



Report to the California Legislature

Annual Report on Implementing the Proposition 1B: Goods Movement Emission Reduction Program



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California Air Resources Board
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DOCUMENT AVAILABILITY

This report can be viewed at: <https://ww2.arb.ca.gov/legislatively-mandated-reports>. To obtain a hard copy of this report, please contact Dr. David Ernest García at David.Garcia@arb.ca.gov.

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Executive Summary

The \$1 billion Proposition 1B: Goods Movement Emission Reduction Program (Program) is being implemented in California's four priority trade corridors, reducing freight pollution and the associated health risks in communities near seaports, railyards, freeways, and distribution centers. Health and Safety Code section 39625 et seq. established the Program and directed the California Air Resources Board (CARB or Board) to maximize emission reduction benefits while achieving the earliest possible health risk reductions. This report describes the progress of the Program through September 2021, including a listing of each grant with the funding amount, location, the number of trucks or other equipment that has been or are being upgraded, the timeframe for completion, and the expected emission reductions.

Of the \$1 billion authorized, \$938 million has been allocated for local agency projects and \$42 million for CARB's administration costs over multiple years while \$20 million is retained by other State agencies for bond issuance and oversight costs. CARB awards and oversees grants to local agencies that in turn offer incentives to diesel equipment owners to upgrade to cleaner technologies ahead of, or beyond, regulatory requirements.

The local agencies have completed the Year 1 through Year 4 projects (\$662 million) with over 12,800 diesel trucks replaced or retrofitted and operating in the four primary trade corridors. Additionally, 25 upgraded locomotives are operating in the Central Valley and Los Angeles/Inland Empire; grid-based electrical power was installed at 37 ship berths at the Ports of Oakland, Los Angeles, Long Beach, and Hueneme; and 3 upgraded commercial harbor craft are operating in California waters. These projects will reduce over 4.5 million pounds of fine particulate matter (PM) and almost 149 million pounds of nitrogen oxides (NOx) over the term of the contracts.

The local agencies are currently implementing Year 5 (\$252 million) projects. Through September 2021 over 700 diesel trucks, 44 locomotives, 17 cargo handling equipment, 486 transport refrigeration unit electric plugs, and 6 commercial harbor craft are operational. An additional 950 pieces of equipment and related electric charging infrastructure will be upgraded or replaced. CARB estimates these projects will reduce approximately 483,000 pounds of PM and 18 million pounds of NOx over the term of the contracts.

The Legislature approved appropriations of about \$24 million of reverted funds that have been reallocated to local agencies for Year 6 truck projects. Local agencies are beginning to implement these projects and CARB estimates the reduction of about seven million pounds of NOx over the term of the contracts.

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This status report provides an update on the 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 four priority trade corridors (Los Angeles/Inland Empire, Central Valley, Bay Area, and San Diego/Border). Consistent with State law, the Program Guidelines for Implementation (Guidelines) and related documents detail the grant/contract requirements for CARB, participating local agencies, and equipment owners, please see the Program's website at: <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>.

CARB adopts the Guidelines, then solicits, awards, funds, and oversees grants to local agencies like air districts and seaports. The local agencies offer grants or contracts, through a competitive process, to diesel equipment owners to co-fund the upgrade of diesel equipment to cleaner technologies ahead of or beyond 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 rank each piece of equipment based on emission reductions and cost-effectiveness, sign grants or 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 project reports as of September 30, 2021, and supplemented with information in the Program's Goods Movement Online Database. The information is reported by year of funding, as defined below.

- Year 6: Awarded February 2020 Executive Order.
- Year 5: Awarded September 2015 Board Meeting.
- Year 4: Awarded July 2013 Board Meeting.
- Year 3: Awarded December 2011 Board Meeting - drayage truck projects only.
- Year 2: Awarded June 2010 and December 2011 Board Meetings.
- Year 1: Awarded May 2008 Board Meeting.

Available Funding and Expenditures

Each budget appropriation authorizes CARB to use a specific amount of funding for the Program, within statutory timeframes. However, the appropriation does not provide any cash for this purpose. Therefore, the Program depends on the receipt of proceeds from State bond sales or other mechanisms to fund new projects.

The entire \$1 billion has been appropriated in State budgets (over multiple years), with \$980 million to CARB for this Program and \$20 million set aside by the control agencies to cover bond issuance and oversight costs.

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CARB has allocated \$980 million including \$938 million for local agency projects and about \$42 million for CARB's administration costs over multiple years. CARB has paid about \$944 million to local agencies and for CARB's administration costs through September 2021.

Local Agency Awarded Funds

Year 6. In February 2020, approximately \$24 million was awarded for truck projects throughout the State from reallocated funds from the unused truck filter substrate replacement project, loan assistance, and unused project funds.

Year 5. In September 2015, the Board awarded approximately \$221 million for truck, locomotive, ships at-berth/cargo handling equipment, transport refrigeration unit (TRU), commercial harbor craft, and truck filter substrate replacement projects throughout the State. CARB approved the local agencies' request that funds not utilized from prior year grants due to project fallout be made available for Year 5 truck projects; this currently includes \$45.7 million from grant amendments and fund transfers.

Year 4. In July 2013, the Board awarded approximately \$143 million for truck projects throughout the State, including funds for loan assistance. In addition, over \$6 million was awarded for a truck filter substrate replacement project and nearly \$1 million for commercial harbor craft projects. Any funds not utilized for projects were reallocated to Year 5 truck projects.

Year 2 and Year 3. CARB received funds for these projects in 2010 and 2011 from multiple bond sales. In June 2010, the Board awarded \$200 million in available cash primarily for truck projects and ships at-berth/cargo handling equipment projects, with smaller grants for locomotive and commercial harbor craft projects. In December 2011, the Board awarded and allocated approximately \$122 million from bond sales and funds redirected from CARB's administration costs for truck projects. Any funds not utilized for projects were reallocated to Year 4 truck projects.

Year 1. The first-year funds of approximately \$246 million were used for projects to upgrade trucks, locomotives, and ships at-berth. All of these projects were suspended for six to 14 months due to the December 2008 "stop work" order on bond-funded programs, which resulted in an extended delay from the time of application to contract. This led to some funds being unused by the local agencies; grant agreements were amended to transfer funds from undersubscribed grants to oversubscribed grants.

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Project Results

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

Year 6. CARB executed grant agreements worth \$23.6 million with five local air districts for the replacement of heavy-duty truck projects. As of December 2021, Year 6 funds have not been spent due to the air districts' priority in disbursing Year 5 funds and due to complications with planned solicitations and supply chain issues resulting from the COVID-19 pandemic.

Year 5. Local agencies continue to implement these projects and expect over 2,200 pieces of equipment to be upgraded including over 830 natural gas (over 760 low-NOx) and over 220 zero-emission trucks. Of the 2,200 projects, over 700 trucks, 44 tier-four locomotives, 6 commercial harbor craft, 17 cargo handling equipment, and 486 TRU electric power plugs are operational. The total projects dropped by around 600 due to project fallout where the projects were canceled or withdrawn. The majority of the remaining projects are expected to be operational in 2022.

Year 4 and 5. The Sacramento District was the implementing local agency for the Filter Substrate Replacement project. The project is complete with the replacement of 505 filter substrates on heavy-duty trucks.

Years 1 to 4. These projects are complete and all equipment is operational. The following information is by source category.

Trucks: More than 12,800 cleaner trucks are operating in the four priority trade corridors. The upgraded equipment includes approximately 1,600 trucks retrofitted with diesel soot filters and the replacement of over 600 trucks with new cleaner natural gas trucks. Small truck fleets (1 to 3 trucks) have received funding to upgrade about 5,400 trucks.

Ships At-Berth: The Bay Area District's early grant project to install grid-based electrical power for three berths at the Port of Oakland has been operational since 2011. The installation of grid-based electrical power was completed in late 2013 for 9 berths at the Port of Oakland and 25 berths at the Ports of Long Beach, Los Angeles, and Hueneme under the Year 2 grant projects. The funded berths were ready for ships to begin to plug into the grid in early 2014.

Locomotives and Commercial Harbor Craft: The Sacramento and South Coast Districts completed the upgrade of 25 locomotives that are operating in the Central Valley and the Los Angeles/Inland Empire trade corridors. In addition, the San Diego District has completed three commercial harbor craft upgrades.

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Project Benefits – Years 1 to 6

When fully implemented, the Program expects projects included in this report will reduce over five million pounds, or 2,500 tons, of particulate matter (PM 2.5), plus over 174 million pounds, or 87,000 tons, of oxides of nitrogen (NOx). Emission reductions for projects funded with Year 1 through Year 3 grants are calculated over the life of their grant term (e.g., two to five years for trucks and 10 years for ships at-berth). Emission reductions for the Year 4 through Year 6 grants take into consideration CARB's regulations and include only the portion of the emission reductions that are early or extra to these regulations. Additionally, emission reductions are based on completed projects and estimates for Year 5 projects, and estimates for Year 6 projects.

Project Status

The tables on the following pages present the information by trade corridor (Table 1), source category (Table 2), and by grant agreement (Tables 3 through 8), and is based on the September 30, 2021, local agency reports and supplemented with additional information from the Districts, and the most current grant amendments. The number of equipment and emission reductions for Year 5 and Year 6 projects are estimates and will continue to be updated in subsequent reports as equipment becomes operational and projects and grants are completed.

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TABLE 1: PROJECTS BY TRADE CORRIDOR – YEARS 1 - 6

| Trade Corridor (Local Agency) | | Award | PM 2.5 (lbs) | NOx (lbs) | Operational Projects | Projects in Process |
|-------------------------------|---|---------------|--------------|------------|--|---|
| Los Angeles/ Inland Empire | South Coast Air Quality Management District | \$509,537,184 | 2,304,000 | 87,174,000 | 5,134 other trucks 1,600 drayage trucks 25 ships at-berth 3 cargo handling 20 locomotives 23 TRUs | 415 other trucks 13 cargo handling 405 TRUs |
| | Port of Long Beach | \$3,550,000 | 57,000 | 609,000 | 67 drayage trucks | N/A |
| Central Valley | San Joaquin Valley Air Pollution Control District | \$190,345,717 | 1,518,000 | 47,044,000 | 3,020 other trucks 19 locomotives 437 TRUs | 3 locomotives |
| | Sacramento Metropolitan Air Quality Management District | \$42,890,722 | 380,000 | 7,870,000 | 478 other trucks 21 locomotives 26 TRUs | N/A |
| Bay Area | Bay Area Air Quality Management District | \$130,636,866 | 531,000 | 24,053,000 | 856 other trucks 1,449 drayage trucks 9 locomotives 12 ships at-berth 14 cargo handling | 72 other trucks 11 cargo handling |
| San Diego/Border | San Diego Air Pollution Control District | \$40,844,530 | 128,000 | 4,522,000 | 470 other trucks 98 drayage trucks 9 harbor craft | 78 other trucks |
| | Imperial County Air Pollution Control District | \$15,080,229 | 89,000 | 3,016,000 | 327 other trucks | N/A |

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TABLE 1 (continued): PROJECTS BY TRADE CORRIDOR – YEARS 1 - 6

| Trade Corridor (Local Agency) | Award | PM 2.5 (lbs) | NOx (lbs) | Operational Projects | Projects in Process |
|--|-----------------|-----------------------------------|--------------------------------------|--|--|
| Statewide - Truck Filter Substrate Replacement Project | \$3,234,065 | 7,000 | 0 | 505 filters | N/A |
| Statewide – Loan Assistance | \$1,668,227 | | | | |
| CARB Administration | \$42,160,000 | | | | |
| TOTAL | \$980.0 million | 5,014,000 lbs or 2,507 tons | 174,288,000 lbs or 87,144 tons | 10,312 other trucks 3,214 drayage trucks 37 ships at-berth 17 cargo handling 69 locomotives 9 harbor craft 486 TRUs 505 filters | 538 other trucks 3 locomotives 24 cargo handling 405 TRUs |

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TABLE 2: PROJECTS BY SOURCE CATEGORY – YEARS 1 - 6

| Funding Category | Award | PM 2.5 (lbs) | NOx (lbs) | Operational Projects | Projects in Process |
|--|-----------------|-----------------------------------|--------------------------------------|----------------------|---------------------|
| Other Trucks ¹ | \$645,623,979 | 2,875,000 | 110,107,000 | 10,312 | 538 |
| Drayage Trucks ² | \$114,317,441 | 869,000 | 18,699,000 | 3,214 | N/A |
| Ships At-Berth/ Cargo Handling Equipment | \$82,452,787 | 465,000 | 29,562,000 | 54 | 24 |
| Locomotives | \$82,054,997 | 769,000 | 14,962,000 | 69 | 3 |
| Harbor Craft | \$1,419,436 | 14,000 | 193,000 | 9 | N/A |
| Transport Refrigeration Units | \$7,016,608 | 15,000 | 765,000 | 486 | 405 |
| CARB Truck Filter Substrate Replacement Project ³ | \$3,234,065 | 7,000 | 0 | 505 | N/A |
| CARB Loan Assistance ⁴ | \$1,668,227 | | | | |
| CARB Administration | \$42,160,000 | | | | |
| TOTAL | \$980.0 million | 5,014,000 lbs or 2,507 tons | 174,288,000 lbs or 87,144 tons | 14,649 | 970 |

¹ Completed projects include 598 natural gas replacements (490 low-NOx), 1 zero-emission, and 696 retrofits.

² Completed projects include 561 natural gas replacements and 891 retrofits.

³ See Table 7 for details.

⁴ See Table 8 for details.

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TABLE 3A: LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|--|--|-----------------|---------------------------------|-----------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 6</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB19-L1 | \$6,406,088 | 0 ¹ | 1,910,000 | Grant agreement executed in December 2020. |
| <i>Year 5</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB14-L1/13GML01 | \$118,603,048 | 4,000 | 3,600,000 | District has signed contracts for 844 trucks. 429 trucks have been scrapped and replaced with much cleaner trucks, including 373 natural gas (340 low-NOx). |
| Ships At-Berth/ Cargo Handling Equipment | Eliminate or reduce emissions from ships at-berth, and replace old dirty cargo handling equipment with newer clean models. GMB14-L1 | \$916,700 | 5,000 | 146,000 | District has signed contracts for 16 pieces of equipment including zero-emission yard trucks, RTG cranes, and lifts. 3-yard trucks have been scrapped and replaced with much cleaner yard trucks. |
| Locomotives | Replace old dirty locomotives with newer clean models. GMB14-L1 | \$16,475,048 | 84,000 | 2,236,000 | Project complete. 10 locomotives have been replaced with much cleaner locomotives. |
| Transport Refrigeration Units | Replace old dirty TRUs with newer clean models. GMB14-L1 | \$1,884,308 | 7,000 | 340,000 | District has signed contracts for 428 TRUs and electric power plugs. 23 electric plugs have been replaced. |

¹ PM 2.5 emissions vary depending on truck project type; these projects have not yet been executed. The majority of trucks would have already installed a filter (or have an OEM filter if they are MY07-09) due to compliance date requirements in the Truck and Bus Regulation. If a truck has a filter installed, the PM reductions are not credited to the Proposition 1B Program.

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TABLE 3A (continued): LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---|---|-----------------|---------------------------------|------------|--|
| | | | PM 2.5 | NOx | |
| Year 4 | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. 13GML01/G11GMLT1 | \$79,480,170 | 180,000 | 13,407,000 | Grant complete. 1,809 old trucks have been scrapped and replaced with much cleaner trucks. |
| Year 3 | | | | | |
| Priority Drayage Trucks | Replace old dirty trucks with newer clean models serving ports and railyards. G11GMLP1 | \$3,302,250 | 1,000 | 973,000 | Grant complete. 104 old trucks have been scrapped and replaced with much cleaner trucks. |
| Year 2 | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G11GMLT1/G08GMLT1 | \$88,111,486 | 488,000 | 14,522,000 | Grant complete. 1,522 old trucks have been scrapped and replaced with much cleaner trucks, including 2 natural gas. 386 trucks have been retrofitted with soot filters. 1 truck stop/distribution center electrification project has been completed. |
| Ships At-Berth/ Cargo Handling Equipment | Eliminate or reduce emissions from ships at-berth and/or cargo equipment at ports and intermodal railyards. G08GMLS1 | \$58,641,886 | 343,000 | 21,841,000 | Grant complete. Installation of shore power equipment for 25 berths (12 at Port of Long Beach, 10 at Port of Los Angeles, 3 at Port of Hueneme) is complete with ships plugging into the grid starting in January 2014. |
| Locomotives | Replace old dirty locomotives with newer clean models. G08GMLL1 | \$4,635,000 | 27,000 | 315,000 | Grant complete. 6 locomotives have been repowered with much cleaner engines. |

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TABLE 3A (continued): LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|------------|---|
| | | | PM 2.5 | NOx | |
| Year 1 | | | | | |
| Drayage Trucks | Replace old dirty trucks serving the Ports of Los Angeles and Long Beach with newer clean models. G07GMLP1 | \$6,930,000 | 66,000 | 1,104,000 | Grant complete. 132 old trucks have been scrapped and replaced with much cleaner natural gas trucks. |
| | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models serving the rail yards. G07GMLP2 | \$2,625,000 | 31,000 | 577,000 | Grant complete. 50 old trucks have been scrapped and replaced with much cleaner trucks. 2 trucks have been retrofitted with soot filters. |
| | Replace old dirty trucks serving the Ports of Los Angeles and Long Beach with newer clean models. G07GMLP3-03 | \$67,928,350 | 511,000 | 10,181,000 | Grant complete. 1,312 old trucks have been scrapped and replaced with much cleaner trucks, including 427 natural gas. Grant increased by \$611,450 to reflect funds in grant G07GMLT2 used for projects under this grant. |

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TABLE 3A (continued): LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – South Coast AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|---|-----------------|---------------------------------|------------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 1</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMLT1 | \$6,877,500 | 96,000 | 1,638,000 | Grant complete. 131 old trucks have been scrapped and replaced with much cleaner trucks, including 2 natural gas. |
| | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMLT2 | \$43,630,350 | 440,000 | 13,295,000 | Grant complete. 823 old trucks have been scrapped and replaced with much cleaner trucks, including 4 natural gas. 33 trucks have been retrofitted with soot filters. Grant decreased by \$611,450 to reflect funds used for projects under grant G07GMLP3-03. |
| Locomotives | Replace old dirty locomotives at rail yards with newer clean models. G07GMLL1 | \$3,090,000 | 25,000 | 1,180,000 | Grant complete. 4 locomotives have been repowered with much cleaner engines. |

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TABLE 3B: LOS ANGELES/INLAND EMPIRE TRADE CORRIDOR – Port of Long Beach

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|---|-----------------|---------------------------------|------------|--|
| | | | PM 2.5 | NOx | |
| <i>Year 1</i> | | | | | |
| Drayage Trucks | Replace old dirty trucks serving the Ports of Los Angeles and Long Beach with newer clean models. G07GMLP3 | \$3,550,000 | 57,000 | 609,000 | Grant complete. 67 old trucks have been scrapped and replaced with much cleaner trucks, including 2 natural gas. |
| Trade Corridor Total | | \$513,087,183 | 2,361,000 | 87,783,000 | |

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TABLE 4A: CENTRAL VALLEY TRADE CORRIDOR – San Joaquín Valley APCD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|-------------------------------|---|-----------------|---------------------------------|-----------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 6</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB19-C1 | \$2,329,486 | 0 ¹ | 694,000 | Grant agreement executed in September 2020. |
| <i>Year 5</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB14-C1/13GMC01 | \$16,554,469 | 0 | 1,126,000 | Project complete. 137 trucks have been scrapped and replaced with much cleaner trucks, including 67 natural gas (61 low-NOx). |
| Locomotives | Replace old dirty locomotives with newer clean models. GMB14-C1 | \$25,956,000 | 300,000 | 6,752,000 | District has signed contracts for 22 locomotives and 19 have been replaced with much cleaner locomotives. |
| Transport Refrigeration Units | Replace old dirty TRUs with newer clean models. GMB14-C1 | \$5,000,000 | 7,000 | 398,000 | Project complete. 437 plugs have been replaced with electric power plugs. |

¹ PM 2.5 emissions vary depending on truck project type; these projects have not yet been executed. The majority of trucks would have already installed a filter (or have an OEM filter if they are MY07-09) due to compliance date requirements in the Truck and Bus Regulation. If a truck has a filter installed, the PM reductions are not credited to the Proposition 1B Program.

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TABLE 4A (continued): CENTRAL VALLEY TRADE CORRIDOR – San Joaquín Valley APCD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|------------|--|
| | | | PM 2.5 | NOx | |
| <i>Year 4</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. 13GMC01/G11GMCT1 | \$35,156,166 | 52,000 | 8,051,000 | Grant complete. 817 old trucks have been scrapped and replaced with much cleaner trucks, including 2 natural gas. |
| <i>Year 2</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G11GMCT1/G08GMCT1 | \$59,642,676 | 495,000 | 14,340,000 | Grant complete. 1,057 old trucks have been scrapped and replaced with much cleaner trucks. 105 trucks have been retrofitted with soot filters. |
| <i>Year 1</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMCT1 | \$4,882,500 | 104,000 | 1,364,000 | Grant complete. 93 old trucks have been scrapped and replaced with much cleaner trucks. 10 trucks have been retrofitted with soot filters. |
| | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMCT3 | \$40,824,420 | 560,000 | 14,319,000 | Grant complete. 789 old trucks have been scrapped and replaced with much cleaner trucks. 12 trucks have been retrofitted with soot filters. |

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TABLE 4B: CENTRAL VALLEY TRADE CORRIDOR – Sacramento Metropolitan AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|-------------------------------|--|-----------------|---------------------------------|---------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 6</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB19-C2/GMB18-C2 | \$1,585,927 | 0 ¹ | 527,000 | Grant executed May 2020 for \$0.3 million and grant amendment for an additional \$1.3 million executed in November 2020. |
| <i>Year 5</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB14-C2/13GMC02 | \$2,598,750 | 0 ² | 234,000 | Project complete. 37 trucks have been scrapped and replaced with much cleaner trucks, including 24 natural gas (9 low-NOx). |
| Locomotives | Replace old dirty locomotives with newer clean models. GMB14-C2 | \$9,270,000 | 10,000 | 511,000 | Project complete. 6 locomotives have been replaced with much cleaner locomotives. |
| Transport Refrigeration Units | Replace old dirty TRUs with newer clean models. GMB14-C2 | \$81,900 | 1,000 | 27,000 | Project complete. 26 electric power plugs have been installed. |

¹ PM 2.5 emissions vary depending on truck project type; these projects have not yet been executed. The majority of trucks would have already installed a filter (or have an OEM filter if they are MY07-09) due to compliance date requirements in the Truck and Bus Regulation. If a truck has a filter installed, the PM reductions are not credited to the Proposition 1B Program.

² Actual PM 2.5 Emission Reductions of 157 pounds which was rounded to 0 pounds.

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Previously submitted to the Department of Finance as: December 2021 Status Report to the Department of Finance

TABLE 4B (continued): CENTRAL VALLEY TRADE CORRIDOR – Sacramento Metropolitan AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|------------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 4</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. 13GMC02/G11GMCT2 | \$6,574,190 | 14,000 | 1,124,000 | Grant complete. 150 old trucks have been scrapped and replaced with much cleaner trucks. |
| <i>Year 2</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G11GMCT2/G08GMCT2 | \$8,409,901 | 43,000 | 1,560,000 | Grant complete. 178 old trucks have been scrapped and replaced with much cleaner trucks. 15 trucks have been retrofitted with soot filters. |
| <i>Year 1</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. G07GMCT2 | \$102,847 | 1,000 | 27,000 | Grant complete. 2 old trucks have been scrapped and replaced with much cleaner trucks. |
| | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMCT4 | \$4,640,774 | 40,000 | 1,016,000 | Grant complete. 96 old trucks have been scrapped and replaced with much cleaner trucks. |
| Locomotives | Replace old dirty long-haul locomotives with new clean models. G07GMCL1 | \$9,626,433 | 271,000 | 2,844,000 | Grant complete. 15 locomotives have been repowered with much cleaner engines and are expected to travel between the Central Valley and the Los Angeles/Inland Empire trade corridors. |
| Trade Corridor Total | | \$233,236,439 | 1,898,000 | 54,914,000 | |

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Previously submitted to the Department of Finance as: December 2021 Status Report to the Department of Finance

TABLE 5: BAY AREA CORRIDOR – Bay Area AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|--|--|-----------------|---------------------------------|-----------|--|
| | | | PM 2.5 | NOx | |
| Year 6 | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB19-B1/GMB18-B1 | \$12,425,740 | 0 ¹ | 3,704,000 | Grant executed May 2020 for \$10.8 million and grant amendment for an additional \$1.6 million executed in September 2020. |
| Year 5 | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB14-B1/13GMB01 | \$20,259,749 | 1,000 | 800,000 | District has signed contracts for 121 trucks and 49 trucks have been scrapped and replaced with much cleaner trucks including 28 natural gas (26 low-NOx) and 1 zero-emission. |
| Ships At-Berth/ Cargo Handling Equipment | Eliminate or reduce emissions from ships at-berth, and replace old dirty cargo handling equipment with newer clean models. GMB14-B1 | \$4,544,530 | 5,000 | 224,000 | District has signed contracts for 25 pieces of equipment, including 1 ship emissions capture and control device and 24 cargo handling equipment including zero-emission yard trucks and forklifts. 6-yard trucks have been scrapped and replaced with much cleaner yard trucks. 8 forklifts have been scrapped and replaced with much cleaner forklifts. |
| Locomotives | Replace old dirty locomotives with newer clean models. GMB14-B1 | \$13,002,516 | 52,000 | 1,124,000 | Project complete. 9 locomotives have been scrapped and replaced with much cleaner locomotives. |
| Transport Refrigeration Units | Replace old dirty TRUs with newer clean models. GMB14-B1 | \$50,400 | 0 | 0 | 16 signed contracts for electric power plugs were canceled on behalf of the applicant. |

¹ PM 2.5 emissions vary depending on truck project type; these projects have not yet been executed. The majority of trucks would have already installed a filter (or have an OEM filter if they are MY07-09) due to compliance date requirements in the Truck and Bus Regulation. If a truck has a filter installed, the PM reductions are not credited to the Proposition 1B Program.

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TABLE 5 (continued): BAY AREA CORRIDOR – Bay Area AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---|---|-----------------|---------------------------------|-----------|--|
| | | | PM 2.5 | NOx | |
| Year 4 | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. 13GMB01/G11GMBT1 | \$8,525,519 | 17,000 | 1,637,000 | Grant complete. 220 old trucks have been scrapped and replaced with much cleaner trucks, including 6 natural gas. |
| Year 3 | | | | | |
| Priority Drayage Trucks | Replace old dirty trucks with newer clean models serving ports and railyards. G11GMBP1 | \$10,311,000 | 1,000 | 2,678,000 | Grant complete. 357 old trucks have been scrapped and replaced with much cleaner trucks. |
| Year 2 | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G11GMBT1/G08GMBT1 | \$18,178,650 | 84,000 | 2,574,000 | Grant complete. 348 old trucks have been scrapped and replaced with much cleaner trucks, including 4 natural gas. 28 trucks have been retrofitted with soot filters. |
| Ships At-Berth/ Cargo Handling Equipment | Eliminate or reduce emissions from ships at-berth and/or cargo equipment at ports and intermodal railyards. G08GMBS1 | \$15,927,381 | 98,000 | 6,278,000 | Grant complete. Installation of shore power equipment for 9 berths at the Port of Oakland is complete with ships plugging into the grid starting in January 2014. |

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TABLE 5 (continued): BAY AREA CORRIDOR – Bay Area AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|-----------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 1</i> | | | | | |
| Drayage Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMBP1 | \$14,526,891 | 174,000 | 1,892,000 | Grant complete. 203 old trucks have been scrapped and replaced with much cleaner trucks. 889 trucks have been retrofitted with soot filters. |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMBT1 | \$10,462,200 | 81,000 | 1,978,000 | Grant complete. 198 old trucks have been scrapped and replaced with much cleaner trucks. 13 trucks have been retrofitted with soot filters. |
| 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 | 18,000 | 1,164,000 | Grant complete. Installation of shore power equipment for 3 berths at the Port of Oakland with ships plugging into the grid starting in 2011. |
| Harbor Craft | Replace old dirty engines in harbor craft with new clean engines. G07GMBH1 | \$0 | 0 | 0 | Grant terminated and funds transferred to the existing port truck grant G07GMBP1, at the District's request. |

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TABLE 5 (continued): BAY AREA CORRIDOR – Bay Area AQMD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|------------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 1</i> | | | | | |
| Locomotives | Replace old dirty locomotives at rail yards with newer clean models. G07GMBL1 | \$0 | 0 | 0 | Grant terminated and funds transferred to the existing drayage truck grant G07GMBP1, at the District’s request. |
| Trade Corridor Total | | \$130,636,866 | 531,000 | 24,053,000 | |

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Previously submitted to the Department of Finance as: December 2021 Status Report to the Department of Finance

TABLE 6A: SAN DIEGO/BORDER TRADE CORRIDOR – San Diego APCD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|--|---|-----------------|---------------------------------|---------|--|
| | | | PM 2.5 | NOx | |
| <i>Year 6</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB19-S1 | \$698,846 | 0 ¹ | 208,000 | Grant agreement executed in September 2020. |
| <i>Year 5</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. GMB14-S1/13GMS01 | \$15,872,054 | 0 | 767,000 | District has signed contracts for 122 trucks. 71 trucks have been scrapped and replaced with much cleaner trucks, including 66 natural gas (54 low-NOx). |
| Ships At-Berth/ Cargo Handling Equipment | Eliminate or reduce emissions from ships at-berth and replace old dirty cargo handling equipment with newer clean models. GMB14-S1 | \$0 | 0 | 0 | District requested and CARB approved the transfer of \$0.7 million to Other Trucks. |
| Locomotives | Replace old dirty locomotives with newer clean models. GMB14-S1 | \$0 | 0 | 0 | District requested and CARB approved the transfer of \$2.5 million to Other Trucks. |

¹ PM 2.5 emissions vary depending on truck project type; these projects have not yet been executed. The majority of trucks would have already installed a filter (or have an OEM filter if they are MY07-09) due to compliance date requirements in the Truck and Bus Regulation. If a truck has a filter installed, the PM reductions are not credited to the Proposition 1B Program.

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TABLE 6A (continued): SAN DIEGO/BORDER TRADE CORRIDOR – San Diego APCD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|-------------------------------|---|-----------------|---------------------------------|---------|--|
| | | | PM 2.5 | NOx | |
| <i>Year 5</i> | | | | | |
| Commercial Harbor Craft | Replace old dirty engines in harbor craft with newer clean engines. GMB14-S1 | \$1,124,025 | 11,000 | 150,000 | Project complete. 6 harbor craft vessels have been repowered with much cleaner engines. |
| Transport Refrigeration Units | Replace old dirty TRUs with newer clean models. GMB14-S1 | \$0 | 0 | 0 | District requested and CARB approved the transfer of \$0.6 million Commercial Harbor Craft. |
| <i>Year 4</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. 13GMS01 | \$4,653,480 | 5,000 | 507,000 | Grant complete. 102 old trucks have been scrapped and replaced with much cleaner trucks, including 18 natural gas. |
| Commercial Harbor Craft | Replace old dirty engines in harbor craft with newer clean engines. 13GMS01 | \$180,125 | 2,000 | 32,000 | Grant complete. 2 harbor craft vessels have been repowered with much cleaner engines. |

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TABLE 6A (continued): SAN DIEGO/BORDER TRADE CORRIDOR – San Diego APCD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|-----------|--|
| | | | PM 2.5 | NOx | |
| <i>Year 2</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G11GMST1/G08GMST2 | \$11,376,764 | 69,000 | 1,830,000 | Grant complete. 222 old trucks have been scrapped and replaced with much cleaner trucks, including 2 natural gas. 70 trucks have been retrofitted with soot filters. |
| Commercial Harbor Craft | Replace old dirty engines in harbor craft with newer clean engines. G08GMSH1 | \$115,286 | 1,000 | 11,000 | Grant complete. 1 harbor craft vessel has been repowered with much cleaner engines. |
| <i>Year 1</i> | | | | | |
| Drayage Trucks | Retrofit or replace trucks serving the Port of San Diego. G07GMSP1 | \$0 | 0 | 0 | Grant terminated and funds transferred to the drayage 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 | 28,000 | 685,000 | Grant complete. 98 old trucks have been scrapped and replaced with much cleaner trucks. |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMST2 | \$1,680,000 | 12,000 | 332,000 | Grant complete. 32 old trucks have been scrapped and replaced with much cleaner trucks. |

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TABLE 6B: SAN DIEGO/BORDER TRADE CORRIDOR – Imperial County APCD

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|-----------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 4</i> | | | | | |
| Other Trucks | Replace old dirty trucks with newer clean models. 13GMS02/G11GMST2 | \$4,677,929 | 8,000 | 1,026,000 | Grant complete. 105 trucks have been scrapped and replaced with much cleaner trucks. |
| <i>Year 2</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G11GMST2/G08GMST1 | \$7,884,439 | 60,000 | 1,561,000 | Grant complete. 147 old trucks have been scrapped and replaced with much cleaner trucks. 24 trucks have been retrofitted with soot filters. |
| <i>Year 1</i> | | | | | |
| Other Trucks | Retrofit trucks with soot filters and replace old dirty trucks with newer clean models. G07GMST3 | \$2,517,861 | 21,000 | 429,000 | Grant complete. 51 old trucks have been scrapped and replaced with much cleaner trucks. Grant decreased by \$56,938 as funds were not needed. |

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TABLE 6C: SAN DIEGO/BORDER TRADE CORRIDOR – Port of San Diego

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|---------------------------------|-----------|---|
| | | | PM 2.5 | NOx | |
| <i>Year 1</i> | | | | | |
| Ships At-Berth | Install grid-based shore power at the Port of San Diego. G07GMSS1 | \$0 | 0 | 0 | Grant terminated and funds transferred to the San Diego District’s drayage truck grant G07GMSP2, at the Port’s request. |
| Trade Corridor Total | | \$55,924,759 | 217,000 | 7,538,000 | |

TABLE 7: MULTI-CORRIDOR TRUCK PROGRAMS

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--------------------------------------|-----------------|---------------------------------|-----|---|
| | | | PM 2.5 | NOx | |
| <i>Year 5</i> | | | | | |
| CARB | Truck filter substrate replacement | \$0 | N/A | N/A | The \$1 million was not needed for truck filter substrate replacements and has been reallocated to the local agencies. |
| <i>Year 4</i> | | | | | |
| CARB | Truck filter substrate replacement | \$3,234,065 | 7,000 | 0 | Sacramento Air District is the implementing agency. The project was completed with 505 filter substrates replaced at a total cost of \$3.2 million. The \$3.1 million not needed for this project has been reallocated to the local agencies. |

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TABLE 8: STATE AGENCY – LOAN ASSISTANCE – Trucks Only

| Funding Year/ Category | Project Description/ Grant Number | Grant Amount | Emission Reductions (pounds) | | Current Project Status |
|---------------------------|--|-----------------|--|-----|---|
| | | | PM 2.5 | NOx | |
| <i>Year 4</i> | | | | | |
| CARB | Loan assistance to replace old dirty trucks with newer clean models. | \$0 | N/A | N/A | The \$5.3 million was not needed for loan assistance and has been reallocated to the local agencies. |
| <i>Year 3</i> | | | | | |
| CARB | Loan assistance to replace old dirty trucks with newer clean models serving ports and railyards. | \$1,668,227 | Included in the Bay Area and South Coast Districts' FY2011-12 Priority Drayage Reserve Grants. | | Loan assistance to help replace drayage trucks funded under the priority drayage reserve through the South Coast and Bay Area Air 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. 136 truck projects have utilized the loan assistance program. The \$3.3 million not needed for this project has been reallocated to the local agencies. |