

Table 4. Revised Summary of Eligible Equipment Projects for FY 2007-08 Funds¹

Sector	Eligible Equipment (partial description)	Project	Est. Total Cost	Bond Pays Up To	Project Life	Before Rule Req't	Other Conditions (partial description)
Diesel trucks serving ports and intermodal rail yards	<u>MY2006 and older diesel truck plus registration/travel below</u>	Retrofit with ARB-verified Level 3 diesel PM filter	\$10k	\$5k	4 yrs	6 mos	<ul style="list-style-type: none"> • 4 yrs frequent port service (150 times/yr) • 100% CA operation
	MY2003 and older diesel truck w/ 2 yrs CA registration and 50% of travel within the trade corridors	Repower w/ MY2007+ engine, including PM filter and electronic controls/diagnostics	\$40k	\$20k	8 yrs or 350k mi	3 yrs	<ul style="list-style-type: none"> • 4 yrs frequent port service (150 times/yr) • 100% CA operation • Scrap old engine
				\$10k	4 yrs		
		Replace w/MY2007+ diesel or alternative fuel truck	\$100-180k	\$50k	8 yrs or 350k mi	3 yrs ²	<ul style="list-style-type: none"> • 4 yrs frequent port service (150 times/yr) • 100% CA operation • Scrap old truck
	\$25k		4 yrs				
Other diesel trucks	<u>MY2006 and older diesel truck plus registration/travel below</u>	Retrofit with ARB-verified Level 3 diesel PM filter	\$10k	\$5k	4 yrs	6 mos	<ul style="list-style-type: none"> • 100% CA operation
	MY2003 and older diesel truck w/ 2 yrs CA registration and 50% of travel within the trade corridors	Repower w/MY2007+ engine	\$40k	\$20k	8 yrs or 500k mi	3 yrs	<ul style="list-style-type: none"> • 100% CA operation • Scrap old engine
				\$10k	4 yrs		
		Replace w/MY2007+ diesel or alternative fuel truck	\$100-180k	\$50k	8 yrs or 500k mi	3 yrs ²	<ul style="list-style-type: none"> • 100% CA operation • Scrap old truck
	\$25k		4 yrs				
	Diesel truck A: MY2003-06 and Diesel truck B: MY 1990 and older, plus registration/travel above	Three-way truck transaction (replacement, retrofit, and scrappage)	\$110-190k	\$50k towards Truck C, no \$ to retrofit Truck A	8 yrs or 500k mi for Truck C	3 yrs ² for Truck C	<ul style="list-style-type: none"> • Truck A retrofit with diesel PM filter and replaced with new Truck C (MY2007+) • Truck A replaces Truck B • Truck B is scrapped • 100% CA operation

¹ See Appendices A-G of the proposed Guidelines for the complete list of eligibility requirements and conditions on the operation of upgraded equipment.

² An owner/operator of a single truck may begin operating a bond-funded replacement truck up to 2 years prior to a rule deadline.

Sector	Eligible Equipment (partial description)	Project	Est. Total Cost	Bond Pays Up To	Project Life	Before Rule Req't	Other Conditions (partial description)
Truck stop/ distribution center	Existing facility w/ 2 yrs CA operation	Electric infrastructure for power to replace diesel engine operation	Greater reductions per State \$ than truck replacement <u>See Guidelines</u> <u>Appendix G</u>		10 yrs	n/a	<ul style="list-style-type: none"> • Reimbursement following demonstrated use levels
Diesel freight locomotives	Existing locomotive w/ 2 yrs CA operation and over 20,000 gallons/yr fuel use	Switchers – Repower or replace w/gen-set or equivalent	\$1.5M	Lower of 50% or \$750k	15 yrs	n/a	<ul style="list-style-type: none"> • 100% CA operation, except for periodic maintenance • Scrap old engine • Scrap or ban old locomotive from CA • No credit towards 1998 MOU
		Helpers – Repower or replace w/gen-set or equivalent	\$1.5M – \$2M	Lower of 50% or \$875k			
		Line-hauls – Repower or replace with Tier 2 or better model	\$2M - \$2.5M	Lower of 50% or \$1M			
Cargo ships/ shore power	Existing cargo ship berth	Install grid based shore power (to berth only)	\$5M + power to port + ships	Lower of \$2.5M or 50%	20 yrs	2 yrs	<ul style="list-style-type: none"> • 25% of ship visits by 2011 • 60% of ship visits by 2014 • <u>70% of ship visits by 2017</u> • 90% of ship visits by 2020
	Existing cargo ship terminal	Install non grid based shore power (natural gas engine with SCR)	\$4M for 2MW unit + ships	\$210k/MW \$150k/MW	7 yrs 5 yrs		
Diesel harbor craft	Existing tug, tow w/ 2 yrs CA registration	Repower w/ current Tier 2 engine or better	\$270/hp	Lower of 50% or \$135/hp	15 yrs	2 yrs	<ul style="list-style-type: none"> • 100% CA operation • Scrap old engine
	Existing work or pilot boat, comm. fishing boat w/ 2 yrs CA registration and 700 operating hrs/yr	Repower w/ current Tier 2 engine or better	\$270/hp	Lower of 80% or \$215/hp	10 yrs	n/a	<ul style="list-style-type: none"> • 10 yrs of CA home port • Scrap old engine
Diesel cargo equip't	Existing rubber tired gantry crane w/ 2 yrs CA operation at port or rail yard	Retrofit ARB-verified Level 1 or better energy storage system	\$160k- \$320k	Lower of 50% or \$160k	20 yrs <u>15 yrs</u>	n/a	<ul style="list-style-type: none"> • No credit towards ARB cargo equipment rule