

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

This status report provides an update on actions through June 2012 to implement 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 Guidelines (updated in March 2010) 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 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 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.

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.

Implementation of FY2008-09/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

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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. The Board also allocated potential proceeds from a Spring 2012 bond sale from which ARB received approximately \$18 million to complete the truck projects and for ARB's administration costs. Staff is in the process of determining the amount of funding allocated to each of the local agencies for truck projects in accordance with the December 2011 Board approval.

Trucks. In February 2011, ARB signed grant agreements with six local agencies in the four trade corridors for the Phase 1 truck projects. 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 are in the process of signing contracts with equipment owners.

ARB sent notifications in December 2011 to over 2,100 potentially eligible drayage truck owners for Phase 2 drayage funds. These funds will 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. Although \$66.6 million was set aside for these drayage truck projects, the actual response resulted in a demand for Program funds of \$35.3 million. The remaining funds were made available for other (non-drayage) truck projects. The local agencies are in the process of signing contracts with equipment owners.

Ships at Berth, Locomotives, and Commercial Harbor Craft. Local agencies have signed contracts with equipment owners, based on ARB-approved ranked lists. At the local agencies' request and upon ARB staff's approval, \$3.3 million in unused funds has been transferred to the local agencies' FY2011-12 other truck grants.

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 and ships at berth projects have all been completed, with the locomotive projects to be completed by the end of 2012.

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ARB Expenditures

ARB has paid out approximately \$483 million to local agencies and for ARB's administration costs. Approximately \$26 million will be paid to the local agencies through 2012, and the remaining \$77 million will be paid to the local agencies in the first half of 2013 and will be used to pay for ARB's administration costs for FY2012-13.

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 begun signing contracts with equipment owners to upgrade about 5,600 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 regulations.

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 are in the process of completing projects to upgrade 19 locomotives operating in the Central Valley and Los Angeles/Inland Empire trade corridor; the locomotives will be operational in 2012. Contracts for an additional six locomotives operating in the Los Angeles/Inland Empire trade corridor will be signed by August 2012; the equipment will be operational in 2013. The San Diego District signed a contract for a commercial harbor craft project in May 2012 and the project is expected to be operational in 2013.

Project Benefits

When implemented, we expect projects included in this report will reduce at least 4.8 million pounds or almost 2,400 tons of particulate matter (PM), plus 129 million pounds or almost 64,500 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). These estimated emission reductions don't include projects to be funded under the almost \$16 million that the local agencies are set to receive from the Spring 2012 bond sale.

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Project Status by Grant Agreement

The tables on the following pages present the most current information available for each grant as of June 2012. This information may be updated in subsequent semi-annual reports.

In previous reports, we showed the grants by the fiscal year appropriation as the funds covered separate projects. For this report the information is shown 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.

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LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
<i>FY2011-12</i>					
Priority Drayage Reserve	Replace old dirty trucks with newer clean models serving ports and railyards. (G11GMLP1)	\$5,071,500	2,000	1,493,000	During a solicitation in early 2012, ARB received eligible applications to replace 160 trucks under the priority drayage reserve. District is currently signing contracts and all projects will be operational by the end of 2012. Funds that were not needed for drayage projects were allocated to fund local agencies' other truck projects.
<i>FY2011-12 & FY2008-09</i>					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMLT1) (G08GMLT1)	\$93,410,333 including: \$53,521,762 \$39,888,571	604,000	15,158,000	District is in the process of signing contracts with owners to upgrade almost 2,300 trucks. District expects projects for most large fleets to be operational by the end of 2012 and small fleets by the end of 2013.
<i>FY2008-09</i>					
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). District expects construction to start in Fall 2012. Projects are expected to be operational by December 2013. Unused funds (\$1,326,875) were redirected to supplement the District's truck grant G11GMLT1.
Locomotives	Replace old dirty locomotives with newer clean models. (G08GMLL1)	\$4,635,000	29,000	315,000	ARB approved a ranked list to upgrade 6 locomotives. District expects to sign a contract with the equipment owner in 2012. Unused funds (\$1,565,000) were transferred to the District's truck grant G11GMLT1.

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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)	\$67,928,350	557,000	10,188,000	District has completed this project to scrap 1,312 old trucks and replace them with much cleaner trucks. All 1,312 trucks are operational. Unused funds (\$1,608,950) were transferred to the District's truck grant G11GMLT1.
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)	\$43,630,350	502,000	13,671,000	District has completed projects to retrofit 33 trucks with soot filters and to scrap 815 old trucks and replace them with much cleaner trucks. All 848 trucks are operational. District plans to complete one truck stop electrification project by the end of 2012. Unused funds (\$2,216,279) were transferred to the District's truck grant G11GMLT1.
Locomotives	Replace old dirty locomotives at rail yards with newer clean models. (G07GMLL1)	\$3,090,000	37,000	1,007,000	District has signed a contract to repower 4 switcher locomotives with much cleaner engines and expects them to be operational by December 2012.

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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		\$5,071,500	2,000	1,493,000	
FY2011-12 & 2008-09 Corridor Subtotal		\$93,410,333	604,000	15,158,000	
FY2008-09 Corridor Subtotal		\$64,608,125	402,000	22,156,000	
FY2007-08 Corridor Subtotal		\$134,631,200	1,368,000	28,794,000	
Corridor Total		\$297,721,158	2,376,000	67,601,000	

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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	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMCT1) (G08GMCT1)	\$61,893,915 including: \$17,166,612 \$44,727,303	588,000	14,830,000	District is in the process of signing contracts with owners to upgrade more than 1,200 trucks. District expects projects for most large fleets to be operational by the end of 2012 and small fleets by the end of 2013.
<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. Unused funds (\$52,500) were transferred to the District's truck grant G11GMCT1.
	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. Unused funds (\$1,244,777) were transferred to the District's truck grant G11GMCT1.

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CENTRAL VALLEY TRADE CORRIDOR – Sacramento Metropolitan AQMD

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. (G11GMCT2) (G08GMCT2)	\$10,558,879 including: \$752,053 \$9,806,826	55,000	1,746,000	District is in the process of signing contracts with owners to upgrade 240 trucks. Ten trucks are operational. District expects projects for most large fleets to be operational by the end of 2012 and small fleets by the end of 2013.
<i>FY2007-08</i>					
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. Unused funds (\$752,053) were transferred to its truck grant G11GMCT2.
	Replace old dirty long-haul locomotives with new clean models. (G07GMCL1)	\$10,300,000	295,000	2,844,000	District has signed a contract to repower 15 line haul locomotives with much cleaner engines and will be operational by the end of 2012. They are expected to routinely travel between the Central Valley and the Los Angeles/Inland Empire.
FY2011-12 & 2008-09 Corridor Subtotal		\$72,452,794	643,000	16,576,000	
FY2007-08 Corridor Subtotal		\$60,750,541	1,061,000	19,570,000	
Corridor Total		\$133,203,335	1,704,000	36,146,000	

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BAY AREA CORRIDOR – Bay Area AQMD

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
<i>FY2011-12</i>					
Priority Drayage Reserve	Replace old dirty trucks with newer clean models serving ports and railyards. (G11GMBP1)	\$25,268,250	3,000	6,803,000	During a solicitation in early 2012, ARB and the District received eligible applications to replace almost 900 trucks under the priority drayage reserve. District is currently signing contracts and all projects will be operational by the end of 2012. Funds that were not needed for drayage projects were allocated to fund local agencies' other truck projects.
<i>FY2011-12 & FY2008-09</i>					
Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. (G11GMBT1) (G08GMBT1)	\$15,743,213 including: \$8,149,010 \$7,594,203	110,000	2,969,000	District is in the process of signing contracts with owners to upgrade more than 300 trucks. District expects projects for large fleets to be operational by the end of 2012 and small fleets by the end of 2013.
<i>FY2008-09</i>					
Ships at Berth	Eliminate or reduce emissions from ships at berth and/or cargo equipment at ports and intermodal railyards. (G08GMBS1)	\$20,000,000	97,000	5,660,000	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.

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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 serving the Port of Oakland. (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	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. Unused funds (\$6,915,300) were transferred to the District's truck grant G11GMBT1.
Ships at Berth	Install grid-based shoreside electrical power at 3 ship 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. Unused funds (\$433,710) were transferred to the District's truck grant G11GMBT1.
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		\$25,268,250	3,000	6,803,000	
FY2011-12 & 2008-09 Corridor Subtotal		\$15,743,213	110,000	2,969,000	
FY2008-09 Corridor Subtotal		\$20,000,000	97,000	5,660,000	
FY2007-08 Corridor Subtotal		\$27,411,381*	297,000	5,031,000	
Corridor Total		\$88,422,844*	507,000	20,463,000	

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

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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	84,000	1,960,000	District is in the process of signing contracts with owners to upgrade more than 270 trucks. District expects projects for large fleets to be operational by the end of 2012 and small fleets by the end of 2013.
<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 by December 2012. Unused funds (\$384,714) were transferred to the District's truck Grant G11GMST1.
<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. Unused funds (\$52,500) were transferred to the District's truck grant G11GMST1.
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. Unused funds (\$362,250) were transferred to the District's truck grant G11GMST1.

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SAN DIEGO/BORDER TRADE CORRIDOR – Imperial County 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. (G11GMST2) (G08GMST1)	\$8,174,701 including: \$5,174,701 \$3,000,000	65,000	1,518,000	District is in the process of signing contracts with owners to upgrade more than 180 trucks. Two trucks are operational. District expects projects for large fleets to be operational by the end of 2012 and small fleets by the end of 2013.
<i>FY2007-08</i>					
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. Unused funds (\$1,174,701) were transferred to the District's truck grant G11GMST2.

SAN DIEGO/BORDER TRADE CORRIDOR – Port of San Diego

Fiscal Year/ Category	Project Description	Grant Amount	Emission Reductions (pounds)		Current Project Status
			PM	NOx	
<i>FY2007-08</i>					
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	149,000	3,478,000	
FY2007-08 Corridor Subtotal		\$9,397,749	67,000	1,445,000	
Corridor Total		\$29,064,500	216,600	4,934,000	

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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.

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TOTALS – ALL PROJECTS FROM ALL FISCAL YEAR APPROPRIATIONS

Fiscal Year Appropriation	Description	Grant Amount	PM (lbs)	NOx (lbs)
FY2011-12	Priority Drayage Reserve Projects	\$30,339,750	5,000	8,296,000
	ARB Loan Assistance Program	\$5,000,000	TBD	TBD
FY2011-12 & FY2008-09	Other Truck Projects ¹	\$201,157,805	1,506,000	38,181,000
FY2008-09	Non-Truck Projects	\$84,723,411	499,600	27,827,000
FY2007-08	All Projects ²	\$232,190,871	2,793,000	54,840,000
ALL FISCAL YEARS				
	TOTAL Project Funds	\$553.4 million	4,803,600 lbs or 2,402 tons	129,144,000 lbs or 64,572 tons
Funding Subtotals by Fiscal Year Appropriation:				
FY2011-12 Only	Grants to Local Agencies ³	\$119,903,352		
	Spring 2012 Bond Proceeds to be Allocated for Grants to Local Agencies	\$15,750,000		
	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 \$14,813,020 in unused funds from FY2007-08 grants that were re-directed to FY2011-12 local agency truck grants.

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TOTALS – ALL PROJECTS BY TRADE CORRIDOR

Trade Corridor	Amount (\$ millions)	PM (lbs)	NOx (lbs)
Los Angeles/Inland Empire	\$297,721,158	2,376,000	67,601,000
Central Valley	\$133,203,335	1,704,000	36,146,000
Bay Area	\$88,422,844	507,000	20,463,000
San Diego/Border	\$29,064,500	216,600	4,934,000
Spring 2012 Bond Proceeds to be Allocated for Grants to Local Agencies	\$15,750,000		
ARB Loan Assistance	\$5,000,000		
ARB Administration	\$17,400,000		
TOTAL	\$586.6 million	4,803,600 lbs or 2,402 tons	129,144,000 lbs or 64,572 tons