

# Attachment I:

## Summary of Changes to the Beneficiary Mitigation Plan

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- Revise the NOx emission reduction target from 10,000 tons to 6,500 tons
- Changes to Zero-Emission Transit, School and Shuttle Buses
  - Expand eligibility by allowing for stacking with other CARB incentive funds that do not claim NOx emission reductions.
  - Expand eligibility by allowing for the scrapping of 2012 and older buses
  - Remove 50 percent funding cap per bus type in 2024
  - Increase maximum funding levels for transit and shuttle buses up to 20 percent
- Changes to Zero-Emission Class 8 Freight and Port Drayage Trucks
  - Expand eligibility by allowing for stacking with other CARB incentive funds that do not claim NOx emission reductions.
  - Increase maximum funding levels up to 20 percent
- Changes to Zero-Emission Freight and Marine Projects
  - Expand eligibility by allowing for stacking with other CARB incentive funds that do not claim NOx emission reductions.
  - Expand eligibility by allowing for cost-effectiveness threshold to be used in lieu maximum funding levels.
  - Increase maximum funding levels up to 20 percent
- Changes to Combustion Freight and Marine Projects
  - Expand eligibility by allowing for stacking with other CARB incentive funds that do not claim NOx emission reductions.
  - Include the scrapping of pre-Tier 4 locomotive engines used for switching operations, including older repurposed short and line haul locomotives.
  - Expand eligibility by allowing for rail car movers to replace switcher locomotives including zero-emission.
  - Increase maximum funding levels up to 20 percent
- Changes to Light-Duty Zero-Emission Vehicle Infrastructure
  - None
- Other Changes not Specific to Individual Project Funding Categories
  - Clarified the double counting NOx reduction guiding principle.