

SECTION 6: BUDGET SUMMARY

There are several funding sources associated with the implementation of the CAAP, including:

- Costs borne by the ports in developing required infrastructure improvements, funding incentives, implementation of control measures, and demonstrating new emission reduction strategies, and
- Costs borne by the industries/terminals affected by CAAP requirements, and
- Costs borne by regulatory agencies to fund grants and demonstration projects.

The CAAP is a tool developed expressly for the ports to implement comprehensive strategies that will reduce both health-risk and mass emissions associated with port operations. This budget section is a guide for the ports' financial planning. Costs that need to be borne by the ports must be identified to ensure that the programs to be funded by the ports can be properly budgeted. Potential available funding from regulatory agencies is also included for planning purposes. Health care costs and industry costs are not the focus of this section.

Port funding to date is broken down by measure and presented in Table 6.1 for POLA and Table 6.2 for POLB.

Table 6.1: POLA Funding To Date

Initiative	2006	2007	2008	TOTAL
HDV1	\$0	\$0	\$23,317,485	\$23,317,485
HDV2	\$0	\$0	\$0	\$0
OGV1	\$0	\$0	\$1,400,000	\$1,400,000
OGV2	\$0	\$5,395,900	\$17,072,800	\$22,468,700
OGV3	\$0	\$0	\$0	\$0
OGV4	\$0	\$0	\$354,000	\$354,000
OGV5	\$0	\$0	\$0	\$0
OGV6	\$0	\$0	\$0	\$0
CHE1	\$0	\$0	\$0	\$0
HC1	\$0	\$0	\$0	\$0
RL1	\$0	\$2,500,000	\$2,500,000	\$5,000,000
RL2	\$0	\$0	\$0	\$0
RL3	\$0	\$0	\$0	\$0
TAP	\$0	\$1,500,000	\$1,500,000	\$3,000,000
Recognition	\$0	\$5,000	\$5,000	\$10,000
Eff. Imprv.	\$0	\$0	\$0	\$0
TOTAL	\$0	\$9,400,900	\$46,149,285	\$55,550,185

Table 6.2: POLB Funding To Date

Initiative	FY2006	FY2007	FY2008	TOTAL
HDV1	\$0	\$0	\$15,585,307	\$15,585,307
HDV2	\$0	\$0	\$0	\$0
OGV1	\$1,615,000	\$1,727,500	\$1,834,600	\$5,177,100
OGV2	\$5,533,900	\$6,313,100	\$8,078,900	\$19,925,900
OGV3	\$0	\$0	\$0	\$0
OGV4	\$0	\$0	\$120,800	\$120,800
OGV5	\$0	\$0	\$0	\$0
OGV6	\$0	\$0	\$0	\$0
CHE1	\$0	\$0	\$0	\$0
HC1	\$0	\$0	\$0	\$0
RL1	\$2,500,000	\$2,500,000	\$0	\$5,000,000
RL2	\$0	\$0	\$0	\$0
RL3	\$0	\$0	\$0	\$0
TAP	\$0	\$1,500,000	\$1,500,000	\$3,000,000
Recognition	\$0	\$0	\$5,400	\$5,400
Eff. Imprv.	\$0	\$0	\$0	\$0
TOTAL	\$9,648,900	\$12,040,600	\$27,125,007	\$48,814,507

Significantly less port funding was needed by the CTP than originally estimated in the original CAAP since private industry funded a significant portion of the truck fleet turnover. It is estimated that private industry invested over \$600 million for truck modernization.

In addition to the funding from the ports identified above, additional funding was provided by the agencies, mostly through the grant awards, or through co-funding of Technology Advancement Program projects. AQMD provided over \$1.8 million in co-funding for four TAP projects and awarded a \$3.2 million Carl Moyer grant for the PHL fleet replacement project. CARB provided \$98 million through Prop 1B and awarded a Carl Moyer grant for a multi-district TAP project. USEPA awarded over \$6 million through several DERA grants to the ports to upgrade terminal equipment and harbor craft and to support a TAP project to develop a hybrid yard hostler.

Through 2009, the financial contribution to the CAAP progress by each partnering agency was as follows:

- SCAQMD/Carl Moyer \$5,028,625
- CARB/Carl Moyer \$783,628
- USEPA TAP/DERA \$375,000

Anticipated port funding for support of the CAAP from 2009 through 2013 is presented in Table 6.3 for POLA and Table 6.4 for POLB.

Table 6.3: 2009 - 2013 POLA Future Budget Estimates

Initiative	2009	2010	2011	2012	2013	Total
HDV1	\$59,457,232	\$24,683,088	\$2,398,030	\$5,000,000	\$0	\$91,538,350
HDV2	\$0	\$266,250	\$0	\$0	\$0	\$266,250
OGV1	\$1,900,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$13,900,000
OGV2	\$3,196,787	\$20,500,000	\$15,400,000	\$23,518,000	\$18,500,000	\$81,114,787
OGV3	\$0	\$0	\$0	\$0	\$0	\$0
OGV4	\$204,000	\$0	\$0	\$0	\$0	\$204,000
OGV5	\$0	\$0	\$0	\$0	\$0	\$0
OGV6	\$0	\$0	\$0	\$0	\$0	\$0
CHE1	\$0	\$0	\$0	\$0	\$0	\$0
HC1	\$0	\$0	\$0	\$0	\$0	\$0
RL1	\$0	\$0	\$0	\$0	\$0	\$0
RL2	\$0	\$0	\$0	\$0	\$0	\$0
RL3	\$0	\$0	\$0	\$0	\$0	\$0
TAP	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
Recognition	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Eff. Imprv.	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$66,263,019	\$49,954,338	\$22,303,030	\$33,023,000	\$23,005,000	\$194,548,387

Table 6.4: 2009 - 2013 POLB Future Budget Estimates

Initiative	2009	2010	2011	2012	2013	Total
HDV1	\$45,748,000	\$2,700,000	\$400,000	\$100,000	\$100,000	\$49,048,000
HDV2	\$0	\$266,250	\$0	\$0	\$0	\$266,250
OGV1	\$3,950,000	\$3,950,000	\$3,950,000	\$3,950,000	\$3,950,000	\$19,750,000
OGV2	\$3,749,500	\$36,495,400	\$38,250,000	\$56,933,500	\$43,802,300	\$179,230,700
OGV3	\$0	\$0	\$0	\$0	\$0	\$0
OGV4	\$90,000	\$0	\$0	\$0	\$0	\$90,000
OGV5	\$0	\$0	\$0	\$0	\$0	\$0
OGV6	\$0	\$0	\$0	\$0	\$0	\$0
CHE1	\$0	\$0	\$0	\$0	\$0	\$0
HC1	\$92,200	\$0	\$0	\$0	\$0	\$92,200
RL1	\$0	\$0	\$0	\$0	\$0	\$0
RL2	\$0	\$0	\$0	\$0	\$0	\$0
RL3	\$0	\$0	\$0	\$0	\$0	\$0
TAP	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
Recognition	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Eff. Imprv.	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$55,134,700	\$44,916,650	\$44,105,000	\$62,488,500	\$49,357,300	\$256,002,150

As presented in the tables above, both ports have made strong financial commitments to ensure the success of the CAAP. The budget estimates are reviewed and updated each year to ensure the proper level of funding for the CAAP.

In addition to port funding, the regulatory agencies have also made commitments to provide funding contributions for ongoing implementation of the CAAP. AQMD provided co-funding for a TAP project. CARB awarded the ports \$98,000,000 in Prop 1B bond funding for the implementation of the Clean Truck Program. USEPA awarded the Port of Long Beach \$4,008,250 through a DERA grant award for tenant cargo handling equipment and harbor craft projects, and awarded a DERA grant to Port of Los Angeles in the amount of \$1,639,250 for port tenant cargo handling equipment projects.

The commitments made to date are presented in Table 6.5.

Table 6.5: 2009 – 2013 Planned Contributions by Regulatory Agencies

Agency	2009	2010	2011	2012	2013	Total
SCAQMD	\$7,976,250	\$532,500	ND	ND	ND	\$8,508,750
CARB	\$49,000,000	\$49,000,000	ND	ND	ND	\$98,000,000
USEPA	\$5,647,500	ND	ND	ND	ND	\$5,647,500
TOTAL	\$62,623,750	\$49,532,500	\$0	\$0	\$0	\$112,156,250

Note: ND - Not Determined at this time

The ports will continue to seek additional funding from the agencies, as well as from other sources, into the future to assist the ports and the port industry with achieving the clean air goals of the CAAP.