

Proposition 1B: Goods Movement Emission Reduction Program

Concepts for Updates to Program Guidelines

April 27-29, 2015



Air Resources Board

California Environmental Protection Agency

Goals

- Meet health-based air quality standards
- Reduce near-source exposure and health risks from air toxics
- Cut greenhouse gas emissions
- Provide strong incentives for production/adoption of the cleanest technology

Prop 1 B: 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
- Bring focus to new clean technologies
- Goal: Reduce emissions/health risk in heavily impacted communities

Trade Corridors

Bay Area

Central Valley

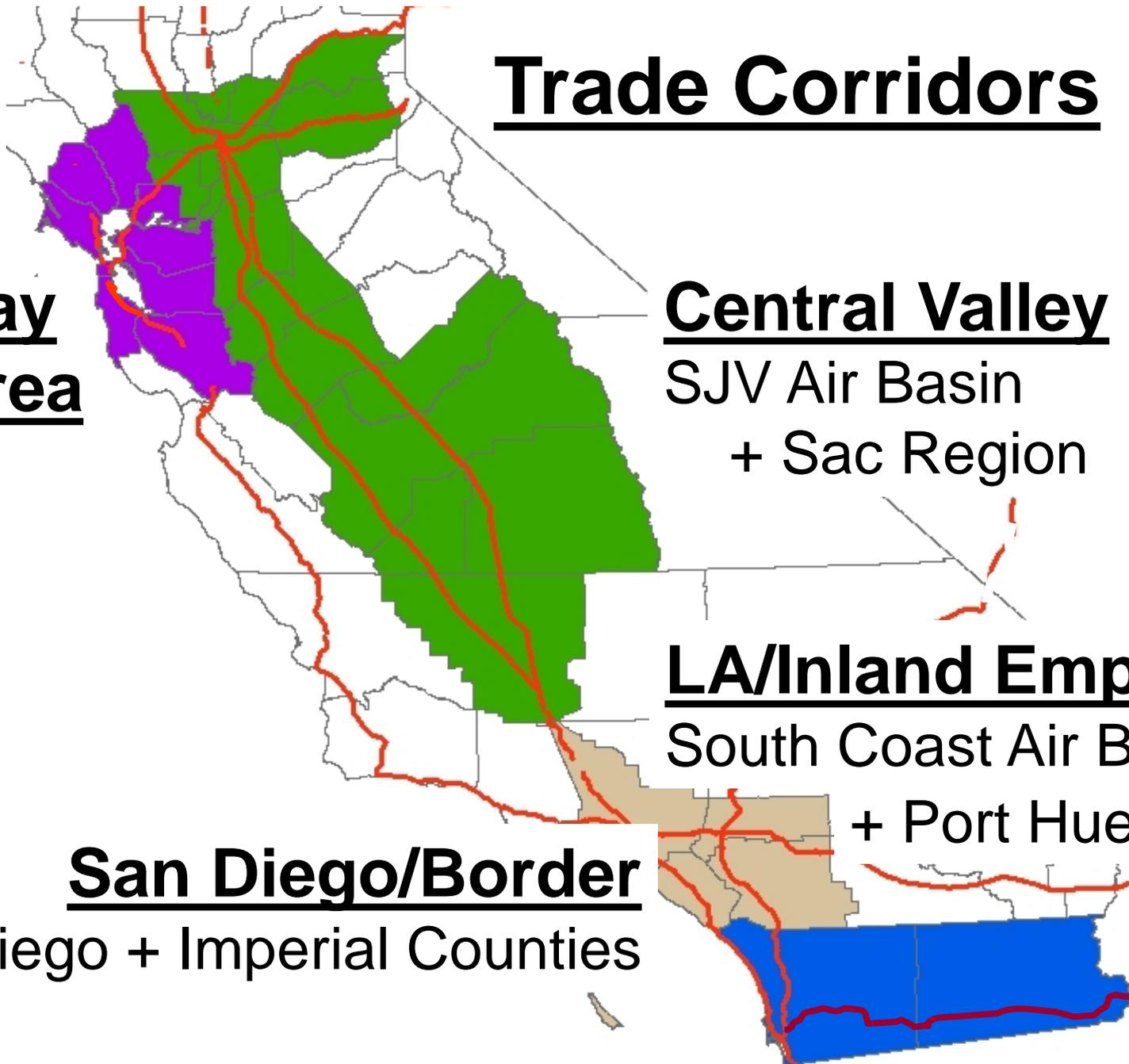
SJV Air Basin
+ Sac Region

LA/Inland Empire

South Coast Air Basin
+ Port Hueneme

San Diego/Border

San Diego + Imperial Counties

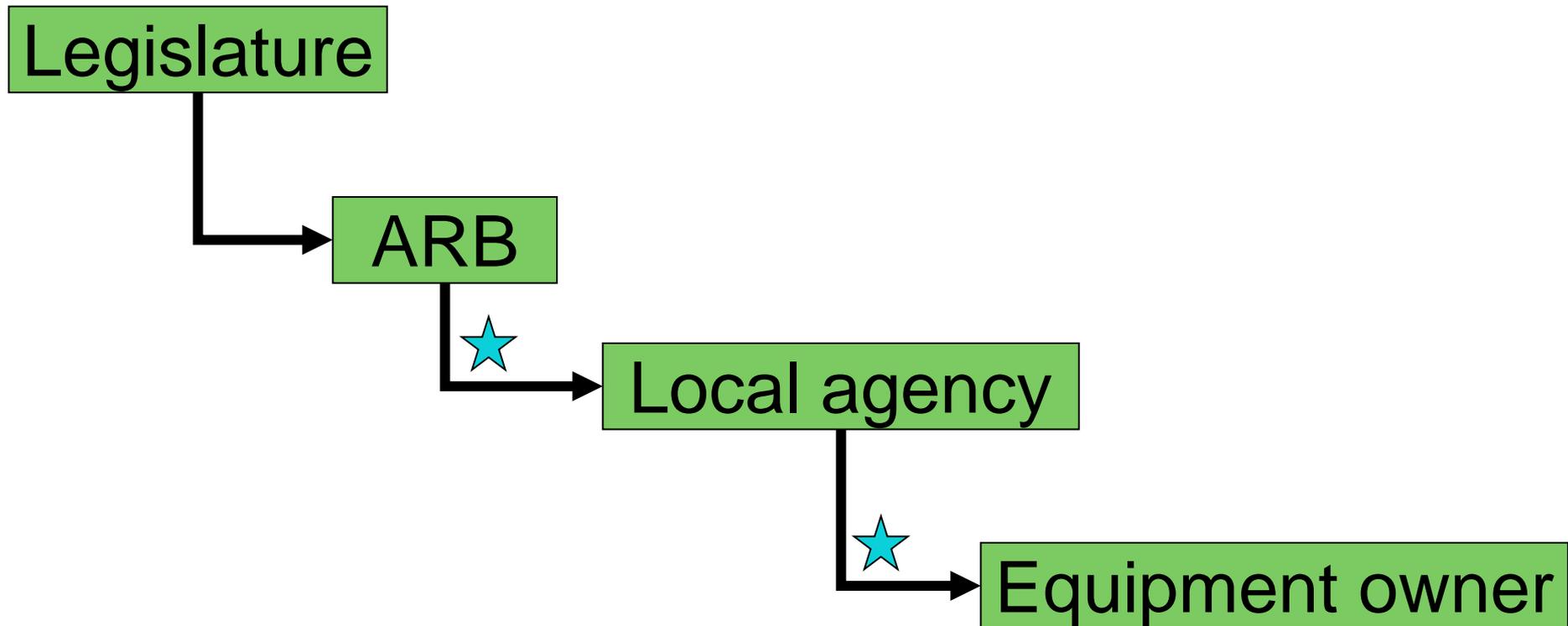


Early or Extra Reductions

Key existing ARB rules/requirements:

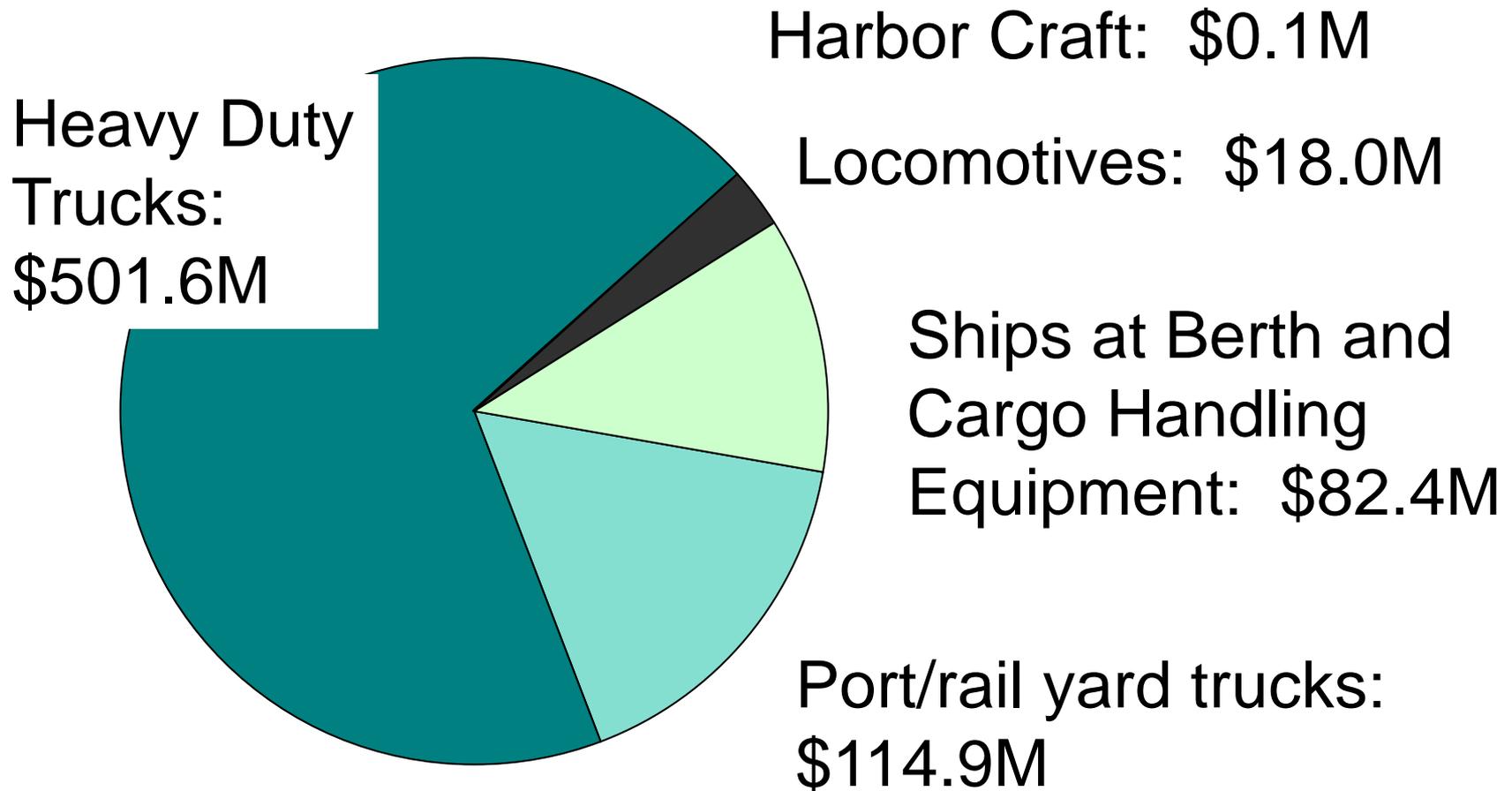
- Statewide truck and bus rule
- Port and rail yard truck rule
- Truck idling and refrigeration unit rules
- Locomotive/rail yard agreements
- Ship fuel and at-berth rules
- Cargo equipment rule
- Harbor craft rule

State Bond Funding Flow



- Awarded funds to date (\$718M)
- ★ Competitive process to select projects

Program Funding to Date



Results to Date

Projects operational or in-progress

- ~12,000 trucks replacements or retrofits
- 25 locomotives upgrades
- 37 ship berths equipped with shorepower
- 3 Commercial Harbor Craft
- Estimated emission reductions
 - 2,244 tons PM
 - 85,577 tons NOx

Stakeholder Input

- To ARB on Program requirements and funding awards within each region
- To local agencies on project proposals (i.e., priorities for trucks v. rail v. ships)

Concepts for Program Guidelines

- Eligible projects
 - Regulatory requirements
 - New Technology
 - Cost
- Program administration

Concepts for Advanced Technology Trucks

- Increase funding for replacement projects including:
 - Optional low-NOx (0.02 NOx only)
 - Hybrid
 - Zero emission vehicles
- Provide funding for zero-emission repower projects
- Require all advanced technology projects to replace with a new 2015 or later engine



Concepts for Heavy Duty Diesel Trucks

- Small fleet focus for diesel trucks
- Revise eligibility requirements for Class model years
- Reduce funding for used Class 7 and 8 diesel replacement projects



Concepts for Transport Refrigeration Units (TRUs)

NEW OPTION

- Eligibility requirements
 - Distribution center with private fleet
 - Trucks with TRUs regularly return to base
 - Minimum mileage
- Project options
 - Equipment
 - Infrastructure



Concepts for Locomotives and Rail Yards

- Increase funding – Tier 4
- Expand eligibility
- Operational flexibility
 - Percent California operations
 - CARB diesel fuel usage



Concepts for Ships at Berth and Cargo Handling Equipment

Cargo Handling Equipment

- Increase funding

Yard Trucks

- Repowers eligible
- Funding for multi-unit battery chargers with 3 or more trucks

Grid-Based shore power

- No change from previous guidelines



Concepts for Commercial Harbor Craft

- Choice between grant levels (based on horsepower OR percent eligible cost)
- Expand eligible equipment to include:
 - Auxiliary engines
 - Tier 2 baselines and
 - Some freight-related vessels not previously included
- Reduce area of use requirement to 51%
- Reduce required project life to 5 years



Program Administration

- Evaluate ways to make Program more effective based on prior experience
 - Longer timelines for soon-to-be available technologies

Next Steps

Tentative:

May 8: Comment deadline for concepts

June 25: Board hearing on Guidelines

July: Call for local agency proposals

August: Evaluation & workshops

Fall 2015:

- Award funds to local agencies
- Local agency solicitations for projects

Contact Information

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Comments:

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QUESTIONS?

Email

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during the workshop to get your questions
answered

Thank you