San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

San Joaquin Valley Air Pollution Control District

2018 Annual Report

Indirect Source Review Program

Reporting Period:
July 1, 2017 to June 30, 2018

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I. EXECUTIVE SUMMARY

This "*2018 Annual Report on the District's Indirect Source Review Program"* was prepared by the San Joaquin Valley Unified Air Pollution Control District (District), and covers the reporting period from July 1, 2017 to June 30, 2018.

District Rule 9510 *Indirect Source Review* (ISR), was adopted by the District's Governing Board to reduce the impacts of growth in emissions resulting from new land development in the San Joaquin Valley. Rule 9510 is a commitment in Particulate Matter and Ozone Attainment Demonstration Plans. The objective of the rule is to reduce emissions of nitrogen oxides (NOx) and particulate matter smaller than ten microns in aerodynamic diameter (PM_{10}) associated with construction and operational activities of development projects occurring within the San Joaquin Valley. District Rule 9510 applies to new development projects that would equal or exceed specific size limits called "applicability thresholds." The applicability thresholds were established at levels intended to capture projects that emit at least two tons of NOx or two tons of PM_{10} per year. The rule contains provisions exempting stationary source projects that are subject to the District's stationary source permitting requirements.

Developers of projects subject to Rule 9510 must reduce a portion of the emissions occurring during construction and operational phases through on-site measures, or pay off-site fees. One hundred percent (100%) of all off-site fees are used by the District to fund emission reduction projects through its Incentives Programs, achieving emission reductions on behalf of the project. Additionally, developers pay an administrative fee equal to four percent (4%) of the required off-site fees. This fee is to cover the District's cost of administering the off-site emission reduction projects.

In addition, to reducing a portion of the development project's impact on air quality through compliance with District Rule 9510, a developer can further reduce the project's impact on air quality by entering into a "Voluntary Emission Reduction Agreement" (VERA) with the District to address the mitigation requirements under the California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA). Under a VERA, the developer may fully mitigate project emission impacts by providing funds to the District, which are then used by the District to administer emission reduction projects on behalf of the developer. The District has entered into thirty-six VERAs since 2005 through the end of this reporting period.

This annual report includes revenues, expenditures, and emission reductions achieved for both ISR and VERA (ISR-VERA program). To date, in addition to avoiding approximately 14,200 tons of NOx and PM_{10} emissions from new development through the incorporation of on-site mitigation and clean-air design measures into projects subject to Rule 9510, the District has confirmed approximately 8,600 tons of reductions in NOx and PM_{10} emissions have been achieved through the investment of ISR and VERA funds in its emission reduction incentive programs.

During this reporting period under the ISR-VERA program the District received 344 Air Impact Assessment (AIA) applications, compared to 264 AIA applications received during the previous reporting period, representing a 30% increase in the number of AIA applications received, which follows a 29% increase in the previous year. The District approved four VERAs during this reporting period.

The total amount of funds received for this reporting period was $25,949,980. This is an increase compared to the $14,221,649 received in the previous reporting period. A large portion of the funds, $18,440,142, was received under the Kern County Oil and Gas Emission Reduction Agreement.

This year the District achieved emission reductions totaling 1,455 tons NOx and 216 tons PM_{10}, for a combined total of 1,671 tons at a cost effectiveness of $9,090 per ton of emissions reduced.

II. INTRODUCTION

The San Joaquin Valley is expected to be one of the fastest growing regions in the state through at least 2030. The Demographic Research Unit of the Department of Finance released interim revised population growth projections in March 2017 and expects approximately 19.3% growth in the Valley's population during the 2015 to 2030 period. In contrast, the total population for the State of California is projected to increase by only 12.5% over the same period of time.

Population growth results in increased area source emissions from activities such as consumer product use, fuel combustion for heating and cooking, and landscape maintenance. The total number of vehicle miles traveled (VMT) also increases with population growth, resulting in more emissions due to the combustion of vehicle fuels. The projected growth in these so called "indirect source" emissions erodes some of the progress generated by emission reductions achieved through the District's stationary source program and state and federal mobile source controls.

Although the District cannot directly regulate mobile source tailpipe emissions, it does have longstanding statutory authority to regulate indirect sources of air pollution. Pursuant to this authority, the District made a federally enforceable commitment to regulate indirect sources when it adopted its PM_{10} Attainment Plan in June 2003. Subsequently, the California State Legislature passed Senate Bill 709, Florez, in the fall of 2003, which Governor Gray Davis subsequently signed and codified into the Health and Safety Code in §40604. This additional legislation required the District to adopt, by regulation, a schedule of fees to be assessed on area wide or indirect sources of emissions that are regulated by the District.

District Rule 9510 was originally adopted by the District's Governing Board on December 15, 2005 and became effective on March 1, 2006. The rule was amended in December of 2017 to address inconsistency in applicability and other rule interpretation areas. The purpose of the rule is to reduce the impacts of growth in emissions resulting from new land development in the San Joaquin Valley. The rule applies to new residential and non-residential development projects, including transportation and transit projects, which equal or exceed established applicability thresholds. The applicability thresholds were established at levels intended to capture projects that emit at least two tons of NO_X or PM_{10} per year.

Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site emission reduction measures, or by paying off-site mitigation fees. One hundred percent of all off-site mitigation fees are used

by the District to fund emission reduction projects through its Emission Reduction Incentive Programs, achieving emission reductions in behalf of the project. Additionally, developers pay an administrative fee equal to four percent (4%) of the required off-site fees. This fee is to cover the District's cost of administering the off-site emission reduction projects.

This report was prepared pursuant to provisions of Rule 9510 that require the District to prepare an annual report regarding expenditure of received funds and achieved emission reductions. Pursuant to Rule 9510, Section 10.4, the annual report includes the following:

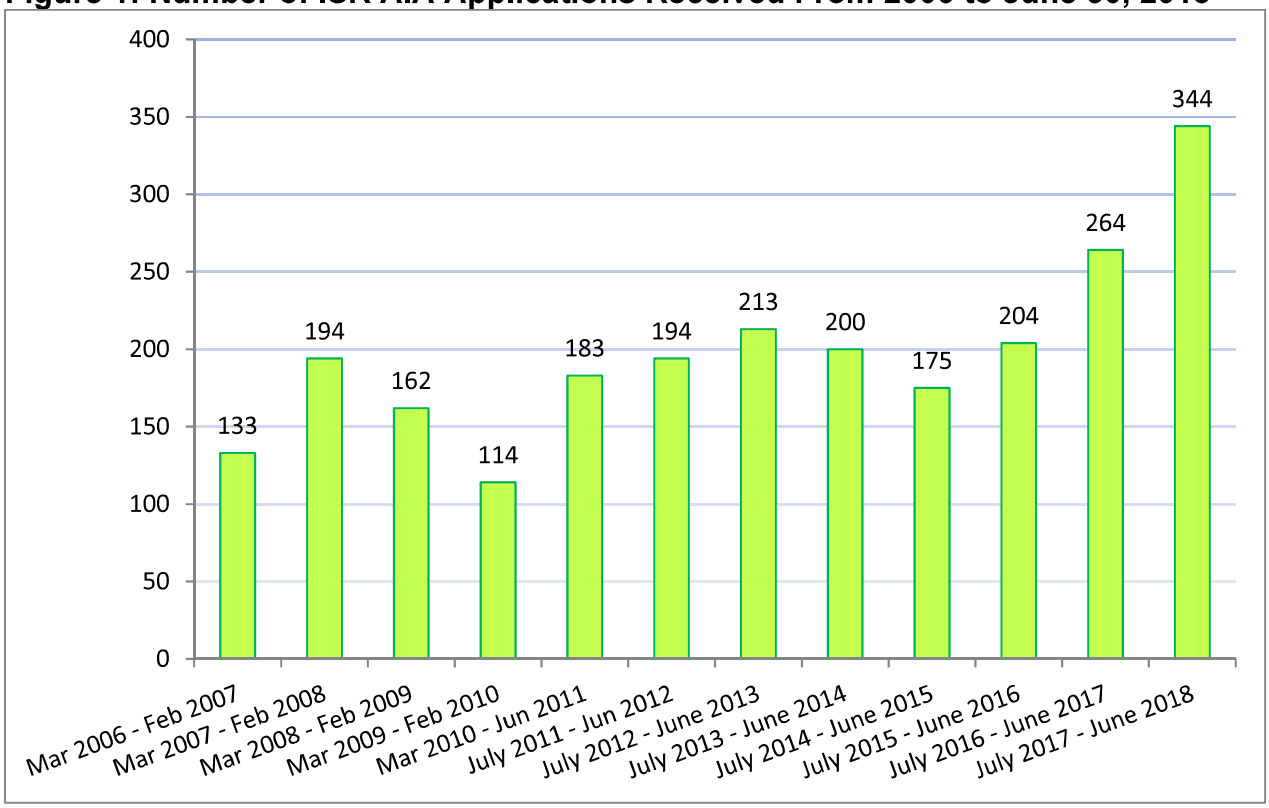
- Total amount of off-site fees received;
- Total monies spent;
- Total monies remaining;
- Any refunds distributed;
- A list of all projects funded;
- Total emissions reductions realized; and
- The overall cost-effectiveness factor for the projects funded.

III. IMPLEMENTATION

District Rule 9510 (Indirect Source Review)

The number of AIA applications received during this reporting period represents the number of new and revised projects subject to Rule 9510 proposed by developers in the San Joaquin Valley. The number of AIA applications received each year since 2006, the first year of Rule 9510 implementation, is presented in Figure 1. During this reporting period, the District received 344 AIA applications compared to 264 AIA applications received during the previous reporting period. This represents a 30% increase in the number of ISR applications received, which follows a 29% increase in the previous year. The 344 AIA applications received is the highest number received since the rule was adopted, and provides evidence of a continuing trend of a growing housing market since 2010 (see Figure 1 below). The number of AIA applications received reflects the total of 200 new development projects and 144 modifications to previously approved development projects.

Figure 1: Number of ISR AIA Applications Received From 2006 to June 30, 2018



Through implementation of the ISR rule, District staff is seeing positive changes in development practices. Since adoption of the rule, developers have voluntarily begun to incorporate many air-friendly design changes into their projects. For instance, significant reductions in emissions have occurred through the use of a "construction clean fleet," which is defined as a construction fleet mix cleaner than the State fleet average. In 2006, the first year of implementation, only 14.3% of approved projects reduced construction exhaust impacts through use of a clean construction equipment fleet. The percentage has risen to approximately 35% for the entire history of the ISR program, and 45% for this reporting period.

Another noteworthy change is that developers of large distribution centers are continuing to reduce operational emissions and associated impacts through voluntarily committing to use newer heavy-duty on-road fleet vehicles and maintaining a fleet replacement schedule that ensures older vehicles are replaced in a timely manner. Many lesser but still cumulatively significant reductions in emissions have been garnered by a whole range of effective design principles. Examples include installation of solar power, integrated mixed-use development design, bike lanes, high-efficiency housing design, and many others.

Voluntary Emission Reduction Agreements

A Voluntary Emission Reduction Agreement is an air quality mitigation measure by which a developer can voluntarily enter into a contractual agreement with the District to mitigate a development project's impact on air quality, going beyond reductions achieved by compliance with District Rule 9510. Under the agreement, the developer provides funds to the District to administer the implementation of the VERA. The District then identifies emissions reductions projects, funds those projects, and verifies that the specified emission reductions have been successfully achieved.

Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors with cleaner tractors. Since 2005, the District has entered into thirty-six VERAs through the end of this reporting period. It is the District's experience that implementation of a VERA is often a feasible mitigation measure under CEQA, effectively achieving emission reductions necessary to reduce impacts to a less than significant level.

For development projects subject to Rule 9510, the developer must also comply with applicable rule provisions. Emission reductions achieved through implementation of a VERA are credited towards satisfying ISR requirements. This report therefore includes revenues and emission reductions achieved through both the ISR and the VERA process.

During this reporting period, the District adopted four VERAs. The adopted VERAs were for the Vulcan Materials expansion project, the San Luis Transmission Project, the DeJong Estates development project, and the American Kings Solar Project.

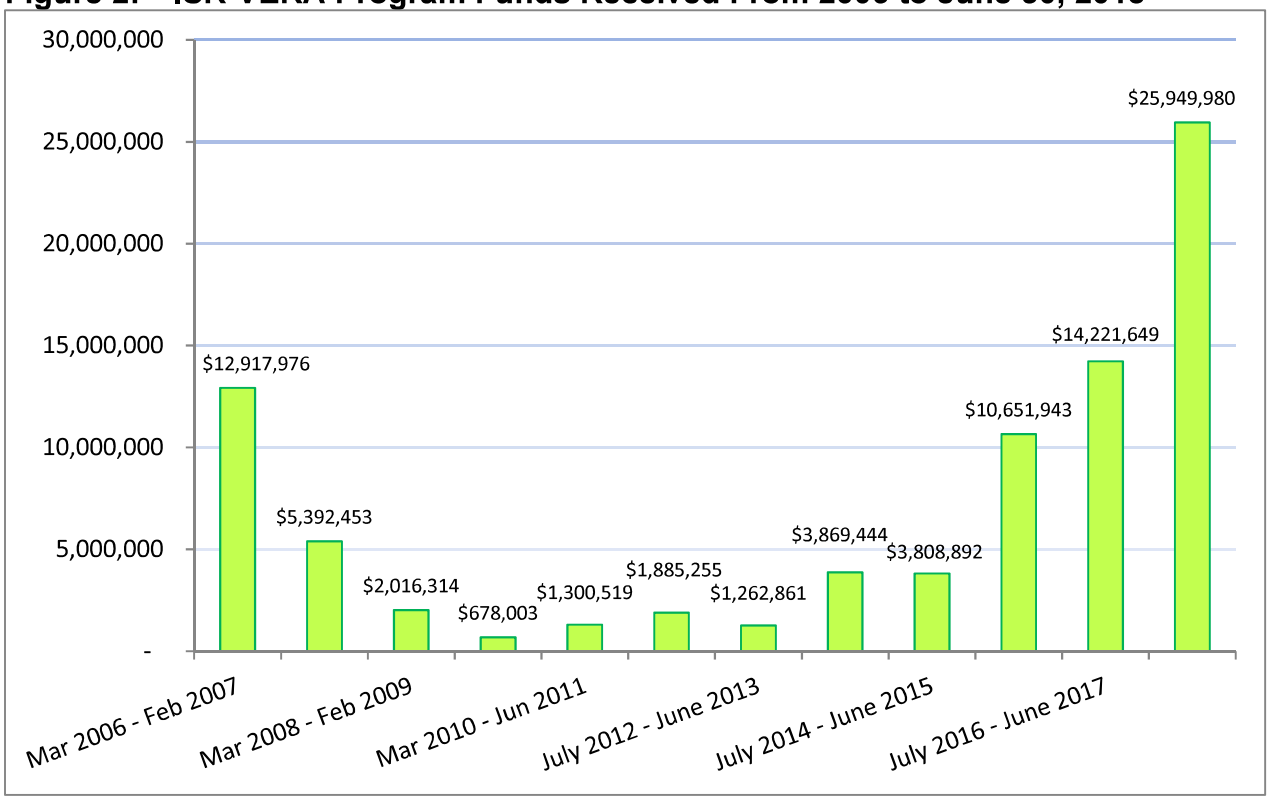
As a reminder, the Kern County OGERA is the result of an agreement between the District, Kern County, and the oil and gas industry, to fully mitigate all emissions associated with future oil and gas exploration and production in the San Joaquin Valley, as negotiated during the development of the Kern County Environmental Impact Report for future oil and gas activities. Kern County collects a mitigation fee from oil and gas companies when issuing permits for the drilling of new oil or gas production wells, and passes the funds to the District to use in its emission reduction incentive grant programs.

IV. FISCAL SUMMARY

ISR-VERA Program Funds

As presented in Figure 2 below, the total amount of off-site fees and mitigation funds (Program Funds) received under the ISR-VERA program during this reporting period increased from $14,221,649 to $25,949,980.

Figure 2: ISR-VERA Program Funds Received From 2006 to June 30, 2018



The District received $5,662,324 in ISR funds and $20,287,656 in VERA funds for a combined total of $25,949,980. A large portion of the VERA funds received was for the Kern County OGERA. The District received $18,440,142 under the Kern County OGERA.

As presented in Table 1 below, the District's ISR-VERA account held a beginning balance of $21,213,747. During this reporting period, the District received funds totaling $25,949,980. The District refunded $194,034 this fiscal year for two ISR projects. The first refund was issued in the amount of $237 as a result of a reduction in the total off-site fees owed after a reassessment was performed based on new project information. The second refund was issued in the amount of $193,797 after the project was transferred to a new developer who had also paid the ISR fees in full. The District funded off-site emission reduction projects totaling $15,189,287 during this reporting period, and has encumbered $15,908,202 in contracts for emission reduction projects in the process of being implemented, leaving an unencumbered balance of $15,872,204. The vast majority of the unencumbered balance, $13,081,735, was received in the second half of this reporting period and is currently in the process of being encumbered for emission reduction projects.

Table 1: ISR-VERA Fiscal Summary (July 1, 2017 – June 30, 2018)

ISR-VERA Fiscal Summary	ISR	VERA	Total
Beginning Fund Balance	**$7,424,664**	**$13,789,083**	**$21,213,747**
Amount Received	$5,662,324	$20,287,656	$25,949,980
Amount Refunded	-$194,034	$0	-$194,034
Amount Spent	-$5,793,141	-$9,396,146	-$15,189,287
Ending Fund Balance	$7,099,813	$24,680,593	$31,780,406
Encumbered Amount	-$4,852,471	-$11,055,731	-$15,908,202
Ending Unencumbered Amount	**$2,247,342**	**$13,624,862**	**$15,872,204**

V. EMISSION REDUCTION SUMMARY

Achieved Off-Site Emission Reductions

During this reporting period, the District spent ISR and VERA monies to fund 272 emission reduction projects affecting 273 units. The monies were used to fund replacement of old heavy-duty off-road vehicles, including agricultural tractors, replacement of on-road vehicles with newer, cleaner versions, and fund the Bakersfield Municipal Airport Dust Control Project.

Typically, emission reduction projects go through a thorough application review before the contract for these projects between the District and the project applicant is executed. Once executed, funds are then encumbered for that project. The contract is valid for a limited amount of time to allow for the purchase of the new equipment and to submit a reimbursement request. Once the reimbursement request is approved, the funds encumbered for the emission reduction project are spent (reimbursed to the project applicant). This process typically takes several months for completion. Therefore, depending on the types of emission reduction projects available for funding, the funds received during this reporting period may result in the funds being spent in same reporting period or in the following reporting periods.

Emission reduction projects achieved total reductions of 1,455 tons NOx and 216 tons PM_{10}, for a combined total of 1,671 tons at a cost-effectiveness of $9,090 per ton (Table 2 below). Additionally, funded projects reduced emissions of reactive organic gases (ROG) by 133 tons. A complete list of all projects funded is presented in Appendix A.

Achieved emission reductions presented in the table below represent only emission reductions from projects that have been completed and paid during this reporting period, and the cost effectiveness is based on those projects.

Table 2: Achieved Off-Site Emission Reductions from ISR-VERA (July 1, 2017 – June 30, 2018)

Achieved Emission Reductions				Amount Spent ($)	Cost Effectiveness ($/ton)
Source	**NOx**	**PM_{10}**	**Total**		
ISR	602 tons	35 tons	637 tons	$5,793,141	$9,094/ton
VERA	853 tons	181 tons	1,034 tons	$9,396,146	$9,087/ton
Grand Total	**1,455 tons**	**216 tons**	**1,671 tons**	**$15,189,287**	**$9,090/ton**

Projected Emission Reductions

Projected emission reductions are a combination of emission reductions to be achieved in the future through implementation of project design elements at full project build out and through funding off-site emission reductions projects using off-site mitigation fees. For this reporting period, implementation of ISR resulted in combined projected on-site and off-site emission reductions totaling 2,811 tons of NOx and 3,544 tons of PM_{10} (Table 3 below).

Table 3: Projected Emission Reductions from Approved ISR Projects (July 1, 2017 – June 30, 2018)

Projected Emission Reductions (tons)			
Source	**NOx**	**PM_{10}**	**Total**
On-site Emission Reductions	1,227 tons	2,504 tons	**3,731 tons**
Off-site Emission Reductions	1,584 tons	1,040 tons	**2,624 tons**
Total	**2,811 tons**	**3,544 tons**	**6,355 tons**

APPENDIX A - EMISSION REDUCTION PROJECTS

List of all emission reduction projects funded by the ISR-VERA Program

ISR Annual Report / July 2017 - June 2018

Project #	Project Type	Number of Units	NOx (tons/project life)	PM (tons/project life)
C-25520	Agricultural Tractor	1	10.3	0.32
C-25960	Wheel Loader	1	10.32	0.51
C-26103	Agricultural Tractor	1	2.4	0.09
C-26412	Wheel Loader	1	7.52	0.32
C-27635	Agricultural Tractor	1	1.12	0.07
C-28834	Agricultural Tractor	1	2.22	0.19
C-30143	Agricultural Tractor	1	4.41	0.22
C-30229	Agricultural Tractor	1	2.61	0.11
C-30552	Agricultural Tractor	1	0.23	0.02
C-30645	Agricultural Tractor	1	1.77	0.09
C-31022	Agricultural Tractor	1	1.5	0.12
C-31342	Agricultural Tractor	1	0.72	0.07
C-31343	Agricultural Tractor	1	0.72	0.07
C-32031	Agricultural Tractor	1	2.46	0.12
C-37194	Agricultural Tractor	1	5.51	0.2
C-37811	Agricultural Tractor	1	8.32	0.34
C-38205	Agricultural Tractor	1	4.56	0.16
C-38519	Agricultural Tractor	1	4.22	0.18
C-38520	Agricultural Tractor	1	4.24	0.21
C-39362	Agricultural Tractor	1	3.86	0.18
C-39378	Wheel Loader	1	12.38	0.45
C-39487	General On-Road Heavy Duty	2	2.94	0
C-39589	Agricultural Tractor	1	5.36	0.19
C-39699	Agricultural Tractor	1	4.71	0.41
C-40018	Agricultural Tractor	1	3.74	0.18
C-40730	Agricultural Tractor	1	7.35	0.55
C-41491	Agricultural Tractor	1	15.71	0.61
C-42411	Agricultural Tractor	1	3.33	0.43
C-42865	Agricultural Tractor	1	4.3	0.37
C-43360	Agricultural Tractor	1	14.47	0.53
C-43544	Agricultural Tractor	1	5.14	0.24
C-43549	Wheel Loader	1	8.59	0.49
C-43582	Agricultural Tractor	1	5.02	0.46

C-43848	Agricultural Tractor	1	7.86	0.49
C-43981	Agricultural Tractor	1	1.22	0.14
C-44030	Agricultural Tractor	1	3.03	0.36
C-44031	Agricultural Tractor	1	5.45	0.23
C-44032	Agricultural Tractor	1	4.6	0.28
C-44307	Agricultural Tractor	1	3.69	0.23
C-44730	Agricultural Tractor	1	2.44	0.16
C-44950	Wheel Loader	1	8.83	0.45
C-45038	Wheel Loader	1	16.59	0.29
C-45059	Agricultural Tractor	1	1.95	0.32
C-45080	Agricultural Tractor	1	4.47	0.59
C-45500	Agricultural Tractor	1	2.55	0.19
C-45640	Agricultural Tractor	1	13.64	0.72
C-45649	Agricultural Tractor	1	1.23	0.18
C-45650	Agricultural Tractor	1	14.88	0.58
C-45651	Agricultural Tractor	1	0.77	0.29
C-46004	Agricultural Tractor	1	2.41	0.22
C-46005	Agricultural Tractor	1	1.78	0.11
C-46029	Agricultural Tractor	1	4.82	0.24
C-46034	Agricultural Tractor	1	2.06	0.14
C-46035	Agricultural Tractor	1	4.49	0.23
C-46576	Agricultural Tractor	1	1.43	0.16
C-46578	Agricultural Tractor	1	1.43	0.16
C-46998	Wheel Loader	1	15.19	0.27
C-47114	Agricultural Tractor	1	2.72	0.33
C-47133	Agricultural Tractor	1	4.13	0.28
C-47276	Agricultural Tractor	1	3.72	0.72
C-47278	Agricultural Tractor	1	1.77	0.25
C-47365	Agricultural Tractor	1	6.38	0.4
C-47372	Agricultural Tractor	1	6.38	0.4
C-47389	Agricultural Tractor	1	1.18	0.09
C-47552	Wheel Loader	1	9.3	0.39
C-47555	Agricultural Tractor	1	6.19	0.38
C-47557	Agricultural Tractor	1	5.54	0.23
C-47559	Agricultural Tractor	1	5.54	0.23
C-47562	Wheel Loader	1	5.05	0.25
C-47567	Wheel Loader	1	6.27	0.19
C-47588	Agricultural Tractor	1	3.9	0.32
C-47589	Agricultural Tractor	1	17.31	0.63
C-47599	Agricultural Tractor	1	5.92	0.76
C-47603	Agricultural Tractor	1	7.38	0.46
C-47604	Agricultural Tractor	1	7.28	0.45

C-47607	Agricultural Tractor	1	6.77	0.42
C-47608	Agricultural Tractor	1	7.7	0.48
C-47609	Agricultural Tractor	1	6.32	0.27
C-47738	Agricultural Tractor	1	3.08	0.22
C-47742	Agricultural Tractor	1	3.05	0.22
C-47808	Agricultural Tractor	1	3.85	0.35
C-47809	Agricultural Tractor	1	3.85	0.35
C-47811	Agricultural Tractor	1	3.43	0.25
C-47849	Swathers	1	1.74	0.09
C-47896	Agricultural Tractor	1	4.03	0.27
C-47897	Agricultural Tractor	1	3.47	0.23
C-47907	Agricultural Tractor	1	4.09	0.52
C-48003	General On-Road Heavy Duty	1	2.66	0
C-48015	General On-Road Heavy Duty	1	2.44	0
C-48126	Agricultural Tractor	1	7.87	0.4
C-48235	Agricultural Tractor	1	7.05	0.36
C-48327	General On-Road Heavy Duty	1	5.14	
C-48328	General On-Road Heavy Duty	1	4.81	
C-48330	General On-Road Heavy Duty	1	4.34	
C-48332	General On-Road Heavy Duty	1	4.37	
C-48333	General On-Road Heavy Duty	1	4.43	0
C-48404	General On-Road Heavy Duty	1	6.22	0
C-48407	General On-Road Heavy Duty	1	4.67	0
C-48409	General On-Road Heavy Duty	1	4.94	0
C-48410	General On-Road Heavy Duty	1	3.84	0
C-48411	General On-Road Heavy Duty	1	5.69	0
C-48426	Wheel Loader	1	14.95	0.63
C-48461	General On-Road Heavy Duty	1	4.72	
C-48462	General On-Road Heavy Duty	1	4.99	
C-48677	General On-Road Heavy Duty	1	4.61	0
C-48837	Agricultural Tractor	1	2.54	0.28
C-49066	General On-Road Heavy Duty	1	3.18	0
C-49094	Wheel Loader	1	8.92	0.51
C-49207	General On-Road Heavy Duty	1	5.12	0
C-49220	General On-Road Heavy Duty	1	5.29	0
C-49231	General On-Road Heavy Duty	1	2.65	0
C-49233	General On-Road Heavy Duty	1	5.56	0
C-49363	Wheel Loader	1	9.75	0.68
C-49370	Agricultural Tractor	1	6.44	0.2
C-49392	Agricultural Tractor	1	17.6	0.31
C-49420	General On-Road Heavy Duty	1	3.11	0
C-49606	Agricultural Tractor	1	0.89	0.07

C-49801	Agricultural Tractor	1	2.7	0.17
C-49804	Agricultural Tractor	1	5.83	0.35
C-50206	General On-Road Heavy Duty	1	1.45	0
C-50257	Agricultural Tractor	1	7.41	0.46
C-50258	Agricultural Tractor	1	7.73	0.48
C-50259	Agricultural Tractor	1	5.98	0.25
C-50260	Agricultural Tractor	1	6.41	0.27
C-50262	Cotton Picker	1	11.29	0.49
C-50269	Agricultural Tractor	1	3.46	0.3
C-50439	General On-Road Heavy Duty	1	2.47	0
C-50544	General On-Road Heavy Duty	1	2.2	0
C-50545	General On-Road Heavy Duty	1	1.88	0
C-50546	General On-Road Heavy Duty	1	2.33	0
C-50547	General On-Road Heavy Duty	1	2.48	0
C-50548	General On-Road Heavy Duty	1	1.53	0
C-50549	General On-Road Heavy Duty	1	1.89	0
C-50550	General On-Road Heavy Duty	1	2.31	0
C-50551	General On-Road Heavy Duty	1	3.37	0
C-50552	General On-Road Heavy Duty	1	2.28	0
C-50887	General On-Road Heavy Duty	1	3.26	0
C-50888	General On-Road Heavy Duty	1	2.33	0
C-50891	General On-Road Heavy Duty	1	1.92	0
C-51067	Wheel Loader	1	10.8	0.33
C-51069	Wheel Loader	1	3.11	0.16
C-51117	Dust Control	1		151.03
C-51186	Swathers	1	2.03	0.1
C-51253	Agricultural Tractor	1	3.26	0.24
C-51461	General On-Road Heavy Duty	1	0.19	0.005
C-51550	Wheel Loader	1	9.09	0.45
C-51555	Agricultural Tractor	1	4.02	0.37
C-51556	Agricultural Tractor	1	6.86	0.51
C-51558	Wheel Loader	1	10.17	0.71
C-51582	General On-Road Heavy Duty	1	2.06	0
C-51584	General On-Road Heavy Duty	1	3.21	0
C-51640	General On-Road Heavy Duty	1	3.51	0
C-51653	General On-Road Heavy Duty	1	0.64	0.015
C-51741	Agricultural Tractor	1	6.73	0.5
C-51754	Cotton Picker	1	13.59	0.4
C-51796	Agricultural Tractor	1	1.79	0.11
C-51911	General On-Road Heavy Duty	1	2.96	0
C-51939	Cotton Picker	1	13.74	0.43
C-51998	General On-Road Heavy Duty	1	4.37	0

C-52023	Agricultural Tractor	1	8.03	0.38
C-52033	Wheel Loader	1	1.75	0.13
C-52037	Wheel Loader	1	11.43	0.79
C-52040	Wheel Loader	1	11.43	0.79
C-52082	General On-Road Heavy Duty	1	2.7	0
C-52165	Wheel Loader	1	8.3	0.21
C-52270	Tractor Loader	1	2.85	0.36
C-52272	Agricultural Tractor	1	4.46	0.4
C-52273	Agricultural Tractor	1	3.14	0.29
C-52285	Wheel Loader	1	13.43	0.71
C-52313	Agricultural Tractor	1	4.66	0.23
C-52314	Agricultural Tractor	1	4.56	0.23
C-52412	Wheel Loader	1	11.28	0.59
C-52419	General On-Road Heavy Duty	1	4.01	0
C-52448	General On-Road Heavy Duty	1	3.05	0
C-52449	General On-Road Heavy Duty	1	5.99	0
C-52478	Agricultural Tractor	1	3.23	0.22
C-52506	Wheel Loader	1	24.41	1.29
C-52509	Agricultural Tractor	1	3.88	0.2
C-52540	Wheel Loader	1	8.96	0.45
C-52663	Agricultural Tractor	1	9.95	0.57
C-52664	Agricultural Tractor	1	9.95	0.57
C-52665	Agricultural Tractor	1	20.78	0.56
C-52669	General On-Road Heavy Duty	1	2.76	0
C-52754	General On-Road Heavy Duty	1	1.11	0.022
C-52755	General On-Road Heavy Duty	1	1.18	0.024
C-52757	General On-Road Heavy Duty	1	1.34	0.031
C-52787	Wheel Loader	1	11.75	0.82
C-52791	Wheel Loader	1	7.91	0.23
C-52793	Agricultural Tractor	1	4.28	0.39
C-52803	Wheel Loader	1	18.12	0.52
C-52804	Wheel Loader	1	3.16	0.41
C-52805	Wheel Loader	1	8.81	0.47
C-52819	Agricultural Tractor	1	3.45	0.23
C-52841	Agricultural Tractor	1	6.06	0.45
C-52863	General On-Road Heavy Duty	1	2.07	0
C-52878	Agricultural Tractor	1	27.18	0.78
C-52931	General On-Road Heavy Duty	1	1.65	0
C-52943	Wheel Loader	1	7.62	0.38
C-52993	Wheel Loader	1	8.75	0.58
C-53007	General On-Road Heavy Duty	1	2.91	0
C-53046	Wheel Loader	1	15.32	1.06

C-53053	Tractor	1	1.44	0.24
C-53062	General On-Road Heavy Duty	1	2.49	0
C-53065	General On-Road Heavy Duty	1	2.12	0.049
C-53087	Wheel Loader	1	9.89	0.52
C-53177	General On-Road Heavy Duty	1	2.6	0
C-53178	General On-Road Heavy Duty	1	1.53	0
C-53274	General On-Road Heavy Duty	1	1.85	0
C-53374	General On-Road Heavy Duty	1	3.48	0
C-53375	General On-Road Heavy Duty	1	3.55	0
C-53434	General On-Road Heavy Duty	1	3	0
C-53531	Agricultural Tractor	1	3.42	0.24
C-53683	General On-Road Heavy Duty	1	4.2	0
C-53684	General On-Road Heavy Duty	1	7.28	0
C-53686	Agricultural Tractor	1	0.78	0.07
C-53687	Wheel Loader	1	6.73	0.2
C-53694	Agricultural Tractor	1	2.42	0.18
C-53730	General On-Road Heavy Duty	1	2.35	0
C-53731	General On-Road Heavy Duty	1	2.58	0
C-53732	General On-Road Heavy Duty	1	2.71	0
C-53733	General On-Road Heavy Duty	1	2.94	0
C-54072	Wheel Loader	1	1.57	0.14
C-54161	Agricultural Tractor	1	4.16	0.53
C-54164	Agricultural Tractor	1	9.57	0.51
C-54414	Wheel Loader	1	9.77	0.49
C-54415	Wheel Loader	1	10.71	0.57
C-54416	Wheel Loader	1	7.99	0.55
C-54469	Wheel Loader	1	2.41	0.12
C-55250	General On-Road Heavy Duty	1	7.62	0
C-55274	Agricultural Tractor	1	11.63	0.37
C-55365	Wheel Loader	1	6.97	0.35
C-55384	Agricultural Tractor	1	6.35	0.44
C-55823	General On-Road Heavy Duty	1	4.88	0
C-55824	General On-Road Heavy Duty	1	3.62	0
C-55858	Agricultural Tractor	1	6.98	1.34
C-55866	Agricultural Tractor	1	27.84	1.45
C-55868	Cotton Picker	1	11.51	0.85
C-55890	Agricultural Tractor	1	2.57	0.55
C-55941	General On-Road Heavy Duty	1	2.49	0
C-55954	Wheel Loader	1	0.93	0.11
C-56169	General On-Road Heavy Duty	1	3.91	0
C-56279	General On-Road Heavy Duty	1	5.34	0
C-56413	General On-Road Heavy Duty	1	0.41	0.013

C-56418	General On-Road Heavy Duty	1	0.51	0.017
C-56431	Agricultural Tractor	1	6.15	0.46
C-56480	Agricultural Tractor	1	3.08	0.21
C-56763	General On-Road Heavy Duty	1	4.93	0
C-57006	General On-Road Heavy Duty	1	5.32	0
C-57045	Agricultural Tractor	1	3.57	0.62
C-57051	Agricultural Tractor	1	3.57	0.62
C-57057	Agricultural Tractor	1	3.57	0.62
C-57112	General On-Road Heavy Duty	1	4.04	0
C-57133	General On-Road Heavy Duty	1	6.83	0
C-57432	General On-Road Heavy Duty	1	3.86	
C-57457	General On-Road Heavy Duty	1	5.56	0
C-57630	General On-Road Heavy Duty	1	7.01	0
C-57777	General On-Road Heavy Duty	1	4	0
C-57778	General On-Road Heavy Duty	1	3.67	0
C-57779	General On-Road Heavy Duty	1	4.14	0
C-57780	General On-Road Heavy Duty	1	3.63	0
C-57781	General On-Road Heavy Duty	1	3.8	0
C-57988	General On-Road Heavy Duty	1	3.36	0
C-58054	General On-Road Heavy Duty	1	5.74	0
C-58241	General On-Road Heavy Duty	1	4.43	0
C-58795	General On-Road Heavy Duty	1	0.77	0
C-60071	General On-Road Heavy Duty	1	0.63	0.032
C-60192	General On-Road Heavy Duty	1	3.4	0
C-60754	General On-Road Heavy Duty	1	6.63	0
C-61634	General On-Road Heavy Duty	1	3.61	0
C-61676	General On-Road Heavy Duty	1	1.47	0.092
C-62896	General On-Road Heavy Duty	1	3.06	0
C-63617	General On-Road Heavy Duty	1	0.37	0.021