

Summary of Updates to Appendix A

This document summarizes corrections made to Appendix A of the Proposed 2022 State SIP Strategy that was originally published on August 12, 2022.

1. Staff corrected an error in Table A-1. Cumulative NO_x Reduction through 2037 was updated to 1.04 million tons from 1.11 million tons. The cost-effectiveness \$ per ton of NO_x has also been updated to \$92 thousand from \$89 thousand.
2. Staff corrected an error in Table A-4. The initial year of costs for the TRU Part 2 was updated to 2026 from 2024. The average annual amortized cost for the measure was updated to \$243 from \$208. Text on page 178 that references these values has also been updated.
3. Staff made a correction to Table A-8. The cost of the In-Use Locomotive was incorrectly classified in the "Measures that Require Federal Action" row and has been moved to the "CARB Measures" row. Text on page 172 that references costs from this table has been updated.
4. Staff made a correction to Figure A-2 which results in slight shifts in the share of total NO_x emission reductions by major categories. Primarily federally and internationally regulated sources including OGV make up a slightly larger share (+ 4 percent) of the total NO_x emission reductions than previously represented. On-Road, off-road, and the buildings/consumer product categories make up a slightly smaller share (- 4 percent) of total NO_x emission reductions that previously represented.
5. Staff made a clarification to the legend in Figures A-1 and A-2, changing a category description to "Primarily Federal and International Sources Excluding OGV" from "Federal and International Sources Excluding OGV".
6. The header has been updated to reflect the date of the corrections.