

**Revised Table 2-1: Preliminary Cost Summary of Revised Draft 2016 AQMP Measures**

Control Measures	Implementation Period for Cost Analysis	Present Value of Remaining Incremental Cost (\$Million, 2015)	Present Value of Incentives (\$Million, 2015)	Present Worth Value of Total Incremental Cost (\$Million, 2015)	Amortized Annual Average (2017-2031, \$Million)	
<b>SCAQMD Stationary Source Measures</b>						
BCM-01 (Further Emission Reductions from Commercial Cooking)	2025	\$143.1	+	\$0.0 =	\$143.1	\$10.8
BCM-04 (Manure Management Strategies)	2020-2031	\$16.4	+	\$0.0 =	\$16.4	\$2.0
BCM-10 (Emission Reductions from Greenwaste Composting)	2020-2031	\$7.0	+	\$0.0 =	\$7.0	\$0.6
CMB-02 (Zero and Near-Zero Appliances) <sup>1</sup>	2018-2031	\$699.0	+	\$503.5 =	\$1,202.4	\$51.6
CMB-03 (Emission Reductions from Non-Refinery Flares)	2020	\$113.4	+	\$0.0 =	\$113.4	\$6.3
CMB-04 (Restaurant Burners and Residential Cooking) <sup>1</sup>	2018-2031	\$320.6	+	\$192.4 =	\$512.9	\$30.7
CTS-01 (Coatings, Solvents, Adhesives, and Lubricants)	2018-2031	\$31.6	+	\$0.0 =	\$31.6	\$3.0
ECC-03 (Residential Building Energy Efficiency) <sup>1</sup>	2018-2031	\$246.6	+	\$406.9 =	\$653.5	\$37.8
CMB-01 (Transition to Zero & Near-Zero Emission Technologies)	2018-2031	\$1,883.0	+	\$275.5 =	\$2,158.6	\$89.8
CMB-05 (NOx Reductions from RECLAIM Assessment)	2026-2031	\$856.4	+	\$0.0 =	\$856.4	\$19.3
FUG-01 (Improved Leak Detection and Repair)	2022	\$26.5	+	\$0.0 =	\$26.5	\$2.5
<b>Total for SCAQMD Stationary Source Measures</b>		<b>\$4,343.5</b>	<b>+</b>	<b>\$1,378.2 =</b>	<b>\$5,721.7</b>	<b>\$254.6</b>
<b>SCAQMD Mobile Source Measures</b>						
MOB-10 (SOON Provision for Construction/Industrial Equipment) <sup>1</sup>	2017-2022	\$7.2	+	\$63.4 =	\$70.6	\$4.6
MOB-11 (Extended Exchange Program) <sup>1</sup>	2018-2022	\$0.0	+	\$66.2 =	\$66.2	\$7.6
MOB-14 (Emission Reductions from Incentive Programs) <sup>1</sup>	2017-2023	\$26.7	+	\$460.1 =	\$486.7	\$43.1
<b>Total for SCAQMD Mobile Source Measures</b>		<b>\$33.9</b>	<b>+</b>	<b>\$589.7 =</b>	<b>\$623.5</b>	<b>\$55.3</b>
<b>CARB Measures Affecting South Coast</b>						
<b>On-Road Light-Duty<sup>2</sup></b>						
Advanced Clean Cars 2 <sup>4</sup>	2026-2031	(\$2,648.0)	+	\$0.0 =	(\$2,648.0)	(\$90.8)
<b>On-Road Heavy-Duty</b>						
Low Nox Engine Standard - California Action	2023-2027	\$154.3	+	\$0.0 =	\$154.3	\$11.7
Low Nox Engine Standard - Federal Action	2024-2031	\$281.9	+	\$0.0 =	\$281.9	\$15.1
Advanced Clean Transit <sup>4</sup>	2018-2031	(\$521.5)	+	\$312.2 =	(\$209.2)	(\$6.6)
Last Mile Delivery	2020-2031	\$411.5	+	\$0.0 =	\$411.5	\$29.2
Further Deployment: On-Road Heavy Duty <sup>3</sup>	2017-2031	\$0.0	+	\$4,191.5 =	\$4,191.5	\$269.8
<b>Off-Road Federal &amp; International</b>						
More Stringent National Locomotive Emission Standards	2024-2031	\$308.2	+	\$0.0 =	\$308.2	\$12.0
Tier 4 Vessel Standard	2025-2031	\$133.7	+	\$0.0 =	\$133.7	\$3.9
At-Berth Regulation Amendments	2022	\$90.4	+	\$0.0 =	\$90.4	\$5.2
Further Deployment: Federal and International <sup>3</sup>	2017-2031	\$119.5	+	\$3,505.8 =	\$3,625.2	\$817.1
<b>Off-Road Equipment</b>						
Zero-Emission Off-Road Forklift Regulation Phase I <sup>4</sup>	2023-2030	(\$134.8)	+	\$0.0 =	(\$134.8)	(\$8.5)
Zero-Emission Ground Support Equipment	2023-2031	\$3.3	+	\$0.0 =	\$3.3	\$0.2
Small Off-Road Engines	2022-2031	\$20.4	+	\$0.0 =	\$20.4	\$2.1
Low-Emission Diesel	2023-2031	\$867.7	+	\$0.0 =	\$867.7	\$86.9
Further Deployment: Off-road Equipment <sup>3,4</sup>	2017-2031	(\$2,453.2)	+	\$4,435.5 =	\$1,982.2	(\$18.8)
<b>CARB SIP Measure</b>						
Consumer Products Program	2023-2030	\$70.1	+	\$0.0 =	\$70.1	\$7.0
<b>Total for CARB Measures Affecting South Coast</b>		<b>(\$3,296.5)</b>	<b>+</b>	<b>\$12,445.0 =</b>	<b>\$9,148.5</b>	<b>\$1,135.4</b>
<b>Grand Total Cost for All Quantified Measures</b>		<b>\$1,080.9</b>	<b>+</b>	<b>\$14,412.8 =</b>	<b>\$15,493.7</b>	<b>\$1,445.3</b>

<sup>1</sup>The cost for these control measures have been revised from those included in Chapter 2 of the Preliminary Socioeconomic Report due to accounting for incremental cost instead of total cost, in addition to other revisions to control measures since the release of Chapter 2 of the Preliminary Socioeconomic Report.

<sup>2</sup>The Further Deployment: On-Road Light-Duty control measure is primarily designed to reduced greenhouse gas emissions and therefore it is recognized as providing co-benefit NOx and VOC reductions as part of other state programs that are expected to be implemented even if the Revised Draft 2016 AQMP is not adopted. Their costs are therefore not a result of the Revised Draft 2016 AQMP and are not included here.

<sup>3</sup>Based on Table 4-20 of Revised Draft 2016 AQMP.

<sup>4</sup>Numbers in parentheses indicate cost-savings, mainly associated with fuel-savings

Notes:

•All future values are discounted at a rate of 4% to their present worth value in 2017 when the AQMP will be implemented and are expressed in 2015 dollars

•Numbers may not add up due to rounding

Revised Table 2-2: Incremental Costs of the Revised Draft 2016 AQMP by Sector

Sector	Present Value of Incremental Cost (\$Millions, 2015)	Share (Percent)
Agriculture, Forestry, Fishing, and Related Activities	16	0
Oil and Gas	131	1
Utilities	1,634	11
Construction	39	0
Manufacturing	558	4
Nurseries, Wholesale Garden	-32	0
Other Wholesale and Retail Trades	1	0
Transportation & Warehousing	790	5
Equipment Leasing and Rental	-34	0
Administrative and Waste Management Services	-1,360	-9
Health Care and Social Assistance	1	0
Restaurants	464	3
All Industries	1,181	8
<b>Subtotal of Private Industries</b>	<b>\$3,391</b>	22
<b>Consumers</b>	-2,311	-15
<b>State and Local Government</b>	14,414	93
<b>Total</b>	<b>\$15,494</b>	<b>100</b>

Notes:

- Numbers may not add up due to rounding.
- An 'All Industries' category is included for measures with across-the-board cost impacts (i.e., CMB-01 & CMB-02).