Proposition 1B: Goods Movement Emission Reduction Program

Preliminary Staff Proposal for 2011 Funding Awards

Workshop:
November 14, 2011

Air Resources Board
California Environmental Protection Agency
Freight-Related Diesel Pollution - Impacts at Multiple Levels
Prop 1B: Goods Movement Emission Reduction Program

• $1B to reduce emissions from freight transport in the four priority trade corridors
• Upgrade diesel trucks, locomotives, ship berths, cargo equipment, and harbor craft
• Goal: reduce emissions/health risk as quickly as possible in heavily impacted communities
Trade Corridors

Bay Area

Central Valley
SJV Air Basin
+ Sac Region

LA/Inland Empire
South Coast Air Basin
+ Port Hueneme

San Diego/Border
San Diego + Imperial Counties
Program Funding

June 2010 Action
$475M

Phase 1
$200M awarded

Phase 2
$275M tentatively allocated

December 2011
Award $100M

Identify Process to Allocate Possible Spring 2012
Recommended Allocation

- Up to $100M to priority drayage funding
  - Grants administered by Bay Area and South Coast Districts
  - Additional emission benefits to Central Valley and San Diego/Border corridors
- Remaining funds to other trucks
Priority Drayage Eligibility

- Board established in March 2010
- Drayage service + PM filter since June 2010
- 12 port/rail yard visits during past year
- In compliance with Drayage Truck Rule
- MY2007 or cleaner engine emission level for replacement truck
# Drayage Incentives

<table>
<thead>
<tr>
<th>Up to $30,000 Grant</th>
<th>Improved Access to Financing</th>
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<tbody>
<tr>
<td>• Trucks w/ 1994-2003 engines &amp; DPF by June 2010</td>
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<td>• $25,000 grant if DPF funded by Prop. 1B</td>
<td>• Trucks w/ 2005-2006 engines, if funding becomes available</td>
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Opportunity to reuse trucks with filters in program run by San Joaquin District
Implementation

**Drayage Trucks**

- Feb 2012: Owners submit applications + proof of financing
- April 2012: ARB provides funding to districts
- Apr-June 2012: Districts and owners sign contracts
- June-Dec 2012: Replacement trucks are operational

**Other Trucks**

- March 2012: ARB to allocate remaining funds
- April 2012: ARB provides funding to districts
- May-July 2012: Districts and owners sign contracts
- June 2012 – Apr 2014: Replacement trucks are operational
Proposed Approach: Remaining Funds

• Other truck projects
• Allocate available funds based on:
  – Unmet demand from Spring 2011 solicitations
  – Trade corridor funding targets
  – Local agency resources
• Future projects
Contact Information

• http://www.arb.ca.gov/gmbond
• (916) 44-GOODS (444-6637)
• gmbond@arb.ca.gov

Comments:
Ms. Barbara Van Gee, Manager
Goods Movement Programs Section
Air Resources Board/SSD
P.O. Box 2815, Sacramento CA 95812