

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

This status report provides an update on implementation of the \$1 billion Proposition 1B: Goods Movement Emission Reduction Program (Program) to reduce emissions and health risk from freight operations in California's priority trade corridors through incentives. Consistent with State law, the Program's guidelines for implementation (Guidelines) and related documents detail the grant requirements for the Air Resources Board (ARB or Board), participating local agencies, and equipment owners (see Program website at <http://www.arb.ca.gov/gmbond>).

ARB adopts the Guidelines, and then solicits, awards, funds, and oversees grants to local agencies like air districts and seaports. The local agencies offer grants in a competitive process to diesel equipment owners to co-fund the upgrade of diesel equipment to cleaner technologies, ahead of or beyond any regulatory requirements to do so. To ensure accountability and effective use of these public funds, the local agencies: solicit for eligible projects, review applications, inspect the old equipment, provide data to competitively rank each piece of equipment based on emission reductions and cost-effectiveness, sign contracts with equipment owners, inspect the upgraded equipment, make payment for the cleaner technology, and track/report on funded projects.

The information in this report is based on the local agencies' semi-annual reports as of September 30, 2012 except where noted. The tables following the narrative in this report describe the progress on each grant using funds received from appropriations for Fiscal Years (FY) 2011-12, 2008-09 and 2007-08 including the grant award, the number of trucks or other equipment being upgraded, and estimated emission reductions.

Update to Program Guidelines

ARB staff is proposing updates to the Guidelines, which is part of a periodic process to revisit the Program requirements. ARB will hold a public hearing to consider testimony and adoption of the proposed update to the Guidelines on January 25, 2013.

The proposed update to the Program Guidelines was developed in conjunction with the local agencies and other stakeholders. ARB staff released a Draft Concept Paper in October 2012 and held three public workshops statewide (Sacramento, the Central Valley, and Southern California), in November 2012 to solicit input from local agencies, the trucking industry, railroads, shippers, equipment manufacturers, and environmental representatives. The proposed update to the Guidelines incorporates many of the suggestions received as a result of outreach and implementation.

The proposed updates include administrative changes to streamline the process and improve effectiveness, and modifications to project specifications. Changes to the latter are based on advances in technology, changes in equipment costs, regulatory actions, and other new information. This proposed update acknowledges that the nature of eligible projects has changed, due to the effect of the regulations on the Program. There are fewer projects that are "early" to the regulation; therefore in this proposed

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

update, the Program is moving towards funding eligible projects with emission reductions that are “extra.”

The proposed changes also reflect a provision for shore power projects to receive progress payments based on the Governor’s veto message of Senate Bill 234. The message directed ARB to allow for quarterly reimbursement for up to 80 percent of eligible project costs, provided the equipment owner has expended the non-State match funding for each berth and is in compliance with the equipment project contract. Additional flexibility is provided to small ports with less than 10 berths.

Available Funding

Each budget appropriation authorizes ARB to use a specific amount of bond funding for this Program, within statutory timeframes. But the appropriation does not provide any cash for this purpose. Therefore, we depend on the receipt of proceeds from State bond sales for new projects.

The entire \$1 billion has been appropriated in State budgets, with \$980 million to ARB for this Program and \$20 million set aside by the control agencies to cover bond issuance and oversight costs. To date, ARB has received almost \$587 million in cash from multiple bond sales and commercial paper; the Board has allocated all of these funds under its FY2007-08 through FY2011-12 appropriation authority for local agency projects and ARB’s administration costs over multiple years. This leaves a balance of roughly \$393 million that ARB needs new bond cash to implement new projects.

Implementation of FY2008-09 and FY2011-12 Funds

In June 2010, the Board awarded \$200 million in available cash primarily for truck projects and ships at berth/cargo handling equipment projects, and with smaller grants for locomotive and harbor craft projects.

In December 2011, the Board awarded \$100.8 million from the Fall 2011 bond sale and also allocated potential proceeds from a Spring 2012 bonds sale; all of these funds were used for truck projects. Funds from the Fall bond sale include \$30.3 million for drayage truck projects and \$5 million for loan guarantees, plus \$65.5 million for other truck projects covered under grant agreements. ARB received approximately \$18 million to complete the truck projects and for ARB’s administration costs from the Spring bond sale. The funds have been allocated to local agencies for truck projects in accordance with the December 2011 Board approval.

Trucks. ARB signed grant agreements with six local agencies in the four trade corridors for the Phase 1 truck projects in February 2011. The local agencies held coordinated statewide solicitations in early 2011, which included extensive outreach, which resulted in a significant demand for Program funds. The local agencies have signed contracts with the majority of the equipment owners and are in the process of signing contracts with the remaining equipment owners. ARB received additional funds

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

in late 2011 which were used to provide funds to the local agencies for Phase 2 truck projects which were awarded in December 2011.

Also in December 2011, ARB set aside \$66.6 million for 2,100 potentially eligible drayage truck projects. These funds are being used to replace drayage trucks that are in compliance with the first phase of the Drayage Truck Regulation but must upgrade to comply with the second phase by January 1, 2014. Based on the initial response to the request for applications and the number of projects that were contracted, there is a demand for Program funds of \$24.7 million. The remaining funds were made available for other (non-drayage) truck projects which had a significant demand in excess of available funds.

Ships at Berth, Locomotives, and Commercial Harbor Craft. Local agencies have signed contracts with equipment owners, based on ARB-approved ranked lists and all projects are in process.

Implementation of FY2007-08 Funds

The first year (FY2007-08) funds were used for projects to upgrade trucks, locomotives, and ships at berth. All of these projects (\$232 million) were suspended for 6 to 14 months due to the December 2008 “stop work” order on bond funded programs, which resulted in an extended delay from time of application to contract. This led to some funds being unused by the local agencies. ARB and the local agencies amended grant agreements from undersubscribed grants to oversubscribed grants. The truck, ships at berth, and the majority of the locomotive projects have all been completed; the remaining locomotive project is expected to be completed in 2014.

ARB Expenditures

ARB has paid out approximately \$510 million to local agencies and for ARB’s administration costs through December 2012. Approximately \$70 million will be paid to the local agencies in the first half of 2013 primarily for ships at berth projects and will be used to pay for ARB’s administration costs for FY2012-13. The remaining \$7 million will be paid out in 2014 to close-out the ships at berth and locomotive projects.

Project Results

The Program bond monies are leveraging substantial match funding from private, local, and federal sources – more than one match dollar for every Program dollar invested.

Trucks. The local agencies completed the truck projects from the FY2007-08 funds by the end of 2011 with more than 5,000 cleaner trucks operating in the four trade corridors. The local agencies have signed contracts with the majority of equipment owners to upgrade about 5,700 trucks covered by the FY2008-09 and FY2011-12 grants. A significant number of these trucks must be operational by December 31, 2012 to comply with the Program’s requirement that upgrades be early or extra to the Statewide Truck and Bus Regulation.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

Ships at Berth, Locomotives, and Commercial Harbor Craft. The Bay Area District's early grant project to install grid-based electrical power for three ship berths at the Port of Oakland has been completed and the installation of power at nine additional berths is in the beginning stages. The South Coast District is implementing projects to install shore-side power for 25 berths at the Ports of Long Beach, Los Angeles, and Hueneme. All of the new ships at berth projects are scheduled to be operational in 2013.

The Sacramento and South Coast Districts have completed the upgrade of 18 locomotives operating in the Central Valley and the Los Angeles/Inland Empire trade corridors. An additional seven locomotives operating in the Los Angeles/Inland Empire trade corridor will be operational in early to late 2014. The San Diego District signed a contract for a commercial harbor craft project which is expected to be operational in early 2013.

Project Benefits

When implemented, we expect projects included in this report will reduce at least 4.8 million pounds or 2,400 tons of particulate matter (PM), plus 132 million pounds or 66,000 tons of nitrogen oxides (NOx), over the life of their grant term (e.g., 2 to 5 years for trucks and 10 years for ships at berth).

Project Status by Grant Agreement

The tables on the following pages present the status of each grant based on information from the September 30, 2012 local agency semi-annual reports. Subsequent to the submission of the semi-annual reports, ARB executed grant amendments with some of the local agencies to transfer additional unused port truck funds and add the funds allocated from the Spring 2012 bond sale. This information will be updated in subsequent semi-annual reports.

This report shows the information by trade corridor and within each trade corridor by applicable appropriation year. Additionally, we have combined the information for the FY2008-09 and FY2011-12 grants for other truck projects because these grants cover projects from the same statewide solicitation and the same ranked lists, although the funds are from different fiscal year appropriations. Projects are selected for funding on the basis of their competitive ranking, which reflects cost-effectiveness and emission reduction benefits. Since each ranked list may be updated to reflect project fallout or revised information, we preserve the overall ranking hierarchy by maintaining a single project list rather than separating it by fiscal year grant.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2011-12					
Priority Drayage Reserve ¹	Replace old dirty trucks with newer clean models serving ports and railyards. (G11GMLP1)	\$4,499,250	2,000	1,319,000	District has signed contracts with owners to scrap/replace 143 trucks. 58 upgraded trucks are operational and the remaining 85 trucks must be operational by the end of 2012. Grant amount reflects a reduction in funds of \$572,250 that were transferred to the District's Grant G11GMLT1.
FY2011-12 & FY2008-09					
Other Trucks ¹	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMLT1) (G08GMLT1)	\$104,222,983 including: \$64,334,412 \$39,888,571	691,000	17,852,000	District has signed contracts with owners to retrofit 531 trucks, scrap/replace 1,470 trucks, and is in the process of signing contracts for about 350 trucks and 1 truck stop electrification project. 264 upgraded trucks are operational. District expects the remaining projects to be operational by the end of 2012 for most large fleets and by the end of 2013 for small fleets. Grant amount reflects an increase in funds of \$572,250 transferred from the District's Grant G11GMLP1 and \$10,240,400 from additional funds received from the Spring 2012 bond sale
FY2008-09					
Ships at Berth	Eliminate or reduce emissions from ships at berth. (G08GMLS1)	\$59,973,125	373,000	21,841,000	District has signed contracts to install shorepower equipment for a total of 25 berths (12 for Port of Long Beach, 10 for Port of Los Angeles, 3 for Port of Hueneme). Construction started in Fall 2012 and projects are expected to be operational by December 2013.
Locomotives	Replace old dirty locomotives with newer clean models. (G08GMLL1)	\$4,635,000	29,000	315,000	District has signed a contract to upgrade 6 locomotives and expects the projects to be operational by December 2014.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD (continued)

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2007-08					
Drayage Trucks	Replace old dirty trucks serving the Ports of Los Angeles and Long Beach with newer clean models. (G07GMLP1)	\$6,930,000	72,000	1,104,000	District has completed the grant to scrap 132 old trucks and replace them with new natural gas trucks meeting the cleanest 2010 emission standards. All 132 trucks are operational.
	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models serving the rail yards. (G07GMLP2)	\$2,625,000	34,000	577,000	District has completed the grant to retrofit 2 trucks with soot filters and to scrap 50 old trucks and replace them with much cleaner trucks. All 52 upgraded trucks are operational.
	Replace old dirty trucks serving the Ports of Los Angeles and Long Beach with newer clean models. (G07GMLP3-03)	\$68,539,800	557,000	10,194,000	District has completed this project to scrap 1,312 old trucks and replace them with much cleaner trucks. All 1,312 trucks are operational.
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMLT1)	\$6,877,500	104,000	1,638,000	District has completed the grant to scrap 131 old trucks and replace them with much cleaner trucks. All 131 trucks are operational.
	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMLT2)	\$43,018,900	481,000	13,294,000	District has completed the grant to retrofit 33 trucks with soot filters and to scrap 822 old trucks and replace them with much cleaner trucks. All 855 trucks are operational. The truck stop electrification project has been cancelled as it did not meet the operational deadline.
Locomotives	Replace old dirty locomotives at rail yards with newer clean models. (G07GMLL1)	\$3,090,000	37,000	1,007,000	Three locomotives have been upgraded with much cleaner engines and one locomotive is expected to be operational in 2014.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – Port of Long Beach

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
<i>FY2007-08</i>					
Drayage Trucks	Replace old dirty trucks serving the Ports of Los Angeles and Long Beach with newer clean models. (G07GMLP3)	\$3,550,000	62,000	609,000	Port has completed the grant to scrap 67 old trucks and replace them with much cleaner trucks. All 67 trucks are operational.
FY2011-12 Corridor Subtotal ¹		\$4,499,250	2,000	1,319,000	
FY2011-12 & 2008-09 Corridor Subtotal ¹		\$104,222,983	691,000	17,852,000	
FY2008-09 Corridor Subtotal		\$64,608,125	402,000	22,156,000	
FY2007-08 Corridor Subtotal		\$134,631,200	1,347,000	28,423,000	
Corridor Total ¹		\$307,961,558	2,442,000	69,750,000	

¹Totals reflect the grant amounts and emission reductions based on the grand agreement amendments executed after the submission of the 9/30/12 local agency semi-annual reports.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

CENTRAL VALLEY TRADE CORRIDOR – San Joaquin Valley APCD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
<i>FY2011-12 & FY2008-09</i>					
Other Trucks ¹	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMCT1) (G08GMCT1)	\$67,403,515 including: \$22,676,212 \$44,727,303	584,000	15,311,000	District has signed contracts with owners to retrofit 88 trucks and scrap/replace 948 trucks, and is in the process of signing contracts for about 300 trucks and 1 truck stop electrification project. 145 upgraded trucks are operational. District expects the remaining projects to be operational by the end of 2012 for most large fleets and by the end of 2013 for small fleets. Grant amount reflects an increase in funds of \$5,509,600 in additional funds received from the Spring 2012 bond sale.
<i>FY2007-08</i>					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMCT1)	\$4,882,500	113,000	1,364,000	District has completed the grant to retrofit 10 trucks with soot filters and to scrap 93 old trucks and replace them with much cleaner trucks. All 103 trucks are operational.
	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMCT3)	\$40,824,420	609,000	14,319,000	District has completed the grant to retrofit 12 trucks with soot filters and to scrap 789 old trucks and replace them with much cleaner trucks. All 801 trucks are operational.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

CENTRAL VALLEY TRADE CORRIDOR – Sacramento Metropolitan AQMD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2011-12 & FY2008-09					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMCT2) (G08GMCT2)	\$10,558,879 including: \$752,053 \$9,806,826	57,000	1,691,000	District has signed contracts with owners to retrofit 22 trucks and scrap/replace 209 trucks. 126 upgraded trucks are operational. District expects the remaining projects to be operational by the end of 2012 for most large fleets and by the end of 2013 for small fleets.
FY2007-08					
Other Trucks	Replace old dirty trucks with newer clean models. (G07GMCT2)	\$102,847	1,000	27,000	District has completed the grant to scrap 2 old trucks and replace them with much cleaner trucks. Both trucks are operational.
	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMCT4)	\$4,640,774	43,000	1,016,000	District has completed the grant to scrap 96 old trucks and replace them with much cleaner trucks. All 96 trucks are operational.
Locomotives	Replace old dirty long-haul locomotives with new clean models. (G07GMCL1)	\$10,300,000	295,000	2,844,000	District has completed the grant to repower 15 line haul locomotives with much cleaner engines. All 15 locomotives are operational and are expected to routinely travel between the Central Valley and the Los Angeles/Inland Empire.
FY2011-12 & 2008-09 Corridor Subtotal ¹		\$77,962,394	641,000	17,002,000	
FY2007-08 Corridor Subtotal		\$60,750,541	1,061,000	19,570,000	
Corridor Total ¹		\$138,712,935	1,702,000	36,572,000	

¹Totals reflect the grant amounts and emission reductions based on the grand agreement amendments executed after the submission of the 9/30/12 local agency semi-annual reports.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

BAY AREA CORRIDOR – Bay Area AQMD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2011-12					
Priority Drayage Reserve ¹	Replace old dirty trucks with newer clean models serving ports and railyards. (G11GMBP1)	\$20,191,500	3,000	6,474,000	District has signed contracts with owners to scrap/replace 708 trucks. 4 upgraded trucks are operational and the remaining trucks must be operational by December 2012 Grant amount reflects a reduction in funds of \$5,076,750 that were transferred to the District's truck grant G11GMBT1.
FY2011-12 & FY2008-09					
Other Trucks ¹	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMBT1) (G08GMBT1)	\$20,819,963 including: \$13,225,760 \$7,594,203	118,000	3,097,000	District has signed contracts with owners to retrofit 7 trucks, scrap/replace 271 trucks, 1 truck stop electrification project, and is in the process of signing contracts for about 120 trucks. District expects the remaining projects to be operational by the end of 2012 for most large fleets and by the end of 2013 for small fleets. Grant amount reflects an increase in funds of \$5,076,750 that were transferred from the District's truck grant G11GMBP1.
FY2008-09					
Ships at Berth	Eliminate or reduce emissions from ships at berth and/or cargo equipment at ports and intermodal railyards. (G08GMBS1)	\$20,000,000	107,000	6,278,000	District has signed contracts to install shorepower equipment for a total of 9 berths (8 for Port of Oakland, 1 for Ports America Outer Harbor Terminal). Construction has begun and projects are expected to be operational by December 2013.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

BAY AREA CORRIDOR – Bay Area AQMD (continued)

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2007-08					
Drayage Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMBP1)	\$14,526,891	190,000	1,897,000	District has completed the grant to retrofit 889 trucks with soot filters and to scrap 203 old trucks and replace them with much cleaner trucks. All 1,092 trucks are operational.
Other Trucks ²	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMBT1)	\$10,462,200	87,000	1,970,000	District has completed the grant to retrofit 13 trucks with soot filters and to scrap 198 old trucks and replace them with much cleaner trucks. All 211 trucks are operational.
Ships at Berth	Install grid-based shoreside electrical power at 3 berths at the Port of Oakland so ships can plug in and turn off their engines while docked. (G07GMBS1)	\$2,422,290	20,000	1,164,000	District has completed the grant to provide shore power at 3 berths with the first ship plugging into the grid in May 2011.
Locomotives	Replace old dirty locomotives at rail yards with newer clean models. (G07GMBL1)	\$0	0	0	Grant terminated and funds transferred to the existing port truck grant G07GMBP1, at the District's request.
FY2011-12 Corridor Subtotal ¹		\$20,191,500	3,000	6,474,000	
FY2011-12 & 2008-09 Corridor Subtotal ¹		\$20,819,963	118,000	3,097,000	
FY2008-09 Corridor Subtotal		\$20,000,000	107,000	6,278,000	
FY2007-08 Corridor Subtotal ²		\$27,411,381	297,000	5,031,000	
Corridor Total ^{1,2}		\$88,422,844	525,000	20,880,000	

¹District reflect the grant amounts and emission reductions based on the grand agreement amendments executed after the submission of the 9/30/12 local agency semi-annual reports

²Includes the \$0.4 million from FY2008-09 funds used to supplement the Bay Area District's grant G07GMBP1 for port trucks in 2010.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

SAN DIEGO/BORDER TRADE CORRIDOR – San Diego APCD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
<i>FY2011-12 & FY2008-09</i>					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMST1) (G08GMST2)	\$11,376,764 including: \$4,799,464 \$6,577,300	79,000	1,898,000	District has signed contracts with owners to retrofit 85 trucks and scrap/replace 231 trucks. 101 upgraded trucks are operational. District expects the remaining projects to be operational by the end of 2012 for most large fleets and by the end of 2013 for small fleets.
<i>FY2008-09</i>					
Commercial Harbor Craft	Replace old dirty engines in harbor craft with newer clean engines. (G08GMSH1)	\$115,286	600	11,000	District has signed a contract to upgrade one harbor craft vessel and the project will be operational in early 2013.
<i>FY2007-08</i>					
Drayage Trucks	Retrofit or replace trucks serving the Port of San Diego. (G07GMSP1)	\$0	0	0	Grant terminated and funds transferred to the existing port truck grant G07GMSP2, at the District's request.
	Replace old dirty trucks serving the Port of San Diego with newer clean models. (G07GMSP2)	\$5,143,950	31,000	680,000	District has completed the grant to scrap 98 trucks and replace them with much cleaner trucks. All 98 trucks are operational.
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMST2)	\$1,680,000	13,000	332,000	District has completed the grant to scrap 32 trucks and replace them with much cleaner trucks. All 32 trucks are operational.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

SAN DIEGO/BORDER TRADE CORRIDOR – Imperial County APCD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2011-12 & FY2008-09					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMST2) (G08GMST1)	\$8,174,701 including: \$5,174,701 \$3,000,000	67,000	1,638,000	District has signed contracts with owners to scrap/replace 10 trucks, and is in the process of signing contracts for 170 trucks and 1 truck stop electrification project. 9 upgraded trucks are operational. District expects the remaining projects to be operational by the end of 2012 for most large fleets and by the end of 2013 for small fleets.
FY2007-08					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G07GMST3)	\$2,573,799	23,000	433,000	District has completed the grant to scrap 51 trucks and replace them with much cleaner trucks. All 51 trucks are operational.

SAN DIEGO/BORDER TRADE CORRIDOR – Port of San Diego

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2007-08					
Ships at Berth	Install grid-based shore power at the Port of San Diego. (G07GMSS1)	\$0	0	0	Grant terminated at the Port's request, and funds transferred to the San Diego District's existing port truck grant G07GMSP2.
FY2011-12 & 2008-09 Corridor Subtotal		\$19,551,465	146,000	3,536,000	
FY2008-09 Corridor Subtotal		\$115,286	600	11,000	
FY2007-08 Corridor Subtotal		\$9,397,749	67,000	1,445,000	
Corridor Total		\$29,064,500	213,600	4,992,000	

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

STATE AGENCY – LOAN ASSISTANCE – Priority Drayage Reserve only

State Agency	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
FY2011-12					
ARB	Loan assistance to replace old dirty trucks with newer clean models serving ports and railyards.	\$5,000,000	TBD	TBD	Loan assistance to help replace drayage trucks funded under the priority drayage reserve through the South Coast and Bay Area Districts. Loan assistance is improved access to financing through the California Capital Access Program with funds used for a loan loss reserve account if a truck owner defaults on their loan. ARB will refine estimates for emission reductions after the projects become operational. Any unused funds will be used to fund local agencies' other truck projects. 7 truck projects have utilized the loan assistance as of September 31, 2012.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

TOTALS – ALL PROJECTS FROM ALL FISCAL YEAR APPROPRIATIONS

Fiscal Year Appropriation	Description	Grant Amount	PM (lbs)	NOx (lbs)
FY2011-12	Priority Drayage Reserve Projects	\$24,690,750	5,000	7,793,000
	ARB Loan Assistance Program	\$5,000,000	TBD	TBD
FY2011-12 & FY2008-09	Other Truck Projects ¹	\$222,545,805	1,596,000	41,487,000
FY2008-09	Non-Truck Projects	\$84,723,411	509,600	28,445,000
FY2007-08	All Projects ²	\$232,190,871	2,772,000	54,469,000
ALL FISCAL YEARS				
	TOTAL Project Funds	\$569.2 million	4,882,600 lbs or 2,441 tons	132,194,000 lbs or 66,097 tons
Funding Subtotals by Fiscal Year Appropriation:				
FY2011-12 Only	Grants to Local Agencies ³	\$135,653,352		
	ARB Loan Assistance Program	\$5,000,000		
	ARB Administration <i>(may also be used in future fiscal years)</i>	\$4,700,000		
FY2010-11 Only	ARB Administration	\$3,250,000		
FY2009-10 Only	ARB Administration	\$3,250,000		
FY2008-09 Only	Grants to Local Agencies ⁴	\$196,317,614		
	ARB Administration	\$2,960,000		
FY2007-08 Only	Grants to Local Agencies ⁵	\$232,190,871		
	ARB Administration	\$3,240,000		
ALL FISCAL YEARS				
	Project & ARB Administration Funds	\$586.6 million		

¹Emission reduction totals shown above for “Other Truck” projects include projects funded by FY2008-09 and FY2011-12, because these projects are being funded from the same ranked lists.

²FY2007-08 emission reductions are based on the actual amount of FY2007-08 funds that were used, excluding unused funds that were re-directed to FY2011-12 local agency truck grants.

³Total FY2011-12 Grants to Local Agencies include:

- \$6.0 million from Spring 2010 bonds sales previously reserved for ARB administration funds that were re-directed to FY2011-12 local agency truck grants;
- \$14.8 million in unused funds from FY2007-08 grants that were re-directed to FY2011-12 local agency truck grants; and
- \$3.3 million in unused funds from FY2008-09 grants that were re-directed to FY2011-12 local agency truck grants.

⁴Total FY2008-09 Grants to Local Agencies exclude:

- \$0.4 million in FY2008-09 funds used to supplement the Bay Area District's grant G07GMBP1 for port trucks in 2010; and
- \$3.3 million in unused funds from FY2008-09 grants that were re-directed to FY2011-12 local agency truck grants.

⁵Total FY2007-08 Grants to Local Agencies:

- Include the \$0.4 million from FY2008-09 funds used to supplement the Bay Area District's grant G07GMBP1 for port trucks in 2010; and
- Exclude the \$14.8 in unused funds from FY2007-08 grants that were re-directed to FY2011-12 local agency truck grants.

Proposition 1B: Goods Movement Emission Reduction Program
DECEMBER 2012 SEMI-ANNUAL STATUS REPORT

TOTALS – ALL PROJECTS BY TRADE CORRIDOR¹

Trade Corridor	Amount (\$ millions)	PM (lbs)	NOx (lbs)
Los Angeles/Inland Empire	\$307,961,558	2,442,000	69,737,000
Central Valley	\$138,712,935	1,702,000	36,572,000
Bay Area	\$88,422,844	525,000	20,880,000
San Diego/Border	\$29,064,500	213,600	4,992,000
ARB Loan Assistance	\$5,000,000		
ARB Administration	\$17,400,000		
TOTAL	\$586.6 million	4,882,600 lbs or 2,441 tons	132,194,000 lbs or 66,097 tons

¹The total dollar amounts and emission reductions are based on the grant agreements and any amendments as of December 2012.