

Proposition 1B: Goods Movement Emission Reduction Program

June 2024 SEMI-ANNUAL STATUS REPORT

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 the California Air Resources Board (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 March 31, 2024, 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 \$947 million to local agencies and for CARB's administration costs through March 2024.

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 6 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 September 2023, \$1.7 million has been expended by the San Joaquin District. The Sacramento District has held two solicitations in 2022 and signed contracts for seven zero-emission trucks, with the remaining air districts planning to hold solicitations in 2024.

Year 5. Local agencies continue to implement these projects and expect over 2,500 pieces of equipment to be upgraded including over 1,100 natural gas (over 1,000 low-NOx) and over 200 zero-emission trucks. Of the 2,500 projects, over 1,100 trucks, 47 tier-four locomotives, 6 commercial harbor craft, 26 cargo handling equipment, and 490 TRU electric power plugs are operational. The majority of the remaining projects are expected to be operational in 2024.

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 4.9 million pounds, or 2,400 tons, of particulate matter (PM 2.5), plus over 172 million pounds, or 86,000 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 ten 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 March 31, 2024, 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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Tables

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	88,105,000	5,501 other trucks 1,600 drayage trucks 25 ships at-berth 3 cargo handling 20 locomotives 23 TRUs	285 other trucks 3 cargo handling 405 TRUs
Los Angeles/ Inland Empire	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	1,504,000	46,520,000	3,016 other trucks 22 locomotives 437 TRUs	N/A
Central Valley	Sacramento Metropolitan Air Quality Management District	\$42,890,722	380,000	7,348,000	486 other trucks 21 locomotives 26 TRUs	1 other truck
Bay Area	Bay Area Air Quality Management District	\$130,636,866	522,000	22,969,000	869 other trucks 1,449 drayage trucks 9 locomotives 12 ships at-berth 23 cargo handling 4 TRUs	67 other trucks 16 cargo handling
San Diego/ Border	San Diego Air Pollution Control District	\$40,844,530	128,000	4,265,000	547 other trucks 98 drayage trucks 9 harbor craft	30 other trucks
San Diego/ Border	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	N/A	\$3,234,065	7,000	0	505 filters	N/A
Statewide - Loan Assistance	N/A	\$1,668,227				
CARB Administration	N/A	\$42,160,000				
TOTAL		\$980.0 million	4,991,000 lbs or 2,496 tons	172,964,000 lbs or 86,482 tons	10,740 other trucks 3,214 drayage trucks 36 ships at-berth 26 cargo handling 72 locomotives 9 harbor craft 490 TRUs 505 filters	383 other trucks 19 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	2,873,000	110,306,000	10,740	383
Drayage Trucks ²	\$114,317,441	869,000	18,699,000	3,214	N/A
Ships At-Berth/Cargo Handling Equipment	\$82,452,787	457,000	28,407,000	62	19
Locomotives	\$82,054,997	756,000	14,603,000	72	N/A
Harbor Craft	\$1,419,436	14,000	193,000	9	N/A
Transport Refrigeration Units	\$7,016,608	15,000	756,000	490	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	4,991,000 lbs or 2,496 tons	172,964,000lbs or 86,482 tons	15,092	807

¹ Completed projects include 1012 natural gas replacements (903 low-NOx), 25 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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 6	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.
Year 5	Other Trucks	Replace old, dirty trucks with newer, clean models. GMB14-L1/13GML01	\$118,603,048	4,000	4,554,000	District has signed contracts for 1,081 trucks. 796 trucks have been scrapped and replaced with much cleaner trucks, including 724 natural gas (690 low-NOx) and 16 zero-emission.
Year 5	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	1,000	43,000	District has signed contracts for 3 pieces of equipment including zero-emission yard trucks and battery charging stations. 3 yard trucks have been scrapped and replaced with much cleaner yard trucks.
Year 5	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.
Year 5	Transport Refrigeration Units	Replace old, dirty TRUs with newer, clean models. GMB14-L1	\$1,884,308	7,000	329,000	District has signed contracts for 428 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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
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.
Year 2	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.
Year 2	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 1	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.
Year 1	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 1	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	88,714,000	

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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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 6	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.
Year 5	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).
Year 5	Locomotives	Replace old, dirty locomotives with newer, clean models. GMB14-C1	\$25,956,000	287,000	6,393,000	Project complete. 22 locomotives have been replaced with much cleaner locomotives.
Year 5	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 4	Other Trucks	Replace old, dirty trucks with newer, clean models. 13GMC01/G11GMCT1	\$35,156,166	51,000	8,018,000	Grant complete. 813 old trucks have been scrapped and replaced with much cleaner trucks, including 2 natural gas.
Year 2	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.
Year 1	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.
Year 1	Other Trucks	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 6	Other Trucks	Replace old, dirty trucks with newer, clean models. GMB19-C2/GMB18-C2	\$1,585,927	0 ¹	4,000	7 trucks have been scrapped and replaced with zero-emission trucks.
Year 5	Other Trucks	Replace old, dirty trucks with newer, clean models. GMB14-C2/13GMC02	\$2,598,750	0 ²	235,000	District has signed contracts for 39 trucks. 38 trucks have been scrapped and replaced with much cleaner trucks, including 24 natural gas (9 low-NOx) and 1 zero-emission.
Year 5	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.
Year 5	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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TABLE 4B (continued): CENTRAL VALLEY TRADE CORRIDOR – Sacramento Metropolitan AQMD

Funding Year	Category	Project Description/ Grant Number	Grant Amount	Emission Reductions (pounds) of PM2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 4	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.
Year 2	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.
Year 1	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.
Year 1	Other 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.
Year 1	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	1,884,000	54,000,000	

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TABLE 5: BAY AREA CORRIDOR - Bay Area AQMD

Funding Year	Category	Project Description/ Grant Number	Grant Amount	Emission Reductions (pounds) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
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	0	700,000	District has signed contracts for 129 trucks and 62 trucks have been scrapped and replaced with much cleaner trucks including 41 natural gas (39 low-NOx) and 1 zero-emission.
Year 5	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	2,000	54,000	District has signed contracts for 39 cargo handling equipment including zero-emission yard trucks and forklifts. 15 yard trucks have been scrapped and replaced with much cleaner yard trucks. 8 forklifts have been scrapped and replaced with much cleaner forklifts.
Year 5	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.
Year 5	Transport Refrigeration Units	Replace old, dirty TRUs with newer, clean models. GMB14-B1	\$50,400	0	2,000	Project complete. 4 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.

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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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 4	Other Trucks	Replace old, dirty trucks with newer, clean models. 13GMB01/G11GMBT1	\$8,525,519	17,000	1,794,000	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.
Year 2	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	91,000	5,305,000	Grant complete. Installation of shore power equipment for 8 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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 1	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.
Year 1	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.
Year 1	Ships At-Berth	Install grid-based shoreside electrical power at three 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	Grant complete. Installation of shore power equipment for 3 berths at the Port of Oakland with ships plugging into the grid starting in 2011.
Year 1	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 1	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	522,000	22,969,000	

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

Funding Year	Category	Project Description/ Grant Number	Grant Amount	Emission Reductions (pounds) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 6	Other Trucks	Replace old, dirty trucks with newer, clean models. GMB19-S1	\$698,846	0 ¹	208,000	Grant agreement executed in September 2020.
Year 5	Other Trucks	Replace old, dirty trucks with newer, clean models. GMB14-S1/13GMS01	\$15,872,054	0	510,000	District has signed contracts for 151 trucks. 121 trucks have been scrapped and replaced with much cleaner trucks, including 116 natural gas (104 low-NOx).
Year 5	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.
Year 5	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 5	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. Six harbor craft vessels have been repowered with much cleaner engines.
Year 5	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 to Commercial Harbor Craft.
Year 4	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.
Year 4	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 2	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.
Year 2	Commercial Harbor Craft	Replace old, dirty engines in harbor craft with newer, clean engines. G08GMSH1	\$115,286	1,000	11,000	Grant complete. One harbor craft vessel has been repowered with much cleaner engines.
Year 1	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.
Year 1	Drayage Trucks	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.
Year 1	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 4	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.
Year 2	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.
Year 1	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 1	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	7,281,000	

TABLE 7: MULTI-CORRIDOR TRUCK PROGRAMS

Funding Year	Category	Project Description/ Grant Number	Grant Amount	Emission Reductions (pounds) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 5	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.
Year 4	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) of PM 2.5	Emission Reductions (pounds) of NOx	Current Project Status
Year 4	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.
Year 3	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.	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.