmaps.
90	S1 Expand Urban Tree Planting – Year 1 should include identification of existing tree locations and percent canopy cover within the spheres of influence of local governments. This information is necessary to identify priority planting areas and update local tree requirements. These tree requirements should be included in the development code.	Revisions will be made in CCAAP implementation roadmaps.
92	S3 Create a Regional Urban Forest Master Plan – this Action was changed to CREATE AND IMPLEMENT. Year 1 should include a tree inventory and tree canopy acreage to understand where additional tree resources are needed	Revisions will be made in CCAAP implementation roadmaps.
107	T2: assess existing bike standards before developing new plans; identify priority corridors	Revisions will be made in CCAAP implementation roadmaps.
108	T1: Year 1 should summarize existing plans; sidewalk widening not needed for tree planting	Revisions will be made in CCAAP implementation roadmaps.

Changes Adopted – Grammar and Formatting

#	Comment	Response
13	Figure 33, I think without intent, uses the color black to describe the portion of black workers, and the color red to describe American Indian workers. That has to be a bad coincidence, and it's gotta change before publication.	Thank you for pointing this out. Color scheme has been updated. Original color choice was not intentional but due to the default assignation of colors by Excel.
39	5.2 the figure is showing ABAU projections, correct? I could've used another line confirming that, and stating that the plan should lead to lower levels of all those co pollutants as well (presumably)	Yes, Figure 11 in Section 5.2 is showing ABAU projections for pollutants. Text revised to clarify this and to note that the reason is to provide a baseline for an
42	3.1 "Table 7Table" looks like a typo	Typo corrected.
43	"examples in Table 2Table below" seems to include a typo	Typo corrected.
45	The header "CCAP Development" does not match the CCAAP used elsewhere, it's missing an A	Typo corrected.
70	In the Acknowledgement Section of this plan, a photo of a bridge is included. This bridge is not located in Stockton, CA. It appears that the bridge is located in Stockton, England.	Photo has been replaced with one of Stockton, California. Original photo was mislabelled as Stockton, CA, in the Adobe stock photo database.
82	I'm not sure if this was intentional, but I don't believe this is a picture of Stockton, CA. Stockton doesn't have bridges like this.	Photo has been replaced with one of Stockton, California. Original photo was mislabelled as Stockton, CA, in the Adobe stock photo database.

Changes Not Recommended - Technical Reasons

#	Comment	Response
106	The CCAAP should evaluate the impact of emerging technologies (data centers, hydrogen, bioenergy projects) on our energy and water systems, as well as the direct impact to communities.	The GHG inventory is developed based on electricity and natural gas use in the MSA for the baseline year of 2022. Emissions are forecasted based on population and job trends. The inventory does not include analysis on a project by project basis, including for projects that do not yet exist. These concerns should be addressed as part of the CEQA and environmental impact review process for individual projects.
110	T4: transit agencies should be Lead Implementers	Revision not made, as school districts will be lead implementers on school buses.
120	EG1/EG2: require solar on all newly approved residential, large industrial and commercial properties.	Starting with the 2022 California Building Code and continuing with the 2025 edition, almost all residential, multifamily, and commercial buildings are now required to include solar PV, so this does not need to be a local jurisdiction action.
154	CEJST relied on heavily; CalEnviroScreen 5.0 provides additional perspectives; explanation of tool selection needed	CalEnviroScreen 5.0 is still in draft version and not a final adopted version, and was not released yet during technical analysis work phase. Project team decided to focus on Healthy Places Index, CEJST, and the California Climate Change Health Vulnerability Indicators as the most relevant for this project.

Changes Not Recommended - Technical Reasons

#	Comment	Response
121	DTE Cogeneration is #1 stationary source in Stockton; emissions unreported since 2016	GHG emissions are inventoried based on energy (both natural gas and electricity) consumed by the community, commercial/industrial, and government sectors in the Stockton-Lodi MSA, not based on what is generated within the MSA. This consumption-based approach is consistent with the ICLEI Local Governments for Sustainability U.S. Community Protocol for inventorying GHG emissions for community climate action plans. Inventoring emissions from local consumption allows emissions from electricity used by MSA-area residents and businesses to be counted, regardless of where they are generated. For example, Stockton residents use electricity from PG&E and Ava Community Energy, which come from generation facilities across Northern California and potentially beyond. This approach also avoids double-counting GHG emissions that are both generated and consumed within the MSA. In this case, both the DTE co-generation facility and the Tracy Combined Cycle plant sell their electricity generation directly to PG&E via a long-term power purchase agreement. That electricity may be consumed by residents anywhere in PG&E's service territory, both within and without the MSA. Counting the GHG emissions from this facility on its own could potentially result in a double-counting of its GHG emissions, as any emissions attributable to electricity used within the MSA would already be counted using the electricity consumed method. The PG&E-specific emissions factors used to calculate GHG emissions from the quantity of electricity used within the Stockton MSA already accounts for plants such as the DTE co-generation facility, because the emissions factors are calculated to account for PG&E's entire portfolio of generated and purchased power. If facility-specific emissions are of interest, it is possible to look up individual facility emissions for DTE, Tracy Combined Cycle, and the Owens-Brockway facility. For GHG emissions, visit CARB's Pollution Mapping Tool (https://ww2.arb.ca.gov/resources/carb-pollution-mapping-tool) and for co-pollutant emissions, visit the National Emissions Inventory 2017 and select Facility Mapping (https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data).

Changes Not Recommended - Technical Reasons

#	Comment	Response
122	Tracy Combined Cycle Power Plant excluded while Owens-Brockway (Tracy) is included; inconsistent criteria	This is not a case of inconsistent criteria - the Tracy Combined Cycle Power Plant is an electricity generation facility, and its emissions are excluded for the reasons discussed under comment #120. Owens-Brockway is an industrial facility, and the emissions are included as process emissions under the industrial sector.
123	Pelican Renewable currently idle but may resume; should be listed	Pelican Renewable is not included in the inventory as its own item for reasons similar to but slightly different from the explanation cited in #120. The energy used by Pelican Renewable in its production processes is already accounted for under the industrial energy reported by PG&E. Counting it separately would result in double-counting.
124	plan must include complete list of facilities included in and excluded from the inventory with justification	The protocols for inventorying GHG emissions - which are widely used by climate action plans in California - do not require including electricity generation facilities located within the plan area separately. Industrial facilities, landfill, water, and wastewater facilities within the plan are already noted within the CCAAP.
127	basis for assigning MSA-wide emissions to City of Stockton inventory not disclosed	Inventory data was collected separately for the City of Stockton and San Joaquin County and calculated separately using the ClearPath tool.
128	description of emission inventory was requested multiple times at public meetings; not provided in draft	Emissions inventory was provided as part of the October 2025 CAPAC meeting.
130	description of the co-pollutant sources must be included in the final with actual numbers and lists of co-pollutant sources	Source of co-pollutant inventory is discussed in CCAAP Chapter 5 and Appendix C.

Changes Not Recommended –Scope/Context/Purpose Reasons

#	Comment	Response
89	Example of a meaningful policy in a Climate Plan that can be measured impacted: CS-1: proposes quantified canopy targets (25% by 2030, 35% by 2045)	Plan is written at regional scale for all jurisdictions with the Metropolitan Statistical Area, thus it cannot set targets for jurisdictions.
93	CARB Appendix D: strong plans require a preponderance of mandatory over voluntary measures	Plan is written at regional scale for all jurisdictions with the Metropolitan Statistical Area, thus actions are not framed as mandatory.
95	Plan must state CEQA-compliant intent and meet requirements (A)–(E) of §15183.5	Climate action plans are not required to be CEQA-qualified climate action plans nor to meet all requirements for a CEQA-qualified climate action plan. This has been clarified in CCAAP.
97	CEQA §15183.5(E): plan must establish a mechanism to monitor progress and trigger amendments	Climate action plans are not required to be CEQA-qualified climate action plans nor to meet all requirements for a CEQA-qualified climate action plan, including a mechanism to monitor progress. This has been clarified in CCAAP.
98	plan admits only 12% GHG reduction by 2030 vs. 39% state target; demands recalculation	Plan explains why it is challenging for local governments to meet climate action plan targets.
155	City of Stockton should develop a proactive land use ordinance for data centers rather than react project-by-project as with warehousing	This comment is outside of the scope of the CCAAP, and should be addressed with the City of Stockton. Per EPA grant requirements, the CCAAP is a regional document for the Stockton-Lodi MSA area.
158	remove EG3 (Join Ava Community Energy): City of Stockton has already enrolled with Ava as default provider	CCAAP is a regional plan intended for all of San Joaquin County and all incorporated cities within the County, not all of which have joined Ava Community Energy.
159	require community-led mitigation and benefits planning for any large industrial CDR projects	This comment is outside of the scope of the CCAAP. No large industrial CDR projects are proposed in the CCAAP.

Changes Not Recommended –Scope/Context/Purpose Reasons

#	Comment	Response
113	asks whether draft was sent to other 7 cities and County for formal review	Draft was not sent to cities and county for formal review.
114	asks whether staff will present to each City Council and Board of Supervisors for conceptual approval	Currently there are no plans to present to each city council or the county board of supervisors.
167	Community engagement maintains top-down decision making structure. CBOs are engaged in outreach, not the implementation or governance of climate actions/mitigations proposed in the CCAAP. This top down approach can undermine public trust in proposed climate mitigatoinis once implementation begins and community members decide they're against certain actions.	CCAAP recommends that that communities should be engaged in-depth for action implementation; however, the governance structure will depend on the agency leading implementation, the actions being implemented, and the communities involved.
103	AD04: add metric tracking CBO funding spent on translation and interpretation services	Revision not made because majority of translation likely to come from agencies, rather than CBOs, and CCAAP actions are primarily written for local government action, which cannot determine CBO actions.
164	Analysis is not tied to resource allocation. There is no specificity as of yet as to which burdened communities in the Stockton MSA should receive priority investment and how funding will be allocated to priority neighborhoods. Clearer idea of how climate actions may affect communities in positive and negative ways won't be established until more actions begin to be implemented. Calls for equity will be minimized once actoins are implemented begin to see likely obstacles.	Vulnerable and burdened communities are identified in Chapter 6 and Chapter 8, respectively. The CCAAP recommends these communities for priority investment, but decisions about resource allocation are outside of the purview of the CCAAP, as there are many implementing agencies.

Changes Not Recommended –Scope/Context/Purpose Reasons

#	Comment	Response
161	Each action should include defined timelines, responsible agencies, funding commitments, and measurable performance indicators. Developing a standardized procedure for implementation of priority actions would enhance transparency and tracking of each program more efficiently.	All actions contain responsible agencies, performance indicators, and general timelines. Funding opportunities for each CCAAP climate mitigation action is provided in the appendices. The CCAAP is intended for all jurisdictions within the San Joaquin CCAAP, each of which are at different stages of developing climate actions and have different organizational structures, and thus it is not possible to recommend a standardized approach for implementation.
162	Climate action lack specific details. AD05, for example, does not list specific neighborhoods in the Stockton region that have the most critical need for resilience hubs, explain whether these resilience hubs will be retrofits of pre-existing buildings or compromise of newly constructed facilities, has a lack of budget estimates or secured funding, quantitative targets as to how many resilience hubs should be developed, and a lack of specific operating model as to whether these resilience hubs will be run by the City of Stockton or through CBOs.	Detail requested goes beyond the level of detail typically provided for strategies developed for a planning document. Project-level details should be developed at a later stage when specific projects have been developed.
165	CCAP's section on workforce planned lacks direct linkage to specific climate actions.	Occupations and their associated climate actions are detailed in the Workforce chapter. Many occupations can contribute to a wide range of climate actions (e.g., electrician), thus this level of analysis is the most feasible.
166	CCAAP does not specify workforce development risks being detached from actual project delivery, which will limit local economic benefit to burdened communities	Occupations and their associated climate actions are detailed in the Workforce chapter. Many occupations can contribute to a wide range of climate actions (e.g., electrician), thus this level of analysis is the most feasible.

Public Comments – No Revisions/Response Needed

4	Additional plans such as the City Parks Master Plan and Bike Master Plan, the County Park plan, and Local cbo Planning efforts should also be seen as potential climate smart intersections.
10	Well organized and easy to read with plain language considerations.
11	Encourage people to buy from local vendors. promote small businesses. Hire workers that live in this county. More workforce training for green jobs.
12	I would love to see the city implement more connected bicycle lanes throughout Stockton. West Lane needs a boldly marked bike lane very urgently. The speed limit is posted at 40 mph. Cars drive down this street excessively fast, making it very dangerous for cyclists and pedestrians. More cyclists and walkable neighborhoods will help to reduce vehicle emissions overall.
14	Little Manila Rising is really impressive when it comes to tree education and awareness. Really great!
15	Stop removing trees from city.
16	I appreciate this opportunity of serving the community.
17	Public lighting, more trees & maintenance.
18	Clean up the streets and improve them

21	More trees please!
22	I dont like doing PE because the air is dirty.
23	Getting ICE out of this city will make a lot safe.
24	I think more trees.
25	I would like to see less homelessness and more homeless housed. Fixed roads! No HOA!!!
26	Trees need to be trimmed consistently and well so trees aren't cut down.
27	I think you should plant more trees around public areas and rebuild sidewalks.
28	We need more beautiful trees please.
29	I need more flowers and trees.
30	Flood spots near sidewalks!!! + drain protectants pls pls pls.
31	Less fossil fuels, less smoke.
32	Stop cutting trees.

Public Comments – No Changes Required

33	The city should stop putting harmful gas in the air.
34	More housing so homeless are not in the streets.
35	Government buildings should get solar panels too.
36	I think the city could help distribute more free resources, like clothes.
37	I wish my neighborhood had a park.
38	Better sidewalks, more trees for better air quality
40	More park and green space. Convert S.J. counties purchase of Oak Moore into a county park.
44	The "GHG Inventory and Targets" section early on provides a gross and net tonnage number as to the emissions. This number is contextless, is it a lot? A little? How does it compare to other cities of similar size of similar makeup? To our historical measure? What is an understandable comparison to help conceptualize it, like you might find on The Measure of Things website?
46	There should be an ordinance where if city removes one tree it should be replaced with 2
47	Bike networks would benefit our students incredibly.
48	We desperately need community gardens!!!!As much as each community has a swimming pool we should have a garden too!

49	Having visual bike networks would be great. Parks could also benefit from an online visual map that list out tree plantings and volunteer opportunities
50	1. street maintenance- especially south side 2. tree planting 3. helping homeless
51	We need more proper tree trimming services and healthy pruning efforts that are available and affordable to our communities.
52	I think the city should focus on AD4 and AD7 climate actions because AD4 will ensure that emergency response to climate hazards are accessible to all communities of Stockton. AD7 will support our most vulnerable, houseless communities, by providing shade and coverage for them until longterm solutions are built and provided for them.
53	people should learn proper trash discipline, no trash in street & anywhere, just learn to keep your any trash and throw it properly. Helps environment, mental health to everybody. Love your neighbor
54	I think this plan is really good for the community and could help tons of people become educated and healthy.
55	Severely need to get all sidewalks repaired for us people in wheelchairs and people needing to walk.
56	Electric Public Transportation solar panel installation recycled water
57	T4 School bus program- Students don't feel safe on the bus T5 T8 Rail service (light Rail) T9 Infill of downtown Properties S1 Tree Planting. (need more!!!)

Public Comments – No Changes Required

58	Tree planting- plantacion de arboles promoting more ways to be more active and have less contamination. more programs about education on waste and conservation.
59	The big bike lane on California st is not well organized.
60	Side walks need to be fixed
61	T1 Improve Pedestrian Network - Bike Networks!
62	I would love to see more dogs parks in Southside Stockton
63	Park Street(527 W Park) Speed Bumps! Slow down & fence around children's park!
64	We need more bees & bee education. They are on the endangered species list.
71	Better visuals such as maps. Maybe interactive maps where one can put in their zip code and see how their neighborhood fares. Maybe even connect them to future projections of possible outcomes. It would give actions more power. This would help connect this Plan to something closer to the community resident. Realize how important this work is.
72	Due to time constraints and availability being a barrier for communities members to get involved, create workshops that focus on a specific sector/chapter of the work plan. The plan contains a lot of action items, but if you target each sector in a single workshop, folks who are highly involved or passionate about it can get involved.

73	Great displays of boards and brochures to layout the work that's been done. Great breakdown of so many mitigation actions. It does seem people are prioritizing safety, assisting with transportation, making the city more walkable and really emphasizing seeing more greenery. More plants, more sidewalks, more free buses!
75	1. Get the big rig/trailers traffic out of So Stan District 6 area 2. Reroute air flight routes
76	Immediate actions; (Hits all "T" marks) - Find busiest roads for/near schools / every MAJOR RD (IE West Ln/Harding) Take one whole lane * paint red/green for bus/bike/emergency only - Dirty Ports / change @ grade crossings
77	Great job everyone!
79	Integrate CCAAP actions into Community Benefit Agreement (CBA) Frameworks via ordinances. Helps to realign incentives to enable micro-improvements to occur (e.g. tree planting/green space) at new developments
80	Mary Elizabeth says climate change is now! Photosynthesis Power Not posted will find link tree Monday the plan will be posted
81	We all can benefit from more trees in our city provided they have continued maintenance! Thank you.
91	Include a comprehensive list of city and county departments and regional and state agencies that are referenced in the document with a website link to the relevant departments.

Public Comments – No Changes Required

96	cites three CARB priority strategy areas and four BAAQMD design elements for new development
99	AD01: Advisory Committee is temporary; ongoing status requires Statements of Economic Interests
102	CDC Social Vulnerability Index shows SJC residents at high vulnerability; interagency coordination needed
104	Warehouse Ordinances for projects over 100,000 sq ft including data centers and logistics
111	2012 Regional Bike/Ped Master Plan currently being updated; completion 2026; note for future alignment
115	Cities and County officials must take direct ownership; outreach cannot be delegated to contractors
119	Warehouse Ordinances should apply to warehouse/logistics/data center projects over 100,000 square feet
129	no discussion of enforcement effects on reducing fugitive emissions above permitted levels
133	City Council should inflation-adjust public facility fees rather than wait for a NEXUS study
134	City sent multiple notices for Downtown Transportation Plan but not for CCAAP draft review
135	minimum 10 days notice, 2 reminders, and pre-meeting materials should be required going forward
136	elected officials should distribute info to boost public-level participation
137	rolling chapter releases would have been easier to digest and allow substantive input
138	Chapter 7 action details were not presented at public meetings; missed opportunity for public input on specifics

148	AD23: Pace Preserve (50-acre wetland, Elmwood Tract) not identified; broader ecosystem inventory needed
150	T17: clean freight plan implementation must go beyond counting stakeholders; should result in development code amendments
152	City should use contractors with workforce development provisions; consider part-time adult employment and college work-study for environmental programs
156	Class VI CO2 injection well applications currently under EPA review in the Delta should be acknowledged
157	encourages incorporating Mormon Slough Restoration as a priority project under multiple AD actions. Incorporate under AD07, AD10, AD13, AD14, AD17, AD23 and in §7.2.3 priority costing actions
160	CCAAP's consideration of implementation and funding of proposed climate mitigation and adaptation actions is the most important contribution of the doc and needs the most development. Currently lacks clear pathways for implementation
163	Operating model that discerns LMR's goal of developing a resilience hub as an interrelated but separate action from what the City of Stockton may be planning would be helpful.
168	Regional focus of CCAAP leads to plan offering generalized strategies instead of neighborhood-level targeting. Plans specific to neighborhoods would enable high-risk areas to receive faster and focused intervention and early investment over more affluent neighborhoods.
169	Other metrics should be considered for the successful implementation of the CCAAP: reductions in heat-related illness, decrease in asthma rates, household energy cost savings, increased access to cooling centers and green spaces.
170	Overall, CCAAP falls short in translating data into enforceable, place-based investment