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Samir Sheikh
Executive Director
Air Pollution Control Officer

Northern Region Office
4800 Enterprise Way
Modesto, CA 95356-8718
(209) 557-6400 • FAX (209) 557-6475

Central Region Office
1990 East Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-6000 • FAX (559) 230-6061

Southern Region Office
34946 Flyover Court
Bakersfield, CA 93308-9725
(661) 392-5500 • FAX (661) 392-5585

DATE: August 20, 2026

TO: SJVUAPCD Governing Board



FROM: Samir Sheikh, Executive Director/APCO
Project Coordinator: Todd DeYoung

RE: **ITEM NUMBER 25: RECEIVE AND FILE DRAFT
2026 ANNUAL DEMONSTRATION REPORT FOR
DISTRICT RULE 9610 (SIP-CREDITABILITY OF
EMISSION REDUCTIONS GENERATED
THROUGH INCENTIVE PROGRAMS)**

RECOMMENDATION:

Receive and file the draft 2026 Annual Demonstration Report for District Rule 9610 and direct the Executive Director/APCO to receive public comments until August 31, 2026 and address those comments prior to submitting the report to the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA).

BACKGROUND:

The San Joaquin Valley Air Pollution Control District currently operates one of the largest and most well-respected incentive programs in California. Since 1992, the District's incentive programs have provided over \$3.3 billion in incentive funds. This has been matched by cost-sharing on the part of participating businesses, public agencies, and residents, who together have invested over \$4.4 billion, for a total public/private investment of over \$7.8 billion in low and zero emissions equipment and operations. These combined efforts have accelerated the adoption of cleaner technologies (beyond that achieved by stringent regulations alone), achieved over 297,000 tons of lifetime emission reductions, improved air quality and public health, and progressed the San Joaquin Valley (Valley) towards attainment of increasingly stringent federal air quality standards. In addition to District-administered incentive programs, CARB and the United States Department of Agriculture (USDA)

Natural Resource Conservation Service (NRCS) also implement highly effective incentive programs, further reducing emissions in the Valley.

On June 20, 2013, your Board adopted District Rule 9610 (State Implementation Plan Credit for Emission Reductions Generated through Incentive Programs). This first-of-its-kind rule is the result of a collaborative effort between the District, EPA, CARB and the NRCS to create a mechanism to obtain state implementation plan (SIP) credit for the emission reductions achieved through both District and NRCS voluntary incentive programs. Pursuant to District Rule 9610, the District must submit an annual demonstration report to CARB and EPA to quantify incentive-based emission reductions available for use to meet SIP commitments each year by August 31st. District Rule 9610 also requires that this draft annual demonstration report be released to the public and presented to your Board, prior to submittal to CARB and EPA.

DISCUSSION:

District Rule 9610 ensures, through extensive documentation, that the incentive-based emission reductions quantified and claimed for SIP credit meet each of the following four integrity principles:

- **Surplus:** emission reductions are not otherwise required by any federal, state, or local regulation or other legal mandate. These emission reductions must also be in excess of the baseline inventories underlying a SIP attainment demonstration.
- **Quantifiable:** emission reductions can be reliably determined and replicated through the use of well-established, publicly available emission factors and calculation methodologies.
- **Enforceable:** based on the following provisions:
 - The emission reductions must be independently and practicably verifiable through inspections, monitoring, and/or other mechanisms;
 - Incentive program violations are defined through legally binding contracts, including identifying the party or parties responsible for ensuring that emission reductions are achieved;
 - Grantees are obligated to provide all records needed to demonstrate that emission reductions are achieved; and
 - The public has access to all emission-related information for reductions claimed in the annual demonstration report, as outlined in Section 4.0 of Rule 9610.
- **Permanent:** for the lifetime of the project, assured by actions taken to physically destroy, or permanently disable, baseline equipment or vehicles, or to

permanently amend practices to ensure the reduction of emissions for the duration of the project life.

Pursuant to Sections 4.0 and 5.0 of the rule, the District must submit an annual demonstration report to ARB and EPA to quantify incentive-based emission reductions available for use to meet SIP commitments each year by August 31st. The attached Annual Demonstration Report includes 1,869 new emission reduction incentive projects for the current reporting period.

These new projects include:

- 1,169 off-road equipment replacements
- 37 forklift LSI replacement
- 21 yard truck replacements
- 21 truck replacements
- 1 locomotive replacement
- 38 emergency/school bus vehicle replacements
- 348 agricultural UTV replacements
- 234 off-road equipment replacements (administered by NRCS)

The emission reductions quantified and claimed for SIP credit as part of this Annual Demonstration Report are accounted for in the tables below and include reductions of oxides of nitrogen (NO_x), particulate matter (PM), and reactive organic gases (ROG). Extensive documentation of these reductions, related SIP commitments, and other Rule 9610 requirements are included in the attached report and in supporting data provided in the Annual Demonstration Report Data Sheet that accompanies the report. Based on this level of emissions reductions, Rule 9610 is already achieving sufficient emissions reductions to satisfy SIP commitments as documented in the Annual Demonstration Report.

Table 1 below summarizes the total SIP-creditable incentive-based emission reductions generated through incentive programs, expressed in tons per year and tons per day, claimed in the 2026 Annual Demonstration Report.

**Table 1:
Total SIP-Creditable Incentive-Based Emission Reductions
Generated Through Incentive Programs**

Current Reporting Period						
Year	Emissions Reduced (tons/year)			Emissions Reduced (tons/day)		
	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00
2020	0.11	0.02	0.03	0.00	0.00	0.00
2021	6.71	0.57	0.87	0.02	0.00	0.00
2022	9.45	0.75	1.14	0.03	0.00	0.00
2023	23.32	1.50	2.75	0.06	0.00	0.01
2024	81.82	5.50	10.26	0.22	0.02	0.03
2025	413.98	25.14	59.42	1.13	0.07	0.16
2026	426.64	26.00	63.08	1.17	0.07	0.17
2027	426.50	26.00	63.06	1.17	0.07	0.17
2028	424.53	26.00	62.72	1.16	0.07	0.17
2029	423.25	25.99	62.41	1.16	0.07	0.17
2030	403.07	24.68	52.01	1.10	0.07	0.14
2031	394.41	24.08	49.22	1.08	0.07	0.13
2032	391.01	23.91	48.93	1.07	0.07	0.13
2033	380.55	23.32	47.91	1.04	0.06	0.13

Table 2 summarizes the cumulative total SIP-creditable incentive-based emission reductions generated through incentive programs, expressed in tons per year and tons per day, claimed in the 2013 - 2026 Annual Demonstration Reports.

**Table 2:
Cumulative Total SIP-Creditable Incentive-Based Emission Reductions
Generated Through Incentive Programs**

Year	Cumulative Reporting Period					
	Emissions Reduced (tons/year)			Emissions Reduced (tons/day)		
	NOx	PM	ROG	NOx	PM	ROG
2019	7038.71	339.65	850.61	19.28	0.93	2.33
2020	7249.10	385.02	872.56	19.86	1.05	2.39
2021	7303.86	411.59	865.47	20.01	1.13	2.37
2022	7377.69	429.83	854.43	20.21	1.18	2.34
2023	7532.55	451.47	865.45	20.64	1.24	2.37
2024	7476.14	460.22	830.48	20.48	1.26	2.28
2025	7203.45	453.63	804.74	19.74	1.24	2.20
2026	6778.61	430.45	749.69	18.57	1.18	2.05
2027	6155.95	397.99	676.10	16.87	1.09	1.85
2028	5431.40	353.25	590.45	14.88	0.97	1.62
2029	4473.23	289.76	483.87	12.26	0.79	1.33
2030	3381.54	217.20	359.82	9.26	0.60	0.99
2031	2525.68	158.86	265.47	6.92	0.44	0.73
2032	1755.92	109.29	185.90	4.81	0.30	0.51
2033	994.12	61.00	107.28	2.72	0.17	0.29

The final 2026 Annual Demonstration Report will be forwarded to CARB and EPA after considering and addressing public comments.

San Joaquin Valley Unified Air Pollution Control District
Meeting of the Governing Board
August 20, 2026

**RECEIVE AND FILE DRAFT 2026 ANNUAL DEMONSTRATION
REPORT FOR DISTRICT RULE 9610 (SIP-CREDIBILITY OF EMISSION
REDUCTIONS GENERATED THROUGH INCENTIVE PROGRAMS)**

Attachment A:

Annual Demonstration Report
(121 pages)

San Joaquin Valley Unified Air Pollution Control District

2026 Annual Demonstration Report

SIP-Creditability of Emission Reductions Generated through Incentive
Programs

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EXECUTIVE SUMMARY

The San Joaquin Valley Unified Air Pollution Control District (District) currently operates one of the largest and most well-respected incentive programs in California. Since 1992, the District's incentive programs have provided over \$3.3 billion in incentive funds. This has been matched by cost-sharing on the part of participating businesses, public agencies, and residents, who together have invested over \$4.4 billion, for a total public/private investment of over \$7.8 billion in low and zero emissions equipment and operations. These combined efforts have accelerated the adoption of cleaner technologies (beyond that achieved by stringent regulations alone) achieved over 297,000 tons of lifetime emission reductions, improved air quality and public health, and progressed the San Joaquin Valley (Valley) towards attainment of increasingly stringent federal air quality standards. In addition to District-administered incentive programs, the California Air Resources Board (CARB) and the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) also implement highly effective incentive programs, further reducing emissions in the Valley.

Although incentive programs result in real air quality benefits, the emission reductions resulting from voluntary incentive programs have generally not been quantified for or provided credit in attainment plans to meet federal Clean Air Act (CAA) requirements. District Rule 9610 (State Implementation Plan Credit for Emission Reductions Generated through Incentive Programs) serves as an administrative mechanism for crediting emission reductions achieved in the Valley through incentive programs for use in state implementation plans (SIPs). The future year emission reductions claimed in District SIPs through Rule 9610 are to be quantified through annual demonstration reports, such as this Annual Demonstration Report.

The emission reductions quantified and claimed for SIP credit as part of this report are accounted for in Table 1 and Table 2 below and include reductions of oxides of nitrogen (NO_x), particulate matter (PM), and reactive organic gases (ROG). Extensive documentation of these reductions, related SIP commitments, and other Rule 9610 requirements are included in the remainder of this report and in supporting data provided in the Annual Demonstration Report Data Sheet that accompanies this report.

On Thursday April 9, 2015, EPA finalized a limited approval and limited disapproval of Rule 9610 as a revision to the California SIP¹. The associated Technical Support Document² contained recommendations for implementation for the Manual of Procedures (MOP) and the Annual Demonstration Report. The District evaluated these recommendations and incorporated them throughout this Annual Demonstration Report as appropriate.

¹ EPA. 40 CFR Part 52. *Revision to the California State Implementation Plan; San Joaquin Valley Unified Air Pollution Control District; Quantification of Emission Reductions From Incentive programs* Retrieved on April 9, 2015 from <https://www.regulations.gov/document?D=EPA-R09-OAR-2013-0754-0056>.

² EPA. *EPA's Notice of Proposed Rulemaking for the California State Implementation Plan San Joaquin Valley Unified Air Pollution Control District's Rule 9610, State Implementation Plan Credit for Emission Reductions Generated through Incentive Programs*. Retrieved on June 19, 2014 from <http://www.regulations.gov/>.

Table 1 summarizes the total SIP-creditable incentive-based emission reductions generated through incentive programs, expressed in tons per year and tons per day, claimed within the 2026 Annual Demonstration Report. The data also includes 593 District projects and 226 NRCS projects that were implemented during the timeframes covered under previous reports but were not included in those data sets at the time.

Table 1: Total SIP-Creditable Incentive-Based Emission Reductions Generated Through Incentive Programs

Current Reporting Period						
Year	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
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2019	0.00	0.00	0.00	0.00	0.00	0.00
2020	0.11	0.02	0.03	0.00	0.00	0.00
2021	6.71	0.57	0.87	0.02	0.00	0.00
2022	9.45	0.75	1.14	0.03	0.00	0.00
2023	23.32	1.50	2.75	0.06	0.00	0.01
2024	81.82	5.50	10.26	0.22	0.02	0.03
2025	413.98	25.14	59.42	1.13	0.07	0.16
2026	426.64	26.00	63.08	1.17	0.07	0.17
2027	426.50	26.00	63.06	1.17	0.07	0.17
2028	424.53	26.00	62.72	1.16	0.07	0.17
2029	423.25	25.99	62.41	1.16	0.07	0.17
2030	403.07	24.68	52.01	1.10	0.07	0.14
2031	394.41	24.08	49.22	1.08	0.07	0.13
2032	391.01	23.91	48.93	1.07	0.07	0.13
2033	380.55	23.32	47.91	1.04	0.06	0.13

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Table 2 summarizes the cumulative total SIP-creditable incentive-based emission reductions generated through incentive programs, expressed in tons per year and tons per day, claimed in the 2013 - 2026 Annual Demonstration Reports.

Table 2: Cumulative Total SIP-Creditable Incentive-Based Emission Reductions Generated Through Incentive Programs

Cumulative Reporting Period						
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2024	7476.14	460.22	830.48	20.48	1.26	2.28
2025	7203.45	453.63	804.74	19.74	1.24	2.20
2026	6778.61	430.45	749.69	18.57	1.18	2.05
2027	6155.95	397.99	676.10	16.87	1.09	1.85
2028	5431.40	353.25	590.45	14.88	0.97	1.62
2029	4473.23	289.76	483.87	12.26	0.79	1.33
2030	3381.54	217.20	359.82	9.26	0.60	0.99
2031	2525.68	158.86	265.47	6.92	0.44	0.73
2032	1755.92	109.29	185.90	4.81	0.30	0.51
2033	994.12	61.00	107.28	2.72	0.17	0.29

I. ANNUAL DEMONSTRATION REPORT ELEMENTS

This District-prepared report will demonstrate the quantity of emission reductions achieved through SIP-creditable incentive programs. District Rule 9610 has several requirements to demonstrate that the claimed incentive-based emission reductions are SIP-creditable. Section 4.0 of Rule 9610 presents the elements that this 2026 Annual Demonstration Report must include, which are summarized in Table 3 below.

Table 3: Annual Demonstration Report Requirements

Element	Where satisfied
Description of guidelines used, how the guidelines ensure that the claimed emission reductions are SIP-creditable, and a list of any procedures being used for the first time under the rule	Section II of this report
Quantification of emission reductions generated through incentive programs, summarized by pollutant and by years and including: • Cost-effectiveness • Funding amount • Incentive program guideline • Project type	Section VI of this report
Adjustments to reductions claimed in prior annual demonstration reports	NA
Identification of SIP commitments in District adopted SIP(s) which the District has satisfied in whole or in part through Rule 9610, including identification and quantification of, and remedies for, any shortfalls	Section III of this report
Project information, including the following, as applicable: • Project identification number • Project location • Project type • Project life • Implementation date • Funding provided by the District, NRCS, or CARB • Guidelines used • Quantified emission reductions per year, and aggregated over the project life, by pollutant • Description of baseline and new equipment • Additional details as needed	Appendices A and B of this report, Manual of Procedures, and Annual Demonstration Report Data Sheet
Summary of monitoring and enforcement activities for the reporting period for incentive programs for which SIP-creditable emission reductions are being claimed, including: • Identification of project audits, usage reports, inspections, and other monitoring activities • List of projects that do not satisfy contractual requirements and associated enforcement actions/remedies	Section IV of this report
Incentive Program Evaluation: retrospective assessment of the incentive program performance and recommendations, if any, for future enhancements	Section V of this report

Annual Demonstration Report Process

The Draft Annual Demonstration Report is released to the public for review and comment. Upon close of the comment period all comments received are addressed accordingly.

The APCO then presents the Draft Annual Demonstration Report to the District Governing Board for review followed by submittal to CARB and EPA for concurrence prior to the August 31 deadline of each year. The public has an additional opportunity to comment on the draft report at the Governing Board public hearing. All previous versions of the Annual Demonstration Report, the Rule and the Manual of Procedures are available on the District's website.

Recordkeeping Requirements

Section 6.0 of Rule 9610 requires all documents created and/or used in implementing the requirements of Section 4.0 shall be kept and maintained as required by the applicable incentive program guidelines. Consistent with the California Public Records Act and other related requirements, such records shall be made available for public review. The public may request records through the District's Public Records Release Request, available on the District website at:

http://www.valleyair.org/General_info/public_records_release_request.htm. However, the records related to implementation of the USDA NRCS Combustion Systems Improvement of Mobile Engines incentive program are prohibited from mandatory disclosure pursuant to the Food, Conservation, and Energy Act of 2008 (7 U.S.C. § 8791).

II. INCENTIVE PROGRAM GUIDELINES

A. SIP-Creditable Incentive Program Guidelines

Pursuant to Section 4.1 of Rule 9610, the annual demonstration report shall contain a list of any incentive program guidelines that are being used to claim SIP credit under this rule.

The District is also utilizing projects under the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) program guidelines.

Section 3.1 of Rule 9610 identifies pre-approved incentive program guidelines from which the District can claim credit for incentive-based emission reductions. These guidelines include:

- CARB Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) Guidelines for incentive projects funded by either the Carl Moyer Program or non-Carl Moyer funding sources, for the project types listed in Table 4.

Table 4: Carl Moyer Program Project Types by Component

		2005 Guidelines (approved 11/17/2005)	2008 Guidelines (approved 3/27/2008)	2011 Guidelines (approved 4/28/2011)	2017 Guidelines (approved 4/27/2017)	2024 Guidelines (approved 10/24/24)
Component	Component Option	Chapter	Chapter	Chapter	Chapter	Chapter
On-Road Heavy-Duty Vehicle (On-Road)	New Vehicle Purchase	1	3	4	4	4
	Repower	1	3	4	4	4
	Retrofit	1	3	4	n/a	n/a
On-Road Heavy-Duty Vehicles (On-Road)	Fleet Modernization Replacement	2	4	5	n/a	n/a
Off-Road Compression-Ignition Equipment (Off-Road)	Vehicle Replacement	n/a	7	9	5	5
	Engine Repower	5	5	7	5	5
	Engine Retrofit	5	5	7	5	5
Portable and Stationary Agricultural Sources (Ag Engine)	Repower	10	10	10	5	5
	New Purchase	10	10	10	n/a	n/a
	Engine Retrofit	10	10	10	5	5

- CARB Proposition 1B Goods Movement Emission Reduction Program (Proposition 1B) Guidelines for Heavy-Duty Diesel Trucks, for the project types listed in Table 5.

Table 5: Proposition 1B Program Project Types by Component

		2008 Guidelines (approved 02/28/2008)	2010 Guidelines (approved 03/25/2010)	2013 Guidelines (approved 01/25/2013)	2015 Guidelines (approved 6/25/2015)
Component	Component Option	Appendix	Appendix	Appendix	Appendix
On-Road Prop 1B	Repower	A	A	A	A
	Replacement (Vehicle Replacement)	A	A	A	A
	PM retrofit	A	A	A	n/a
	PM + NOx Retrofit	A	A	A	n/a
Locomotive Prop 1B	Locomotive Replacement	-	-	-	B

- NRCS Conservation Practice Standard 372 - Combustion System Improvement (approved September 2010); Conservation Practice Standard 723 – Combustion System Air Emission Management (approved May 2009); NRCS General Manual, Title 450, Part 401 – Conservation Practice Standards (approved October 18, 2009); NRCS General Manual, Title 450, Part 407 – Documentation, Certification, and Spot Checking (approved October 17, 2009); Conservation Practice Standard 372 Specification (approved September 2010); NRCS Interim Conservation Practice Standard 723 – Combustion System Air Emission management (approved May 2009); and associated NRCS Program Combustion System Improvement of Mobile Engines Guidelines for incentive projects funded by EQIP funds and accompanying calculation, emission factors, and destruction certification worksheets.
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines for incentive projects funded by the FARMER sources, for the project types listed in Table 6.

Table 6: FARMER Program Project Types by Component

Component	Component Option	2018 Guidelines (approved 3/23/2018)	2024 Guidelines (approved 10/24/2024)
		Chapter	Chapter
Ag UTV	Replacement (Vehicle Replacement)	3.2.2	VII
On-Road Heavy-Duty Vehicle (On-Road)	Ag Truck Replacement	3.2.1	VI
Off-Road Vehicle replacement	Ag Vehicle Replacement	3.2.1	V
Off-Road Vehicle Replacement (Cotton Pickers)	Ag Vehicle Replacement 2 for 1	3.2.1	V
Off-Road Compression- Ignition Equipment	Engine Repower	3.2.1	V
Ag Pump	Repower	3.2.1	V

The summaries of SIP-creditable incentive-based emission reductions claimed under Section 3.1 of Rule 9610 are included in Section VI of this annual demonstration report, and the detailed information for each project is presented in the Annual Demonstration Report Data Sheet that accompanies this report. To identify the specific guideline reference applicable to an individual project in the data sheet, reference the “Applicable Guideline”, “Component” and “Component Option” fields from the data sheet to the corresponding list of pre-approved guidelines identified in the tables above.

B. Description of SIP-Creditable Program Guidelines

Sections B(1) through B(4) below describe the specific incentive program guidelines identified in Rule 9610 that were used to reduce emissions and calculate the emission reductions included in this annual demonstration report. These guidelines are developed and periodically revised through a public process with opportunity for public review and commenting. In cases where more than one version of an incentive program guideline was used for a given incentive project, the specific version is identified and included within the detailed project information provided in the Annual Demonstration Report Data Sheet.

1. CARB Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines

The Carl Moyer Program is a grant program that funds the incremental cost of cleaner-than-required engines and equipment. Adopted in 1999 by CARB, this program was created through a public process and provides incentives to help obtain early or extra emission reductions, especially from emission sources in environmental justice communities and areas disproportionately impacted by air pollution with a primary objective of obtaining cost-effective and surplus emission reductions.

The Carl Moyer Program has been successfully implemented through the cooperative efforts of CARB and air districts in California. As directed by the California Health and Safety Code, CARB's role is to oversee the Carl Moyer Program by managing program funds, developing and maintaining guidelines, and determining cost-effectiveness methodologies. Air districts use the Carl Moyer Program Guidelines to select, fund, and monitor projects in their jurisdiction by providing grants to public and private entities.

The Carl Moyer Program guidelines include robust administrative requirements to ensure that emission reductions are enforceable and are achieved throughout the life of a project. The District has used the Carl Moyer Program Guidelines to develop the practices that are currently in place to ensure all EPA integrity principles of Surplus, Quantifiable, Enforceable, and Permanent are met. The following is a summary of how the Carl Moyer Program Guidelines meet each SIP-credibility criterion:

Surplus

The Carl Moyer Program Guidelines ensure that projects are surplus to regulations by only allowing projects to be selected that are not required by any federal, state, or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate. For example, the guidelines have accounted for each adopted regulation to determine the compliance dates of any affected engines and emission benefits claimed by each regulation have been determined. Minimum project lives are established in each component to ensure that the program does not fund actions taken to comply with regulatory deadlines. The minimum project life requirement also ensures the overall cost effectiveness of the program and that the emission reductions are real for the life of the project.

In some cases, a split project life methodology is utilized to properly account for all possible emission reductions while still ensuring that the emission reductions being claimed are surplus. In the case of split project life calculations, the first calculation captures the surplus between the baseline (tier 1 or tier 2) technology and a new tier 4 for the length of time until the rule compliance deadline. The second calculation captures the surplus from tier 4 (compliance requirement baseline) to electric for the remainder of the project life. Projects that are subject to the split life calculation methodology typically have a total project life of ten (10) years.

The District has utilized a split project life for tier 1 and tier 2 diesel agricultural irrigation pumps being replaced with new electric motors. These diesel engines are required by the District's Rule 4702 to upgrade to a tier 4 diesel engine by 12/31/2013. The project life is split between the surplus time for Rule 4702 (baseline to tier 4) and the remainder of the allowable 10 years for the reduced technology to the electric motor (tier 4 to electric).

The summary below provides more detail about how the 2024 Carl Moyer Program Guidelines ensure that the SIP-credibility integrity principle of "Surplus" is fulfilled:

- *Requirement that emission reductions generated by incentive programs are not required by other regulation*
 - (2011 Moyer Guidelines Chapter 2, Project Criteria A, H, I, MM)
 - (2017 Moyer Guidelines, Chapter 2, Project Criteria A, B, C, D, G, K).
 - (2024 Moyer Guidelines, Chapter 2, Project Criteria A, C, D, G, I, T)
- *Protocols for quantifying maximum project life and maximum emission reductions which account for upcoming regulatory deadlines for a given source category*
 - (2011 Moyer Guidelines Chapter 2, Project Criteria B, I and MM)
 - (2017 Moyer Guidelines Chapter 2, Project Criteria B, C, D).
 - (2024 Moyer Guidelines Chapter 2, Project Criteria C, D, E)
- *Assurance that baseline equipment was in use*
 - (2011 Moyer Guidelines Chapter 3, Section Z.6(B) and AA.2.)
 - (2017 Moyer Guidelines, Chapter 3, Section V.6(B) and W.2.)
 - (2024 Moyer Guidelines, Chapter 3, Section X.6(B) and Z.2)_
- *Assurance that new/upgraded equipment is not already accounted for in future-year inventories underlying a SIP attainment demonstration by natural fleet turnover, finite equipment life or incentives*
 - The definition of surplus in the Moyer guidelines requires that the emission reductions achieved are above and beyond those required under existing regulations that are incorporated into a SIP. As part of the SIP development process, CARB reviews the Moyer project mix to ensure that the amount of emission

reductions credited to the program are not included in the future year inventories specific to each individual attainment demonstration.

- *Procedures that ensure that old equipment was used in the geographic area of interest*
 - (2011 Moyer Guidelines, Chapter 2, Section S and Chapter 3, Section Z.6.(B))
 - (2017 Moyer Guidelines, Chapter 2, Section S and Chapter 3 Section T.3 and V.6(B)).
 - (2024 Moyer Guidelines, Chapter 2, Section O and Chapter 3 V.3 and X,6(B))

Quantifiable

The District evaluates the potential emission reductions that would be achieved by replacing the old equipment with the new equipment using the established calculation methodologies and emissions factors in the program guidelines. The calculation methodology, including calculation formulas, assumptions, emission factors and sample calculations are part of the Carl Moyer Program Guidelines and have been approved through a public process. To ensure that real, quantifiable emission reductions are achieved over the life of a project, the program guidelines require that emission control technologies be certified or verified by CARB (certification or verification by the EPA or International Maritime Organization may be allowed for some source categories for which CARB does not have a certification or verification program). The summary below provides more detail about how the 2017 Carl Moyer Program Guidelines ensure that the SIP-credibility integrity principle of “Quantifiable” is fulfilled:

- *Emissions data needed to calculate emission reductions must be publicly available, current, and accurate. This should include appropriate emission factors, load factors, and other conversion factors.*
 - 2011 Moyer Guidelines, Appendix D (Publicly Available) and Chapter 1, Section E.7 (Allows CARB Executive Officer to modify the Guidelines under a public process, to keep them effective and up-to-date.)
 - 2017 Moyer Guidelines, Appendix D (Publicly Available) and Chapter 1, (Guidelines modified under a public process, to keep them effective and up-to-date.)
 - 2024 Moyer Guidelines, Appendix D (Publicly Available) and Chapter 1, (Guidelines modified under a public process, to keep them effective and up-to-date.)
- *Guidelines include necessary formulas and instructions to calculate emission reductions based on above data, and explicit instructions to ensure appropriate data are used in calculations*
 - 2011 and 2017 Moyer Guidelines, Appendix C (contains formulas and instructions)

- 2011, 2017, and 2024 Moyer Guidelines, Supplemental document, “Sample Calculations” (contains formulas and instructions)
- 2011 Moyer Guidelines, Appendix C, Section B.5, and Supplemental document, “Sample Calculations” (contains explicit instructions regarding inputs)
- 2017 Moyer Guidelines, Appendix C, Section B.1(b), and Supplemental document, “Sample Calculations” (contains explicit instructions regarding inputs)
- 2024 Moyer Guidelines, Appendix C, Section A
- *Requirement to provide activity data sufficient to determine actual emission reductions*
 - 2011 Moyer Guidelines, Chapter 3, Section Z.6.(B)
 - 2017 Moyer Guidelines, Chapter 3, Section V.6.
 - 2024 Moyer Guidelines, Chapter 3, Section X.6.
- *Requirement to demonstrate the percentage of emission reductions that occur in the geographic area of interest, and that emission reductions are therefore SIP creditable*
 - 2011 Moyer Guidelines, Chapter 2, Section S and Chapter 3, Section Z.6.(B)
 - 2017 Moyer Guidelines, Chapter 2, Section S
 - 2024 Moyer Guidelines, Chapter 2, Section O
- *Requirement to periodically audit completed projects to verify emission reduction projections are fulfilled*
 - 2011 Moyer Guidelines Chapter 3, Sections Z.10 and EE.
 - 2017 Moyer Guidelines Chapter 3, Section V.10 and AA.
 - 2024 Moyer Guidelines Chapter 3, Section X.11 and DD.

Enforceable

Emission reductions and other required actions are enforceable if: they are independently verifiable; program violations and those liable are defined; information needed to determine emission reductions is available to the public; and they are practicably enforceable in accordance with other EPA guidance on practicable enforceability. The summary below provides more detail about how the 2017 Carl Moyer Program Guidelines ensure that the SIP-credibility integrity principle of “Enforceable” is fulfilled:

- *Require Grantees to provide all necessary recordkeeping and reporting needed to verify emission reductions*
 - 2011 Moyer Guidelines, Chapter 3, Section Z.9 and DD
 - 2017 Moyer Guidelines, Chapter 3, Section V.9 and Z
 - 2024 Moyer Guidelines, Chapter 3, Section X.10 and CC
- *Require inspections to ensure incentive program information is consistent with actual operating equipment*
 - Moyer Guidelines Chapter 3, Sections AA and BB.

- 2024 Moyer Guidelines Chapter 3, Sections DD and EE
- *Identify liable parties and liability associated with contract noncompliance*
 - Moyer Guidelines Chapter 3, Section Z.11.
 - 2024 Moyer Guidelines Chapter 3, Section CC.4

Permanent

To ensure that the SIP-creditable emission reductions are permanent, actions such as pre-inspections and post-inspections of the new equipment and verification that the baseline equipment has been destroyed through the required process as described in the program guidelines are performed. The summary below provides more detail about how the 2017 Carl Moyer Program Guidelines ensure that the SIP-credibility integrity principle of “Permanent” is fulfilled:

- *Data needed to determine and track location of activity*
 - 2011 Moyer Guidelines, Chapter 3, Section DD
 - 2017 Moyer Guidelines, Chapter 3, Section Z
 - 2024 Moyer Guidelines, Chapter 3, Section CC
- *Provisions for ensuring that the project was completed, including the verification of disposition of baseline equipment.*
 - 2011 Moyer Guidelines Chapter 3, Sections AA and BB
 - 2017 Moyer Guidelines Chapter 3, Sections W and X
 - 2024 Moyer Guidelines, Chapter 3, Section AA

A summary of emission reductions achieved through the use of the Carl Moyer Program Guidelines is included in Section VII of this report. The complete Carl Moyer Program Guidelines can be found online at: www.arb.ca.gov/msprog/moyer/guidelines/current.htm.

2. CARB Proposition 1B: Goods Movement Emission Reduction Program Guidelines

In November 2006, California voters approved Proposition 1B authorizing \$1 billion in bond funding to reduce air pollution associated with the movement of freight along California’s major trade corridors. Subsequent implementing legislation established standards and procedures for the expenditure of these funds. Governor Schwarzenegger’s Executive Order S-02-07 provides further direction to ensure accountability and transparency in administering bond-funded programs.

CARB developed the *Proposition 1B: Goods Movement Emission Reduction Program Guidelines for Implementation* (Proposition 1B Guidelines), through a public process in consultation with stakeholders, including: air districts, metropolitan planning organizations, port authorities, shipping lines, railroad companies, trucking companies, harbor craft owners, freight distributors, terminal operators, local port community advisory groups, community interest groups, and airports. The Proposition 1B Guidelines ensure that the District funds qualifying projects that achieve the following results:

- Reduce emissions and health risks;
- Incorporate simplicity and efficiency;
- Ensure cost effectiveness;
- Leverage other funding sources; and
- Provide transparency and accountability.

CARB, under direction from Executive Order S-02-07, established transparency and accountability measures for administering the bond funding. CARB has made all program materials including, but not limited to; guidelines, Board Resolutions, Notice of Funding Availability, summary tables, recommendations for funding, materials from public workshops, and completed applications submitted by local and state agencies available on their website.

The program is designed to supplement CARB's diesel regulations by funding early compliance or providing extra emission reductions beyond those required by current rules. The guidelines include robust administrative requirements to ensure that emission reductions are enforceable and are achieved throughout the life of a project. The District has used the Proposition 1B Guidelines to develop the practices that are currently in place to ensure all EPA integrity principles are met. The following is a summary of how the Proposition 1B Guidelines meet each SIP-credibility criterion:

Surplus

The Carl Moyer Program Guidelines ensure that projects are surplus to regulations by only allowing projects to be selected that are not required by any federal, state, or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate. For example, the guidelines have accounted for each adopted regulation to determine the compliance dates of any affected engines and emission benefits claimed by each regulation have been determined. Minimum project lives are established in each component to ensure that the program does not fund actions taken to comply with regulatory deadlines. The minimum project life requirement also ensures the overall cost effectiveness of the program and that the emission reductions are real for the life of the project.

Quantifiable

The District evaluates the potential reductions that would be achieved by replacing the old equipment with the new equipment using the Project Benefits Calculator created by CARB. The calculator is available to the public on CARB's website at <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm> and is updated by CARB on a regular basis. Chapter 2 Section C discusses Proposition 1B program emission reduction calculations.

Enforceable

The District has created enforceable contracts, based on requirements in the Proposition 1B Program Guidelines, which are signed by both District management

and the Grantee to ensure that projects are fully accomplished and the integrity principles are met. The legally binding contracts include, but are not limited to, usage reporting requirements for the Grantee, operating location requirements for the new vehicle, the destruction requirements of the baseline equipment/engine, and an allowance for the District to conduct an audit of the project at any time during the project life. Chapter 4 Section A and Appendix A of Proposition 1B Program guidelines details contract requirements for truck projects.

Permanent

To ensure that the SIP-creditable emission reductions are permanent, actions such as post-inspections of the new equipment and verification that the baseline equipment has been destroyed through the required process as described in the program guidelines are performed. Chapter 4 Section A of the Proposition 1B program discusses scrap and post inspection requirements.

A summary of emission reductions achieved through the use of the Proposition 1B Program Guidelines is included in Section VI of this report. The complete Proposition 1B Program Guidelines can be found online at:
<http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>.

3. FARMER Program Guidelines

The Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program assists with the incremental cost of cleaner-than-required engines and equipment. Since its introduction in Fiscal Year 2017-2018, the FARMER program has continued to provide funding to local air districts to support the reduction of criteria, toxic, and greenhouse gas (GHG) emissions from the agricultural sector. To date, the District received over \$543.3 million through five phases of funding to implement the FARMER Program.

The FARMER Program has been successfully implemented through the cooperative efforts of CARB and air districts in California. As directed by the California Health and Safety Code, CARB's role is to oversee the FARMER Program by managing program funds, developing and maintaining guidelines, and determining cost-effectiveness methodologies. Air districts use the FARMER Program Guidelines to select, fund, and monitor projects in their jurisdiction by providing grants to public and private entities.

The FARMER Program guidelines include robust administrative requirements to ensure that emission reductions are enforceable and are achieved throughout the life of a project. The District has used the FARMER Program Guidelines to develop the practices that are currently in place to ensure all EPA integrity principles of Surplus, Quantifiable, Enforceable, and Permanent are met. The following is a summary of how the FARMER Program Guidelines meet each SIP-credibility criterion:

Surplus

The FARMER Guidelines ensure that projects are surplus to regulations by only allowing projects to be selected that are not required by any federal, state, or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate. All calculated emissions are in excess of the baseline emission inventory, attainment year, and progress milestone year forecasts that include adopted regulations. Minimum project lives are established in each component's guidelines to ensure that the program does not fund actions taken to comply with regulatory deadlines. The minimum project life requirement also ensures that the emission reductions are real for the life of the project.

Quantifiable

The District evaluates the potential emission reductions that would be achieved by replacing the old equipment with the new equipment using the established calculation methodologies and emissions factors in the program guidelines. The calculation methodology, including calculation formulas, assumptions, emission factors and sample calculations are part of the current Carl Moyer or FARMER Program Guidelines and have been approved through a public process. To ensure that real, quantifiable emission reductions are achieved over the life of a project, the program guidelines require that emission control technologies be certified or verified by CARB (certification or verification by the EPA) or be verified to emit zero tailpipe emissions. The summary below provides more detail about how the 2024 FARMER Guidelines ensure that the SIP-credibility integrity principle of "Quantifiable" is fulfilled:

- The District has created enforceable contracts/vouchers, based on requirements in the FARMER Guidelines, which are signed by both District management and the Grantee to ensure that projects are fully accomplished and the integrity principles are met. The legally binding contracts/vouchers include, but are not limited to, usage reporting requirements for the Grantee, operating location requirements for the new vehicle, the destruction requirements of the baseline equipment/engine, and an allowance for the District to conduct an audit of the project at any time during the project life.

Enforceable

Enforceable means emission reductions are enforceable if the incentive program guidelines include provisions for ensuring the following:

- The emission reductions are independently and practicably verifiable through reporting, inspections, monitoring, and other mechanisms;
- Incentive program requirements are defined through legally binding contracts, including identifying the party or parties responsible for ensuring that emission reductions are achieved;

- Funding recipients are obligated to provide all records needed to demonstrate that emission reductions are achieved; and
- The air district provides public access to all emissions-related information for reductions claimed.

Permanent

To ensure that the SIP-creditable emission reductions are permanent, actions such as post-inspections of the new equipment and verification that the baseline equipment has been destroyed through the required process as described in the program guidelines are performed.

4. USDA NRCS Combustion Systems Improvement of Mobile Engines Incentive Program Guidelines

Under the Food Conservation and Energy Act of 2008, the USDA Secretary provides eligible producers with program support to address serious air quality concerns from agricultural operations and help meet regulatory requirements through the Environmental Quality Incentives Program (EQIP). The National Air Quality Initiative (NAQI, once referred to as "CIG-b") is a voluntary incentive program with the primary goal to achieve and maintain the health-based National Ambient Air Quality Standards (NAAQS) within designated non-attainment areas of California. Financial assistance is targeted to counties that have been identified as having significant air quality resource concerns by being designated as non-attainment for Ozone and/or Particulate Matter (PM₁₀ / PM_{2.5}). These areas experience air pollution levels that persistently exceed the NAAQS established by the CAA.

<http://www.nrcs.usda.gov/wps/portal/nrcs/detail/ca/programs/financial/eqip/?cid=stelprdb1247012>

Given its experience in running similar incentive programs, the District provided assistance to NRCS in developing this new program. Through this program, NRCS provides incentive funds to assist farmers in replacing diesel powered agricultural equipment with the goal of ensuring the resulting emission reductions meet the SIP-credibility criteria of being surplus, quantifiable, enforceable, and permanent. Eligible participants are owners of land in agricultural or forest production or persons who are engaged in livestock, agriculture, or forest production on eligible land and that have a natural resource concern on the land.

Applications are accepted on a continuous basis with periodic application ranking cut-offs. The NRCS has specific expertise regarding agricultural practices and operations and works closely with agricultural stakeholders in reviewing applications for eligibility. Applications are ranked for funding based upon ranking criteria developed with input from Local Work Groups, Stakeholders, and the State Technical Advisory Committee (STAC). The ranking score of a project is based on multiple factors including but not limited to:

- Whether or not the project location is in an area that has an EPA NAAQS non-attainment designation for PM_{2.5}, PM₁₀, and/or Ozone and what type of designation that area has (for example “extreme” nonattainment).
- If there are currently any local or state agriculturally based air emission regulatory requirements for the area that the project is located.
- The emission level of the baseline equipment/engine and the emission factors of the new/replacement equipment/engine.
- The amount of NO_x, ROG, and PM that is projected to be reduced by funding the project.

The ranking criteria ensure that the projects with the greatest amount of reductions, resulting in the highest air quality benefit will be selected for funding.

NRCS has created robust administrative requirements based on those in the Carl Moyer Program Guidelines to ensure that emission reductions are enforceable, are achieved throughout the life of a project, and ensure all EPA integrity principles are met. These requirements are contained in Conservation Practice Standard (CPS) 372 – Combustion System Improvement and associated specifications and procedures. The following is a summary of how the NRCS Guidelines meet each SIP-credibility criterion:

Surplus

Under the NAQI, page 3 of the CA-NRCS program guidelines specifies that SIP creditable emission reductions are “achieved from contracts or parts of contracts funded under the air quality initiative [that] are not required by any federal, state, or local regulation, settlement agreement, mitigation requirement, or other legal mandate.” A rule or regulation does not currently exist for off-road mobile agricultural equipment, so the emission reductions resulting from replacing existing mobile off-road agricultural engines funded under the NAQI per CPS 372-Combustion Systems Improvement are surplus.

The National Air Quality Initiative Programs Description is posted on-line at:
<http://www.nrcs.usda.gov/wps/portal/nrcs/detail/ca/programs/financial/eqip/?cid=stelprdb1247003>.

The 2012 CA-NRCS program guidelines are posted on-line at:
http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs144p2_063865.pdf

Quantifiable

The District provided technical assistance to CA-NRCS in developing their calculation methodologies. The methodologies from the Carl Moyer Program are the basis for components included in CPS-372 and its supporting documents for the NAQI, including the CA-NRCS program guidelines. The District provided technical assistance to CA-NRCS in developing their calculation methodologies, which are consistent with the Carl Moyer Program. The NRCS Field Office Technical Guide places a ten-year lifespan for projects implemented under CPS 372 – Combustion System Improvement, which is also consistent with the Carl

Moyer program. A conservation practice lifespan is the minimum time (in years) the implemented practice is expected to be fully functional for its intended purpose (NRCS General Manual, Title 450, Part 401.15)

<http://directives.sc.egov.usda.gov/viewerFS.aspx?hid=19430>. A list of California NRCS practice standard life-spans are posted on-line at:

https://efotg.sc.egov.usda.gov/references/public/CA/Section-IV-Practice-List-Lifespan_03-18.xlsx.

The emission reductions for each project, including projects with multiple old units for one new unit, are calculated using the methodologies outlined in the Carl Moyer Guidelines. All equipment engines are cross-referenced against a CARB executive order that verifies the emission of every equipment engine. The NRCS calculation worksheets and emission factors are posted on-line at:

[https://efotg.sc.egov.usda.gov/references/public/CA/TN-AQ-04 CPS-372 Estimating Emissions-SIP Reporting.pdf](https://efotg.sc.egov.usda.gov/references/public/CA/TN-AQ-04_CPS-372_Estimating_Emissions-SIP_Reporting.pdf)

Enforceable

The NRCS inspects equipment in proposals prior to contract development to verify the existing mobile off-road agricultural equipment is operational per CPS-372 specifications. Destruction of existing equipment is certified by the disposal operator and participant and date-stamped photos are provided. The Destruction Certification worksheet is posted on-line at:

https://efotg.sc.egov.usda.gov/references/public/CA/CA_Destruction_CertificationWorksheet.docx

On an annual basis NRCS reviews at least 5% of all active projects. From these project reviews NRCS verifies that the new equipment is still operational.

<http://directives.sc.egov.usda.gov/RollupViewer.aspx?hid=25728>.

Per Subpart C, 512.22, participants have control of the land for the length of the proposed contract through deed, lease, or other written authorization. If the applicant does not own the land, the landowner must give written consent to install, operate, and maintain the practice through the lifespan of the practice. This is conducted through a partnership with the USDA Farm Service Agency, who is responsible for program eligibility support.

Subpart F covers Contract Administration and provides for recovering liquidated damages for certain deviations to a contract. Handling contract violations is addressed in Subpart H where violations of contract terms must be corrected by the participant within a reasonable period of time to comply. If the violation continues, the contract may be terminated and future program participation deferred.

Permanent

NRCS eligibility is based on the county that the tractor resides in; in this case, the tractor has to reside within one of the eight counties of the San Joaquin Valley. Under the NAQI, the NRCS prioritizes applications based on a county's non-

attainment designation within California. Applications received from attainment areas are not eligible. Currently, only the emission reductions originating from within the eight San Joaquin Valley counties are seeking SIP credit under this proposal. The destruction of the existing mobile off-road engines and equipment are verified per CPS 372 specifications, posted on-line at:

<https://efotg.sc.egov.usda.gov/references/public/CA/372-CA-PS-11-2018.docx>

Destruction certification worksheets are posted on-line at:

https://efotg.sc.egov.usda.gov/references/public/CA/CA_Destruction_Certification_Worksheet.docx

The NRCS also has a stipulation that the tractor has to be tied to the land where it is in use. This requires that the tractor be used 100% of the time in the San Joaquin Valley. Under the NAQI, NRCS staff verifies by site visit the operational condition of the existing mobile off-road agricultural equipment.

Destruction of the existing equipment and emissions certification verifications are performed to determine contract compliance.

The Combustion Systems Improvement of Mobile Engines incentive program is unique from other incentive programs in that NRCS is explicitly prohibited from identifying Grantees by name under the Food, Conservation, and Energy Act of 2008 (7 U.S.C. § 8791). NRCS must maintain the confidentiality of information provided by an agricultural producer participating in the NRCS Combustion Systems Improvement of Mobile Engines incentive program. The information is exempt from mandatory disclosure and may not be used in judicial or administrative proceedings without the consent of the person involved. However, in March 2014, NRCS, EPA, the District and CARB signed the “Addendum to the December 2010 Statement of Principles Regarding the Approach to State Implementation Plan Creditability of Agricultural Equipment Replacement Incentive Programs Implemented by the USDA NRCS and the San Joaquin Valley Air Pollution Control District” (Addendum). The purpose of this Addendum is to identify information that NRCS will make available to EPA and the District, consistent with NRCS’s statutory responsibilities under Section 1619 of the Farm Bill, to ensure that both EPA and the District can carry out their respective implementation responsibilities under the CAA and Rule 9610.

A summary of emission reductions achieved through the use of the NRCS Combustion System Improvement of Mobile Engines incentive program guidelines is included in Section VI of this report. The NRCS Combustion System Improvement of Mobile Engines incentive program can be found online at:

Practice Standard:

- CPS 372, Sept 2010: https://efotg.sc.egov.usda.gov/references/public/CA/Archived_372-std-09-2010.pdf
- Interim 723, May 2009: <https://efotg.sc.egov.usda.gov/references/public/CA/723-std-5-09.pdf>

CPS 372 Specifications:

- Nov 2014: <https://efotg.sc.egov.usda.gov/references/public/CA/372-spec-11-14.doc>

- Aug 2013: <https://efotg.sc.egov.usda.gov/references/public/CA/372-spec-8-13.doc>
- Sept 2010: <https://efotg.sc.egov.usda.gov/references/public/CA/372-spec-09-10.doc>

CPS 372 O&M:

- Sept 2010: <https://efotg.sc.egov.usda.gov/references/public/CA/372-OM-09-10.doc>

5. Guidelines Used Under Section 3.2 of Rule 9610

The Annual Demonstration Report employs Section 3.2 of the Rule 9610 by claiming SIP credit for incentive-based emission reductions from the FARMER Guidelines for Agricultural UTV Replacement, Agricultural On-Road Heavy-Duty Truck Replacement and Off-Road Cotton Picker replacement. The CARB Carl Moyer Program Guidelines (2005, 2008, 2011) for locomotive alternative technology switchers and new electric forklift purchases and the reductions from the Proposition 1B Guidelines for Locomotive Replacement. The summaries of these SIP-creditable incentive-based emission reductions claimed under Section 3.2 of Rule 9610 are included in Section VI of this annual demonstration report and the detailed information for each project is presented in the Annual Demonstration Report Data Sheet that accompanies this report.

The following discussion demonstrates that each such incentive program guideline provides for SIP-creditable emission reductions.

Agricultural UTV Replacement

Projects funded with the FARMER Guidelines followed all required steps to ensure SIP-credibility criteria were met as follows:

Surplus – There are currently no federal, state, or local rules or regulations pertaining to the emissions of agriculturally used off-road UTVs in the state of California. Therefore, all incentive-based emission reductions are surplus.

Quantifiable – The FARMER Guidelines provide calculation methodologies and emission factors for UTV projects. These methodologies have been reviewed and adopted through a public process. All UTV projects in this Annual Demonstration Report were quantified using these SIP-creditable calculation methodologies found in Appendix A.

Enforceable – These projects included legally binding contracts between the grantee and the District that identified the party or parties responsible for ensuring that the emission reductions were achieved. These contracts also obligated the grantee to provide all records needed to demonstrate the emissions reduced.

Permanent – Per contractual requirements, the electric UTV is required to be operated for the duration of the project life and the old UTV is required to be permanently disabled at a District contracted dismantling facility.

Agricultural Heavy-Duty On-Road Truck Replacement

Projects funded with the FARMER Guidelines followed all required steps to ensure SIP-credibility criteria were met as follows:

Surplus – The on-road trucks that were funded are used for agricultural purposes and were verified to be in compliance at the time of application, and therefore any emissions calculated are surplus to the final state regulation in 2024.

Quantifiable – The FARMER Guidelines refer to the current Carl Moyer guidelines that provide calculation methodologies and emission factors for on-road projects. These methodologies have been reviewed and adopted through a public process. All on-road projects in this Annual Demonstration Report were quantified using these SIP-creditable calculation methodologies.

Enforceable –These projects included legally binding contracts between the grantee and the District that identified the party or parties responsible for ensuring that the emission reductions were achieved. These contracts also obligated the grantee to provide all records needed to demonstrate the emissions reduced.

Permanent – Per contractual requirements, the cleaner truck is required to be operated for the duration of the project life and the old truck is required to be permanently disabled at a District contracted dismantling facility.

Cotton Pickers

Projects funded with the FARMER Guidelines followed all required steps to ensure SIP-credibility criteria were met as follows:

Surplus – There are currently no federal, state, or local rules or regulations pertaining to the emissions of agriculturally used off-road cotton pickers in the state of California. Therefore, all incentive-based emission reductions are surplus.

Quantifiable – The FARMER Guidelines provide calculation methodologies and emission factors for cotton picker projects. These methodologies have been reviewed and adopted through a public process. All cotton picker projects in this Annual Demonstration Report were quantified using these SIP-creditable calculation methodologies found in Appendix A.

Enforceable –These projects included legally binding contracts between the grantee and the District that identified the party or parties responsible for ensuring that the

emission reductions were achieved. These contracts also obligated the grantee to provide all records needed to demonstrate the emissions reduced.

Permanent – Per contractual requirements, the cotton picker is required to be operated for the duration of the project life and the old cotton picker(s) is/are required to be permanently disabled at a District contracted dismantling facility

Locomotive Repower

Projects funded with the 2008 and 2011 Carl Moyer Program Guidelines followed all required steps to ensure SIP-credibility criteria were met as follows:

Surplus – There are currently no federal, state, or local rules or regulations pertaining to the emissions of locomotives in the state of California. Therefore, all incentive-based emission reductions are surplus.

Quantifiable – The Carl Moyer Guidelines provide calculation methodologies and emission factors for locomotive projects. These methodologies have been reviewed and adopted through a public process. All locomotive projects in this Annual Demonstration Report were quantified using these SIP-creditable calculation methodologies, as referenced on the Manual of Procedures website.

Enforceable – The District performed inspections pursuant to Carl Moyer Guideline requirements and satisfied enforceability requirements under Section 4.0 of Rule 9610. These inspections verified contractual requirements were followed thus ensuring projected emission reductions were achieved. These projects included legally binding contracts between the grantee and the District that identified the party or parties responsible for ensuring that the emission reductions were achieved. These contracts also obligated the grantee to provide all records needed to demonstrate the emissions reduced.

Permanent – Per contractual requirements, the cleaner locomotive is required to be operated for the duration of the project life.

Purchase of New Electric Forklifts

Projects funded with the 2008 and 2011 Carl Moyer Program Guidelines followed all required steps to ensure SIP-credibility criteria were met, as follows:

Surplus – The current regulation for off-road mobile equipment has an exemption for agricultural-use vehicles. The forklifts that were funded are used solely for agricultural purposes, and therefore are surplus to the state regulation.

Quantifiable – The Carl Moyer Guidelines provide calculation methodologies and emission factors for forklift projects. These methodologies have been reviewed and adopted through a public process. All forklift projects in this report were quantified

using these SIP-creditable calculation methodologies. This methodology assumes the baseline equipment to be a new diesel forklift. Therefore, new purchases of electric forklifts are calculated based on the difference in emissions between a new diesel forklift and a new electric forklift.

Enforceable – The District performed inspections pursuant to Carl Moyer Guideline requirements and satisfied enforceability requirements under Section 4.0 of Rule 9610. These inspections verified contractual requirements were followed thus ensuring projected emission reductions were achieved. These projects included legally binding contracts between the grantee and the District that identified the party or parties responsible for ensuring that the emission reductions were achieved. These contracts also obligated the grantee to provide all records needed to demonstrate the emissions reduced.

Permanent – Per contractual requirements, the new electric forklift is required to be operated for the duration of the project life.

Proposition 1B Locomotive Replacement

Projects funded with the Proposition 1B Program Guidelines followed all required steps to ensure SIP-credibility criteria were met as follows:

Surplus – There are currently no federal, state, or local rules or regulations pertaining to the emissions of locomotives in the state of California. Therefore, all incentive-based emission reductions are surplus.

Quantifiable – The Proposition 1B Guidelines provide calculation methodologies and emission factors for locomotive projects. These methodologies have been reviewed and adopted through a public process. All locomotive projects in this Annual Demonstration Report were quantified using these SIP-creditable calculation methodologies, as referenced on the Manual of Procedures website.

Enforceable – The District performed inspections pursuant to Proposition 1B Guideline requirements and satisfied enforceability requirements under Section 4.0 of Rule 9610. These inspections verified contractual requirements were followed thus ensuring projected emission reductions were achieved. These projects included legally binding contracts between the grantee and the District that identified the party or parties responsible for ensuring that the emission reductions were achieved. These contracts also obligated the grantee to provide all records needed to demonstrate the emissions reduced.

Permanent – Per contractual requirements, the locomotive(s) is/are required to be operated for the duration of the project life and the old locomotive(s) is/are required to be permanently disabled.

III. RELEVANT SIP COMMITMENTS

Through Rule 9610, the District may rely on SIP-creditable incentive-based emission reductions to satisfy federal CAA requirements, including the demonstration of attainment, Reasonable Further Progress, Rate of Progress, contingency measures, and/or black box reductions (Section 182(e)(5) of the CAA). For such SIP commitments, the District identifies specific amounts of SIP-creditable emission reductions by year in the relevant SIP. This annual demonstration report then identifies the SIP commitments included in District adopted SIPs (by year, pollutant, and magnitude) which the District has satisfied, in whole or in part, through SIP-creditable emission reductions. This annual demonstration report also identifies and quantifies any SIP commitment shortfalls and remedies for which incentives are used to address those shortfalls.

A. SIP Commitments Satisfied

2008 PM_{2.5} Plan (Contingency Quantification, 2015): The District met its 2008 PM_{2.5} Plan commitment to quantify an adequate amount of contingency emissions reductions, including SIP-creditable emissions reductions from incentive programs quantified in this report. On May 22, 2014, EPA approved a SIP revision to address CAA nonattainment area contingency measure requirements for the 1997 annual and 24-hour fine particulate matter (PM_{2.5}) NAAQS in the San Joaquin Valley.³ SIP-creditable incentive-based emission reductions accounted for by EPA in this proposed approval include on-road vehicle replacement projects that have been funded through the Prop 1B program and agricultural off-road vehicle replacement projects funded through the Carl Moyer Program. However, EPA then proposed to withdraw the approval of the 2008 PM_{2.5} Plan contingencies finding that the requirement had become moot because the District had already met the RFP requirements relevant to the 2008 PM_{2.5} Plan by the time of EPA's May 22, 2014 action.⁴ Then, on May 12, 2016, EPA took final action to withdraw its approval of the 2008 PM_{2.5} contingencies and disapproved the SIP submission⁵ in response to a court case.⁶ EPA determined the identified deficiency in the 2008 PM_{2.5} Plan has been addressed and permanently stopped associated sanctions clocks effective December 14, 2017.⁷ However, it is important to note that this attainment plan is still not an approved plan in the California SIP.

³ EPA, *Approval and Promulgation of Implementation Plans; California; San Joaquin Valley; Contingency Measures for the 1997 PM_{2.5} Standards*, 79 Fed. Reg. 99, pp. 29327 - 29351. (2014, May 22). (to be codified at 40 CFR Part 52). Retrieved July 2014 at <http://www.gpo.gov/fdsys/pkg/FR-2014-05-22/pdf/2014-11681.pdf>

⁴ EPA, *Withdrawal of Approval and Disapproval of Air Quality Implementation Plans; California; San Joaquin Valley; Contingency Measures for the 1997 PM_{2.5} Standards*. 80 Fed. Reg. 158, pp. 49190-49193. (2015, August 17). <https://www.gpo.gov/fdsys/pkg/FR-2015-08-17/pdf/2015-20240.pdf>

⁵ EPA, *Withdrawal of Approval and Disapproval of Air Quality Implementation Plans; California, San Joaquin Valley; Contingency Measures for the 1997 PM_{2.5} Standards; Final Rule*. 81 Fed. Reg. 92, pp.29498-29501 (2016, May 12). (to be codified at 40 CFR Part 52) <https://www.gpo.gov/fdsys/pkg/FR-2016-05-12/pdf/2016-11125.pdf>

⁶ U.S. Court of Appeals for the Ninth Circuit (*Committee for a Better Arvin v. EPA*, 786 F.3d 1169 (9th Cir. 2015))

⁷ EPA, *Contingency Measures for the 1997 PM_{2.5} Standards; California; San Joaquin Valley; Correction of Deficiency; Final Rule*. 82 Fed. Reg. 239, pp. 58747-58750. (2017, December 14). (to be codified at 40 CFR Part 52). <https://www.gpo.gov/fdsys/pkg/FR-2017-12-14/pdf/2017-26899.pdf>

2007 Ozone Plan (Agricultural Equipment, 2017): The District met its 2007 Ozone Plan commitment to achieve SIP-creditable emissions reductions from incentive reductions, as demonstrated in the 2018 annual demonstration report.

The 2007 San Joaquin Valley 8-Hour Ozone SIP (*2007 Ozone Plan*), approved by EPA, contained a commitment by CARB to achieve emissions reductions of 5 to 10 tpd of NO_x from mobile agricultural equipment in the Valley by 2017 to accelerate progress toward attainment of the 1997 8-hour ozone standard. The attainment deadline for this standard is 2024, using data from 2021-2023. In October 2013, CARB adopted the *State Implementation Plan Credit from Mobile Agricultural Equipment Regulation* which provides the administrative mechanism for emission reductions resulting from mobile agricultural equipment program projects funded by the Carl Moyer Program to be eligible for SIP credit. The CARB Office of Administrative Law (OAL) approved the rulemaking and filed it with the Secretary of State on October 8, 2014. The rulemaking became effective on January 1, 2015.⁸

Beginning in 2009, the District and NRCS, in partnership with agricultural stakeholders, launched incentive programs aimed at reducing emissions from agricultural equipment. These programs have been well-funded and have achieved significant emission reductions since 2009. As documented in the 2018 Annual Demonstration Report and by CARB at their May 2017 Public Hearing⁹, agricultural equipment replacement projects implemented by the District and NRCS achieved SIP-creditable emissions reductions far in excess of the NO_x commitment in the *2007 Ozone Plan* ahead of the 2017 target.

The District and NRCS are continuing to invest significant additional funding to replace agricultural equipment in support of continued reductions of criteria pollutants, and the total emissions reductions achieved will continue to grow substantially in the next several years. These emission reductions will support ongoing progress towards attainment of the federal ozone standards.

B. Pending SIP Commitments

2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards¹⁰: On November 15, 2018, the District adopted the *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards (2018 PM_{2.5} Plan)* to address the EPA federal 1997 annual PM_{2.5} standard of 15 µg/m³ and 24-hour PM_{2.5} standard of 65 µg/m³; the 2006 24-hour PM_{2.5} standard of 35 µg/m³; and the 2012 annual PM_{2.5} standard of 12 µg/m³. The *2018 PM_{2.5} Plan* includes a comprehensive suite of regulatory and incentive-based measures for stationary, area, and mobile sources. The plan includes commitments from the District and CARB to attain an aggregate amount of emissions reductions from local measures and mobile sources. CARB and the District are continuing to implement control measures, as outlined in the

⁸ CARB, *State Implementation Plan Credit from Mobile Agricultural Equipment*. Resolution 12-42, Agenda Item No.: 13-9-7 (2013, October 25). <https://www.arb.ca.gov/regact/2013/sipmobileag2013/res13-42.pdf>

⁹ CARB May 25, 2017 Public Hearing, <https://www3.arb.ca.gov/board/books/2017/052517/17-5-3pres.pdf>

¹⁰ SJVAPCD. *2018 PM_{2.5} Plan for 1996, 2006, and 2012 PM_{2.5} Standards* (2018, November 15) retrieved on 8/7/2024 from: <https://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/2018-Plan-for-the-1997-2006-and-2012-PM2.5-Standards.pdf>

2018 PM_{2.5} Plan, to achieve emission reductions in support of the aggregate commitment.

On January 28, 2022, EPA determined that the Valley attained the 1997 24-hour PM_{2.5} standard by the 2020 attainment deadline. On November 26, 2021, EPA disapproved the portions of the 2018 PM_{2.5} Plan related to the 1997 annual PM_{2.5} standard. In anticipation of this EPA action, the District and CARB revised the Plan to establish a new attainment target date for the 1997 annual PM_{2.5} standard as December 31, 2023. The District Governing Board approved this plan revision on August 19, 2021, CARB approved the revision on September 23, 2021, and the Revision was submitted to EPA on November 8, 2021. On December 14, 2023, EPA took final action to approve portions of the submitted SIP revisions as they pertain to the Serious nonattainment area and CAA section 189(d) requirements for the 1997 annual PM_{2.5} standard. On May 23, 2024, CARB submitted an attainment date extension request to EPA for the 1997 annual PM_{2.5} standard from December 31, 2023, to December 31, 2024. On November 19, 2024, EPA finalized to approve the one-year extension request for the “Serious” attainment date for the 1997 annual PM_{2.5} standard. On July 16, 2025, due to the significant efforts the District has made to reduce emissions, the EPA proposed a Clean Data Finding (CDD) and a Determination of Attainment by the Attainment Date (DAAD) for the December 31, 2024 deadline.¹¹ Additionally, on January 29, 2026, EPA finalized the determination that the Valley attained the 1997 annual PM_{2.5} standard by the December 31, 2024, applicable attainment date.¹²

On June 30, 2020, EPA approved portions of the Plan and the *San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan* related to the 2006 24-hour PM_{2.5} standard. In the case *Medical Advocates for Healthy Air v EPA*, the court vacated EPA’s approval with respect to portions of the Plan related to the aggregate emission reduction commitment for the 2006 PM_{2.5} standard, based upon a perceived short-fall of funding for incentive-based measures. Since this court’s action, the District and CARB have already achieved the emission reductions that were committed to under this Plan.

On December 29, 2021, EPA proposed to approve the portions of the Plan for the 2012 PM_{2.5} standard. However, on October 5, 2022, EPA reversed their prior proposed approval and issued a revised proposal to disapprove portions of the Plan related to the 2012 PM_{2.5} standard. Given EPA’s course reversal and lack of federal guidance, need for additional federal emissions reductions to expedite attainment, and additional planning time available under the CAA to review issues raised, CARB formally withdrew the 12 µg/m³ PM_{2.5} Plan submittal from consideration for inclusion in the California SIP, with the District’s concurrence.

¹¹ EPA. *Determination of Attainment by the Attainment Date and Clean Data Determination; California, San Joaquin Valley 1997 Annual PM_{2.5} Fine Particulate Matter Nonattainment Area*. (90 FR 31906). Retrieved from: <https://www.govinfo.gov/content/pkg/FR-2025-07-16/pdf/2025-13339.pdf>

¹² EPA. *Determination of Attainment by the Attainment Date and Clean Data Determination; California, San Joaquin Valley 1997 Annual PM_{2.5} Fine Particulate Matter Nonattainment Area; Final Rule*. 91 FR 3836. (January 29, 2026). Retrieved from: <https://www.govinfo.gov/content/pkg/FR-2026-01-29/pdf/2026-01766.pdf>

On June 11, 2026, EPA denied the extension request stating it had erred in its original approval and determined that the Valley failed to attain the 2006 24-hour PM_{2.5} standard by the original December 31, 2019, attainment date. This action requires the District and CARB to develop a “five percent plan” by June 11, 2027, demonstrating expeditious attainment of the 2006 24-hour PM_{2.5} standard.

2024 Plan for the 2012 Annual PM_{2.5} Standard¹³: Following the withdrawal of the portions of the *2018 PM_{2.5} Plan* related to the 2012 annual PM_{2.5} standard as discussed above, the District and CARB worked together to develop an updated Plan for the 2012 annual PM_{2.5} standard. The Governing Board approved the *Initial SIP Requirements for the 2012 Annual PM_{2.5} Standard* on October 19, 2023. Additionally, the District’s Governing Board adopted the *2024 Plan for the 2012 Annual PM_{2.5} Standard (2024 PM_{2.5} Plan)* on June 20, 2024, which addressed the remaining planning requirements for this standard. The CARB Governing Board approved the *2024 PM_{2.5} Plan* at their July 25, 2024 public hearing, and the Plan was transmitted to EPA for their review and approval on August 22, 2024.

The *2024 PM_{2.5} Plan* includes commitments to achieve additional emissions reductions from new District regulatory and incentive-based measures, and included innovative further study measures to evaluate additional opportunities and technologies as they become available through 2030. In addition to the District’s strategies, the Plan incorporates CARB’s *2022 State Strategy for the State Implementation Plan*, which includes a number of commitments to reduce emissions from mobile sources. The plan includes commitments from the District and CARB to attain an aggregate amount of emissions reductions from local measures and mobile sources. CARB and the District are continuing to implement measures, including incentive-based measures, as outlined in the *2024 PM_{2.5} Plan*. In addition, on June 11, 2026, EPA proposed approval of the five-year extension request, which would formalize the December 31, 2030, attainment deadline.

C. SIP Commitment Shortfalls

There are no shortfalls at this time; therefore, there are no remedy actions to be taken.

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¹³ SJVAPCD. *2024 Plan for the 2012 Annual PM_{2.5} Standard* (2024, June 20) retrieved on 8/7/2024 from: <https://ww2.valleyair.org/media/gw5bacvj/2024-pm25-plan.pdf>

IV. MONITORING AND ENFORCEMENT ACTIVITIES

Pursuant to Section 4.6 of Rule 9610 this annual demonstration report includes a summary of monitoring and enforcement activities that were conducted during the reporting period from 05/14/2009 – 05/21/2025. Monitoring is performed on all projects in the form of pre-inspections prior to contract, post-inspections prior to payment and annual usage surveys filled out by the grantee for the life of the project.

Inspections are performed or reviewed by District staff and include visual verification and photographically document equipment information such as but not limited to:

- Make, model, and model year of the engine and/or vehicle or equipment,
- Vehicle, equipment, and/or engine identification and serial numbers,
- Operational condition of vehicle, equipment, and engine

The District reviews all inspection information to ensure that the submitted information is true and accurate prior to contracting a new project and prior to payment of reimbursement requests from grantees. The table below illustrates the number of pre-inspections and post-inspections that were conducted annually over the last ten years. Data prior to 2016 can be found in previous reports.

Table 7: Incentive Program Project Inspections

Year	Pre-Inspections	Post-Inspections
2016	1,028	1,021
2017	2,032	1,091
2018	2,172	1,597
2019	2,164	3,467
2020	2,225	3,773
2021	1,806	3,135
2022	2,825	2,498
2023	1,963	3,033
2024	2,354	2,731
2025	1,765	2,372
2026	290	869

*As of May 22, 2026

District incentive project contractual agreements specify that Grantees must provide data to the District on an annual basis for the duration of their contract period. The required data includes usage data (mileage, hours of operation, percent utilization within the District, etc.). The usage data is analyzed by the District to ensure that the incentive projects are achieving the projected emission reductions. The table below illustrates the quantity of usage report surveys distributed from the District to Grantees and the quantity of Grantee completed usage report surveys returned to the District over the last ten years. Data prior to 2016 can be found in previous reports.

Table 8: Incentive Program Annual Usage Reports

Year	Usage Report Surveys Distributed to Grantees	Completed Usage Report Surveys Returned to the District
2016	5,683	5,782
2017	6,095	5,270
2018	7,460	5,237
2019	6,762	5,439
2020	8,821	6,430
2021	10,398	7,698
2022	11,869	10,524
2023	12,177	10,748
2024	15,005	14,158
2025	13,970	11,213
2026	6,348	4,467

*As of May 22, 2026

The District maintains a robust process of collecting and analyzing annual usage data for incentive projects from grantees (e.g. – annual mileage, fuel usage, hours of operation, etc.) This information is collected for the duration of the project life of each individual project. Annual usage of individual projects can vary due to a variety of factors. For example, fallowing of lands due to SIGMA in the Valley significantly affect the use of agricultural irrigation pump engines causing usage to vary due to increased or decreased pumping needs, crop changes, surface water delivery, etc. Since annual variations can change over the course of the project life, any shortages/overages from the projected use on a yearly basis will likely be resolved when usage is quantified at the end of the project life. The District closely monitors and analyzes annual usage for each project over their respective project lives to ensure that the projects are achieving their expected overall usage and associated emission reductions. Annual usage reports are distributed to Grantees and received from Grantees on a monthly to daily basis throughout the year. Because of the variability in the number of annual reports distributed and received during the reporting period, the number of reports distributed and received will differ. For example, a number of annual reports distributed towards the end of the 2025 reporting period were not received back by the District by the cut-off date for this report. These annual reports are accounted for in the 2026 Annual Demonstration Report. To date, the overall annual usage reported associated with the project categories included in this report are performing as expected, on average meeting more than 84% of their contracted annual usage. The District will continue to monitor annual usage and make any adjustments to claimed emission reductions in the future, as necessary.

A. Carl Moyer Program Specific Monitoring and Enforcement Activities

Project specific audits are conducted in addition to the monitoring and enforcement activities mentioned above. The project specific audits are conducted between November and December each calendar year and cover all Carl Moyer Program projects that have

been implemented and are at least one year into their contracted project life but have not concluded their contracted project life. Projects selected for audit review consist of a 5% random sample of active projects or 20 projects (whichever is less) and all projects that are at least 6 months past due with their most recent annual usage survey. These audits follow procedures set forth in the Carl Moyer Program Guidelines. Projects selected for auditing are reviewed to ensure contract terms are fulfilled; emission reduction calculations are verified and project information is confirmed against the District database for accuracy. An inspection is conducted for each project to verify that the equipment, vehicle or practice is still owned (or in practice) by the Grantee and operational in the same piece of equipment and/or intended use as was contracted. Inspections also verify engine/equipment serial numbers, operational condition and verification of functioning odometer, hour meter/usage device, fuel receipts, or electronic monitoring unit.

If deficiencies are discovered as part of an incentive project audit, the District utilizes remedies identified in section IV (A) above.

2013 – 2025 Calendar Year Carl Moyer Project Specific Audit:

The following table shows audited projects that were determined to be in violation of their contractual terms and the enforcement actions that were taken by the District over the last ten years. For the current reporting period, there are no new projects to report. Data prior to 2016 can be found in previous reports.

Table 9: Carl Moyer Program Projects with Contractual Violations

Project Number	Annual Demonstration Report Year	Contractual Violation	Action Taken
N/A	2016	No projects to report	
N/A	2017	No projects to report	
N/A	2018	No projects to report	
N/A	2019	No projects to report	
N/A	2020	No projects to report	
N/A	2021	No projects to report	
N/A	2022	No projects to report	
N/A	2023	No projects to report	
N/A	2024	No projects to report	
N/A	2025	No projects to report	

B. Proposition 1B Program Monitoring and Enforcement Activities

In January 2007, Governor Schwarzenegger signed Executive Order S-02-07 which highlighted the importance of transparency and accountability in administering over \$40 billion in bond funding approved by California voters in 2006. The Executive Order directs all State government entities responsible for expending bond proceeds to establish and

document a three part accountability structure. In 2008 Department of Finance (DOF) approved the accountability plan that CARB developed for the Proposition 1B Program which includes:

- Front-end accountability, which defines the criteria for expending bond funds as well as the outcomes that the funds are intended to achieve.
- In-progress accountability, which documents actions to ensure projects are staying within scope and cost, and requires semi-annual reports to the Department of Finance.
- Follow up accountability, which requires Program review or fiscal audits to ensure expenditures achieved the intended outcomes and were consistent with legal requirements.

The District evaluates Proposition 1B equipment projects on an ongoing basis through desk reviews of reports and equipment project updates provided by equipment owners, review of electronic monitoring unit data (as applicable), site inspections, equipment inspections, review of equipment maintenance and activity logs, and other measures deemed appropriate. In addition, equipment project contracts require that equipment owners permit the District, CARB, DOF, the Bureau of State Audits, or any authorize designees, access during normal business hours, to conduct ongoing evaluations for the purpose of monitoring the program. The following table shows audited projects that were determined to be in violation of their contractual terms and the enforcement actions that were taken by the District over the last ten years. There are no new projects to report for the current reporting period. Data prior to 2016 can be found in previous reports.

Table 10: Proposition 1B Program Projects with Contractual Violations

Project Number	Annual Demonstration Report Year	Contractual Violation	Action Taken
P-0368-A	2016	<i>Units 18-20, 24. Equipment was no longer owned by applicant due to re-possession</i>	Projects were closed and associated reductions were removed from the cumulative totals in this report
N/A	2017	<i>No projects to report</i>	
N/A	2018	<i>No projects to report</i>	
N/A	2019	<i>No projects to report</i>	
N/A	2020	<i>No projects to report</i>	
N/A	2021	<i>No projects to report</i>	
N/A	2022	<i>No projects to report</i>	
N/A	2023	<i>No projects to report</i>	
N/A	2024	<i>No projects to report</i>	
N/A	2025	<i>No projects to report</i>	

C. Combustion Systems Improvement of Mobile Engines Program Monitoring and Enforcement Activities

The USDA NRCS webpage at:

<https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/programs/financial/eqip/?cid=nrcseprd1342638> summarizes program eligibility. The guidelines state the following: The Grantee has control of the land for the length of the proposed contract through deed, lease, or other written authorization. If the Grantee does not own the land, the landowner must give written consent to install, operate, and maintain the practice through the lifespan of the practice. Engine improvements are covered under Conservation Practice Standard 372 – Combustion System Improvement, posted on-line in the NRCS Field Office Technical Guide (FOTG) at:

<https://efotg.sc.egov.usda.gov/references/public/CA/372-std-11-2019.pdf>. The CPS 372 practice life is 10 years as described on the FOTG spreadsheet at: https://efotg.sc.egov.usda.gov/references/public/CA/Practices_Lifespans_2012-12_CA.xlsx. NRCS incentive program contracts state that if the tractor is not retained for 10-years then the Grantee will owe a pro-rated amount back to the NRCS.

With regards to the identification of project audits, usage reports, inspections, and other project monitoring activities including enforcement actions as required to Section 4.6 of Rule 9610, the Combustion Systems Improvement of Mobile Engines incentive program is unique from other incentive programs in that NRCS is explicitly prohibited from identifying grantees by name.

Under section 1619 of the Food Conservation, and Energy Act of 2008, Congress has prohibited the Secretary of the USDA and any officer or employee of the USDA from disclosing “information provided by an agricultural producer or owner of agricultural land concerning the agricultural operation, farming or conservation practices, or the land itself, in order to participate in” a USDA program. 7 U.S.C. 8791. Any contractor or cooperator of the USDA is similarly prohibited from disclosing such information. There are several exceptions to this prohibition, including that USDA may disclose information if it is transformed into a statistical or aggregate form without naming any individual owner, operator or producer or a specific data gathering site.

Taking these statutory prohibitions into account, in March 2014, NRCS, EPA, CARB, and the District signed the “Addendum to the December 2010 Statement of Principles Regarding the Approach to State Implementation Plan Creditability of Agricultural Equipment Replacement Incentive Programs Implemented by the USDA Natural Resources Conservation Service and the San Joaquin Valley Air Pollution Control District” (2014 Addendum). The purpose of the 2014 Addendum is to identify information and documentation that NRCS will, consistent with its statutory responsibilities under 7 U.S.C. 8791, make publicly available to ensure that EPA and the District can carry out respective implementation responsibilities under the CAA and Rule 9610. Among other things, the 2014 Addendum states that NRCS will provide EPA and the District with an annual report that includes information regarding emission reductions achieved by individual EQIP projects and that will be certified by the NRCS California State

Conservationist by March 31 of each year. Any information provided to the public specific to NRCS grant programs shall be in accordance with the 2014 Addendum.

Table 11: Canceled NRCS Projects Previously Reported

No projects to report.

V. INCENTIVE PROGRAM EVALUATION

The District's incentive programs have been developed around several core principles, including cost-effectiveness, integrity, effective program administration, excellent customer service, the efficient use of District resources, fiscal transparency and public accountability. As a result of these focused efforts, the District has become a statewide leader in incentive programs with several elements of these programs being held as models for other air districts' incentive programs throughout California. In fact, CARB routinely calls upon the District to administer statewide incentive programs on their behalf and on behalf of other local air districts. Recent examples include administering the Lower Emission School Bus Program on behalf of CARB and 18 other air districts, the statewide School Bus Retrofit Program and administering the Carl Moyer Program on behalf of two other air districts.

The District is regularly audited by independent outside agencies including professional accountancy corporations on behalf of the federal government, CARB, the California DOF and the California Bureau of State Audits.¹⁴ These comprehensive and rigorous independent audits focus on every aspect of our incentive programs including District programmatic and fiscal controls. These audits are conducted to ensure that the public funds to which the District has been entrusted are spent appropriately and in the manner in which they were intended. The District welcomes these opportunities to gain valuable feedback regarding implementation of these critical programs. Periodic evaluations such as these are important tools that the District uses to ensure continuous improvement in operation of these core emission reduction strategies. Towards that end, the District's incentive programs were audited by CARB and DOF in 2022, including a thorough review of several of the District's largest and most complex incentive programs totaling more than \$623 million over an eleven year period. The audits focused on the District's implementation of the following programs:

- Carl Moyer Memorial Air Quality Standards Attainment Program,
- Community Air Protection Incentives,
- Goods Movement Emission Reduction Program,
- Funding Agricultural Replacement Measures for Emission Reductions Program,
- Low Carbon Transportation Program,
- Lower Emission School Bus Program,
- Diesel Emission Reduction Act,

¹⁴ The most recent audits of District administered incentive programs can be found online at http://www.arb.ca.gov/msprog/moyer/audits/2011/san_joaquin_valley.htm

- Enhanced Fleet Modernization Program,
- Clean Cars 4 All Program,

These audits included an extensive desk review of specific projects, a thorough review of District internal programmatic and fiscal policies and procedures, and field validation of projects to ensure that the expected emission reductions were being achieved in practice.

The CARB Program review and the DOF Fiscal Compliance Audit revealed no findings. The CARB program review indicated that, “The nine District incentive programs reviewed are achieving their emissions reduction and program objectives in an effective and efficient manner” and the DOF Fiscal Compliance Audit stated that, “The incentive programs’ revenues, expenditures, and resulting balances were in compliance with applicable grant agreements, guidelines, and statutes.” The CARB program review lauded the District for successfully administering the statewide Lower Emission School Bus Program on behalf of CARB for several years during the review period as well as the design of our incentive program materials that make our programs easy to understand and follow. The CARB program review highlighted suggestions for potential administrative enhancements in the District’s programs. A significant amount of work has already been accomplished in close coordination with CARB in these areas and the District will continue to work closely with CARB to evaluate the recommendations, update the state program guidelines where necessary, and implement these enhancements as appropriate.

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VI. SUMMARY OF EMISSION REDUCTIONS AND COST EFFECTIVENESS

The SIP-creditable incentive-based emission reductions represented in this Annual Demonstration Report are from incentive projects implemented 05/22/2025 through 5/21/2026. The data also includes 593 District projects and 226 NRCS projects that were implemented during the timeframes covered under previous reports but were not included in those data sets at the time. The data represented in these tables will continue to be updated through each annual demonstration report as more projects are implemented each year. Although the purpose of District Rule 9610 is to claim SIP credit for incentive-based emission reductions in the Valley through incentive programs administered by the District, NRCS, or CARB, this Annual Demonstration Report only claims SIP credit for those programs administered by the District and NRCS. Future annual demonstration reports may include programs administered by CARB. For the detailed data used to create the following summary tables, refer to the associated Annual Demonstration Report Data Sheet, available electronically with this annual demonstration report.

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Program Summaries

The following table summarizes the total SIP-creditable incentive-based emission reductions generated through incentive programs, expressed in tons per year and tons per day, claimed in this Annual Demonstration Report. This summary includes SIP-creditable incentive-based emission reductions claimed through incentive program guidelines identified in Sections 3.1 and 3.2 of Rule 9610.

Table 12: Total SIP-Creditable Incentive-Based Emission Reductions Generated Through Incentive Programs

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	7038.71	339.65	850.61	19.28	0.93	2.33
2020	0.11	0.02	0.03	0.00	0.00	0.00	7249.10	385.02	872.56	19.86	1.05	2.39
2021	6.71	0.57	0.87	0.02	0.00	0.00	7303.86	411.59	865.47	20.01	1.13	2.37
2022	9.45	0.75	1.14	0.03	0.00	0.00	7377.69	429.83	854.43	20.21	1.18	2.34
2023	23.32	1.50	2.75	0.06	0.00	0.01	7532.55	451.47	865.45	20.64	1.24	2.37
2024	81.82	5.50	10.26	0.22	0.02	0.03	7476.14	460.22	830.48	20.48	1.26	2.28
2025	413.98	25.14	59.42	1.13	0.07	0.16	7203.45	453.63	804.74	19.74	1.24	2.20
2026	426.64	26.00	63.08	1.17	0.07	0.17	6778.61	430.45	749.69	18.57	1.18	2.05
2027	426.50	26.00	63.06	1.17	0.07	0.17	6155.95	397.99	676.10	16.87	1.09	1.85
2028	424.53	26.00	62.72	1.16	0.07	0.17	5431.40	353.25	590.45	14.88	0.97	1.62
2029	423.25	25.99	62.41	1.16	0.07	0.17	4473.23	289.76	483.87	12.26	0.79	1.33
2030	403.07	24.68	52.01	1.10	0.07	0.14	3381.54	217.20	359.82	9.26	0.60	0.99
2031	394.41	24.08	49.22	1.08	0.07	0.13	2525.68	158.86	265.47	6.92	0.44	0.73
2032	391.01	23.91	48.93	1.07	0.07	0.13	1755.92	109.29	185.90	4.81	0.30	0.51
2033	380.55	23.32	47.91	1.04	0.06	0.13	994.12	61.00	107.28	2.72	0.17	0.29

Tables 13 and 14 below are the subsets of the summary provided in Table 12. Table 13 identifies emission reductions claimed through incentive program guidelines pursuant to Section 3.1 of Rule 9610. Table 14 identifies emission reductions claimed through incentive program guidelines pursuant to Section 3.2 of Rule 9610.

Table 13: Emission Reductions Claimed through use of Incentive Program Guidelines Pursuant to Section 3.1

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	6819.25	330.79	810.80	18.68	0.91	2.22
2020	0.11	0.02	0.03	0.00	0.00	0.00	6992.44	375.02	827.69	19.16	1.03	2.27
2021	6.71	0.57	0.87	0.02	0.00	0.00	7042.10	401.34	812.02	19.29	1.10	2.22
2022	9.45	0.75	1.14	0.03	0.00	0.00	7116.07	419.83	795.09	19.50	1.15	2.18
2023	19.92	1.33	2.17	0.05	0.00	0.01	7249.79	441.15	793.23	19.86	1.21	2.17
2024	75.16	5.29	9.20	0.21	0.01	0.03	7207.17	450.48	775.78	19.75	1.23	2.13
2025	396.29	24.65	47.60	1.09	0.07	0.13	6998.01	447.49	748.54	19.17	1.23	2.05
2026	408.50	25.46	49.34	1.12	0.07	0.14	6593.52	424.77	701.11	18.06	1.16	1.92
2027	408.36	25.46	49.32	1.12	0.07	0.14	5975.58	392.40	634.95	16.37	1.08	1.74
2028	406.59	25.46	48.99	1.11	0.07	0.13	5281.57	347.82	563.26	14.47	0.95	1.54
2029	405.44	25.45	48.82	1.11	0.07	0.13	4340.25	284.44	464.95	11.89	0.78	1.27
2030	390.82	24.36	48.79	1.07	0.07	0.13	3256.93	212.12	352.59	8.92	0.58	0.97
2031	384.21	23.81	47.94	1.05	0.07	0.13	2403.54	153.88	260.19	6.59	0.42	0.71
2032	381.45	23.64	47.67	1.05	0.06	0.13	1636.43	104.36	180.77	4.48	0.29	0.50
2033	370.98	23.05	46.65	1.02	0.06	0.13	874.62	56.07	102.15	2.40	0.15	0.28

Table 14: Emission Reductions Claimed through use of Incentive Program Guidelines Pursuant to Section 3.2

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	219.46	8.85	39.82	0.60	0.02	0.11
2020	0.00	0.00	0.00	0.00	0.00	0.00	256.66	10.00	44.87	0.70	0.03	0.12
2021	0.00	0.00	0.00	0.00	0.00	0.00	261.76	10.25	53.46	0.72	0.03	0.15
2022	0.00	0.00	0.00	0.00	0.00	0.00	261.62	10.01	59.33	0.72	0.03	0.16
2023	3.40	0.17	0.59	0.01	0.00	0.00	282.76	10.32	72.22	0.77	0.03	0.20
2024	6.67	0.21	1.06	0.02	0.00	0.00	268.97	9.74	54.71	0.74	0.03	0.15
2025	21.72	0.51	12.51	0.06	0.00	0.03	209.48	6.15	56.90	0.57	0.02	0.16
2026	22.19	0.56	14.43	0.06	0.00	0.04	189.14	5.69	49.27	0.52	0.02	0.13
2027	22.05	0.56	14.41	0.06	0.00	0.04	184.28	5.60	41.82	0.50	0.02	0.11
2028	20.07	0.55	14.07	0.05	0.00	0.04	151.97	5.43	27.53	0.42	0.01	0.08
2029	18.80	0.54	13.76	0.05	0.00	0.04	133.97	5.32	19.08	0.37	0.01	0.05
2030	13.24	0.32	3.38	0.04	0.00	0.01	125.60	5.08	7.40	0.34	0.01	0.02
2031	11.18	0.28	1.44	0.03	0.00	0.00	123.12	4.98	5.45	0.34	0.01	0.01
2032	10.52	0.28	1.42	0.03	0.00	0.00	120.44	4.94	5.30	0.33	0.01	0.01
2033	10.52	0.28	1.42	0.03	0.00	0.00	120.44	4.94	5.30	0.33	0.01	0.01

1. Prop1B Locomotive projects are contracted with a 15 year project life, Ag Trucks have a 3 year project life, and Ag UTVs have a 5 year project life. Moyer locomotive projects were contracted with a 15-year project life.

Cost Effectiveness

The table below is a summary of the overall cost effectiveness (expressed as dollars per ton of emissions reduced), including incentive contributions, and total lifetime emission reductions, for District-administered incentive programs claimed in this annual demonstration report that utilized the Carl Moyer, Proposition 1B, and FARMER incentive program guidelines as identified in Sections 3.1 and 3.2 of Rule 9610. Because each incentive program guideline calculates cost effectiveness differently, the cost-effectiveness represented in Table 15 was calculated by dividing the Incentive Contribution by the total program reductions.

Table 15: Summary of District-Administered Incentive Programs

Project Type	Incentive Contribution Provided	Grantee Investment	Total Emissions Reductions (Lifetime tons)	Cost Effectiveness (\$/tons)
Off-Road Mobile Equipment Replacement/Repower/Retrofit ^{1, 2}	\$113,391,727.88	\$68,723,322.00	3357.12	\$33,776.49
Agricultural Pump Repower ¹	\$0.00	\$0.00	0	\$0.00
Prop 1B Truck Replacement ¹	\$0.00	\$0.00	0	\$0.00
Locomotive Replacement ²	\$3,248,636.86	\$170,980.89	62.34	\$52,111.60
Off-Road Agricultural UTV Replacement ²	\$4,539,785.73	\$2,198,272.08	85.22	\$53,271.62
School Bus ²	\$15,994,300.67	\$1,301,392.06	66.67	\$239,902.51
Emergency Vehicle Replacement ²	\$317,000.00	\$234,066.17	3.83	\$82,789.24
Yard Truck ²	\$2,861,533.80	\$3,728,996.29	77.87	\$36,747.91
Truck Replacement ²	\$2,585,937.00	\$5,906,057.11	31.82	\$81,267.66
Forklift ¹	\$1,750,806.37	\$479,986.86	23.45	\$74,670.81

1. SIP-creditable incentive-based emission reductions claimed through incentive program guidelines identified in Section 3.1 of Rule 9610.

2. SIP-creditable incentive-based emission reductions claimed through incentive program guidelines identified in Section 3.2 of Rule 9610.

Carl Moyer Incentive Program Guidelines

The following set of tables summarizes the emission reductions claimed in the SIP under Rule 9610 for incentive programs administered by the District using the Carl Moyer Incentive Program Guidelines. Table 16 summarizes the total SIP-creditable incentive-based emission reductions claimed under Sections 3.1 and 3.2 of Rule 9610. Tables 17 through 20 summarize the emission reductions claimed in the SIP from incentive program guidelines identified in Section 3.1 of Rule 9610, while Table 21 summarizes emission reductions claimed in the SIP for locomotive alternative technology switcher projects and new electric forklift purchases, pursuant to Section 3.2 of the rule.

Table 16: Total Claimed SIP-Creditable Incentive-Based Emission Reductions Using the Carl Moyer Guidelines Pursuant to Section 3.1 and Section 3.2

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced			Emissions Reduced			Emissions Reduced			Emissions Reduced		
	(tons per year)			(tons per day)			(tons per year)			(tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	3681.41	189.34	416.98	10.09	0.52	1.14
2020	0.11	0.02	0.03	0.00	0.00	0.00	4598.28	250.43	512.08	12.60	0.69	1.40
2021	0.93	0.06	0.07	0.00	0.00	0.00	5148.20	291.96	564.14	14.10	0.80	1.55
2022	3.04	0.18	0.26	0.01	0.00	0.00	5454.20	316.46	579.09	14.94	0.87	1.59
2023	10.47	0.52	1.10	0.03	0.00	0.00	5826.97	345.06	606.31	15.96	0.95	1.66
2024	32.49	1.81	3.52	0.09	0.00	0.01	5959.59	360.67	611.35	16.33	0.99	1.67
2025	305.73	17.82	36.45	0.84	0.05	0.10	5887.32	362.66	605.61	16.13	0.99	1.66
2026	316.16	18.50	37.99	0.87	0.05	0.10	5582.99	349.75	572.00	15.30	0.96	1.57
2027	316.02	18.50	37.97	0.87	0.05	0.10	5200.62	331.69	534.65	14.25	0.91	1.46
2028	314.04	18.50	37.63	0.86	0.05	0.10	4661.49	299.92	484.13	12.77	0.82	1.33
2029	312.89	18.49	37.46	0.86	0.05	0.10	4637.28	298.79	483.28	12.70	0.82	1.32
2030	295.19	17.40	37.40	0.81	0.05	0.10	4610.10	297.14	482.26	12.63	0.81	1.32
2031	292.77	17.36	37.33	0.80	0.05	0.10	4475.11	287.79	467.55	12.26	0.79	1.28
2032	290.00	17.24	37.12	0.79	0.05	0.10	3823.07	246.70	402.48	10.47	0.68	1.10
2033	285.98	17.07	36.87	0.78	0.05	0.10	3130.28	203.19	331.88	8.58	0.56	0.91

Table 17: SIP-Creditable Incentive-Based Emission Reductions for Off-Road Compression-Ignition Equipment Replacement Claimed Pursuant to Section 3.1

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
				(tons per day)								
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	3135.48	169.05	370.09	8.59	0.46	1.01
2020	0.11	0.02	0.03	0.00	0.00	0.00	4057.75	230.47	465.47	11.12	0.63	1.28
2021	0.93	0.06	0.07	0.00	0.00	0.00	4621.95	272.03	517.67	12.66	0.75	1.42
2022	3.04	0.18	0.26	0.01	0.00	0.00	4958.39	297.47	535.15	13.58	0.81	1.47
2023	7.06	0.35	0.51	0.02	0.00	0.00	5333.48	325.92	563.05	14.61	0.89	1.54
2024	25.32	1.54	2.52	0.07	0.00	0.01	5554.28	344.07	577.19	15.22	0.94	1.58
2025	271.48	16.41	34.34	0.74	0.04	0.09	5604.74	350.55	583.12	15.36	0.96	1.60
2026	278.70	16.88	35.42	0.76	0.05	0.10	5347.33	339.36	553.60	14.65	0.93	1.52
2027	278.70	16.88	35.42	0.76	0.05	0.10	4999.18	323.24	519.79	13.70	0.89	1.42
2028	278.70	16.88	35.42	0.76	0.05	0.10	4512.87	293.09	472.78	12.36	0.80	1.30
2029	278.70	16.88	35.42	0.76	0.05	0.10	4512.87	293.09	472.78	12.36	0.80	1.30
2030	278.59	16.85	35.39	0.76	0.05	0.10	4507.62	292.67	472.07	12.35	0.80	1.29
2031	277.77	16.81	35.34	0.76	0.05	0.10	4381.12	283.84	458.10	12.00	0.78	1.26
2032	275.66	16.69	35.15	0.76	0.05	0.10	3745.13	243.62	394.56	10.26	0.67	1.08
2033	271.64	16.53	34.90	0.74	0.05	0.10	3060.20	200.70	324.97	8.38	0.55	0.89

Table 18: SIP-Creditable Incentive-Based Emission Reductions for Forklift LSI Replacement and Off-Road Compression-Ignition Equipment Repower and Retrofit Claimed Pursuant to Section 3.1

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	140.27	5.65	0.00	0.38	0.02	0.00
2020	0.00	0.00	0.00	0.00	0.00	0.00	147.38	6.38	0.00	0.40	0.02	0.00
2021	0.00	0.00	0.00	0.00	0.00	0.00	153.79	6.92	1.41	0.42	0.02	0.00
2022	0.00	0.00	0.00	0.00	0.00	0.00	117.26	5.37	4.32	0.32	0.01	0.01
2023	0.00	0.00	0.00	0.00	0.00	0.00	114.61	5.51	5.38	0.31	0.02	0.01
2024	0.63	0.06	0.08	0.00	0.00	0.00	82.33	4.35	5.47	0.23	0.01	0.01
2025	4.66	0.08	0.77	0.01	0.00	0.00	69.39	3.76	6.15	0.19	0.01	0.02
2026	7.87	0.29	1.23	0.02	0.00	0.00	60.29	3.51	6.62	0.17	0.01	0.02
2027	7.73	0.29	1.21	0.02	0.00	0.00	50.97	2.94	6.46	0.14	0.01	0.02
2028	5.96	0.28	0.88	0.02	0.00	0.00	44.58	2.76	6.13	0.12	0.01	0.02
2029	4.81	0.27	0.72	0.01	0.00	0.00	43.43	2.75	5.96	0.12	0.01	0.02
2030	4.81	0.27	0.72	0.01	0.00	0.00	42.98	2.71	5.91	0.12	0.01	0.02
2031	4.80	0.27	0.71	0.01	0.00	0.00	36.51	2.25	4.49	0.10	0.01	0.01
2032	4.77	0.27	0.71	0.01	0.00	0.00	23.11	1.42	1.72	0.06	0.00	0.00
2033	4.77	0.27	0.71	0.01	0.00	0.00	15.25	0.85	0.71	0.04	0.00	0.00

Table 19: SIP-Creditable Incentive-Based Emission Reductions for Repower of Agricultural Pumps Engines Claimed Pursuant to Section 3.1

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	195.80	7.68	13.96	0.54	0.02	0.04
2020	0.00	0.00	0.00	0.00	0.00	0.00	176.74	6.90	12.92	0.48	0.02	0.04
2021	0.00	0.00	0.00	0.00	0.00	0.00	162.35	6.34	12.23	0.44	0.02	0.03
2022	0.00	0.00	0.00	0.00	0.00	0.00	161.23	6.36	12.28	0.44	0.02	0.03
2023	0.00	0.00	0.00	0.00	0.00	0.00	137.32	5.82	10.77	0.38	0.02	0.03
2024	0.00	0.00	0.00	0.00	0.00	0.00	82.39	4.27	7.37	0.23	0.01	0.02
2025	0.00	0.00	0.00	0.00	0.00	0.00	54.56	3.31	5.40	0.15	0.01	0.01
2026	0.00	0.00	0.00	0.00	0.00	0.00	37.50	2.31	3.73	0.10	0.01	0.01
2027	0.00	0.00	0.00	0.00	0.00	0.00	22.30	1.44	2.62	0.06	0.00	0.01
2028	0.00	0.00	0.00	0.00	0.00	0.00	20.43	1.34	2.47	0.06	0.00	0.01
2029	0.00	0.00	0.00	0.00	0.00	0.00	16.15	1.09	2.09	0.04	0.00	0.01
2030	0.00	0.00	0.00	0.00	0.00	0.00	16.15	1.09	2.09	0.04	0.00	0.01
2031	0.00	0.00	0.00	0.00	0.00	0.00	16.15	1.09	2.09	0.04	0.00	0.01
2032	0.00	0.00	0.00	0.00	0.00	0.00	16.15	1.09	2.09	0.04	0.00	0.01
2033	0.00	0.00	0.00	0.00	0.00	0.00	16.15	1.09	2.09	0.04	0.00	0.01

Table 20: SIP-Creditable Incentive-Based Emission Reductions for Purchase of New Electric Agricultural Pump Motors Claimed Pursuant to Section 3.1

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	83.86	1.76	5.67	0.23	0.00	0.02
2020	0.00	0.00	0.00	0.00	0.00	0.00	66.29	0.91	4.76	0.18	0.00	0.01
2021	0.00	0.00	0.00	0.00	0.00	0.00	58.32	0.77	4.30	0.16	0.00	0.01
2022	0.00	0.00	0.00	0.00	0.00	0.00	48.00	0.72	3.79	0.13	0.00	0.01
2023	0.00	0.00	0.00	0.00	0.00	0.00	41.41	0.68	3.46	0.11	0.00	0.01
2024	0.00	0.00	0.00	0.00	0.00	0.00	30.08	0.46	2.61	0.08	0.00	0.01
2025	0.00	0.00	0.00	0.00	0.00	0.00	14.06	0.29	1.62	0.04	0.00	0.00
2026	0.00	0.00	0.00	0.00	0.00	0.00	8.21	0.18	0.90	0.02	0.00	0.00
2027	0.00	0.00	0.00	0.00	0.00	0.00	5.25	0.04	0.19	0.01	0.00	0.00
2028	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2029	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2031	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2033	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 21: SIP-Creditable Incentive-Based Emission Reductions for Locomotives, Yard Truck, Truck, Emergency Vehicle, VIP Vehicle, School Bus Vehicle Replacement, New Electric Forklift Purchase Claimed Pursuant to Section 3.2

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	126.53	6.80	11.85	0.35	0.02	0.03
2020	0.00	0.00	0.00	0.00	0.00	0.00	150.64	7.36	13.22	0.41	0.02	0.04
2021	0.00	0.00	0.00	0.00	0.00	0.00	152.24	7.44	13.36	0.42	0.02	0.04
2022	0.00	0.00	0.00	0.00	0.00	0.00	170.20	8.41	15.03	0.47	0.02	0.04
2023	3.40	0.17	0.59	0.01	0.00	0.00	199.56	8.88	16.03	0.55	0.02	0.04
2024	6.54	0.21	0.92	0.02	0.00	0.00	209.93	9.26	15.28	0.58	0.03	0.04
2025	29.59	1.34	1.34	0.08	0.00	0.00	144.04	6.17	7.61	0.39	0.02	0.02
2026	29.59	1.34	1.34	0.08	0.00	0.00	127.82	4.97	6.60	0.35	0.01	0.02
2027	29.59	1.34	1.34	0.08	0.00	0.00	121.08	3.82	5.90	0.33	0.01	0.02
2028	29.38	1.34	1.33	0.08	0.00	0.00	96.11	3.51	5.46	0.26	0.01	0.01
2029	29.38	1.34	1.33	0.08	0.00	0.00	78.07	2.70	5.26	0.21	0.01	0.01
2030	11.79	0.27	1.29	0.03	0.00	0.00	58.06	1.63	5.20	0.16	0.00	0.01
2031	10.20	0.27	1.27	0.03	0.00	0.00	56.13	1.63	5.17	0.15	0.00	0.01
2032	9.57	0.27	1.26	0.03	0.00	0.00	53.48	1.58	5.03	0.15	0.00	0.01
2033	9.57	0.27	1.26	0.03	0.00	0.00	53.48	1.58	5.03	0.15	0.00	0.01

1. Locomotive projects are contracted with a 15-year project life and Forklifts are contracted with a 10-year project life

Proposition 1B Incentive Program Guidelines

The following table is a summary of incentive-based emission reductions claimed in the SIP from incentive programs administered by the District using the Proposition 1B incentive program guidelines, as identified in Section 3.1 and 3.2 of Rule 9610.

Table 22: SIP-Creditable Incentive-Based Emission Reductions for On-Road Trucks

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	270.36	0.55	0.00	0.74	0.00	0.00
2020	0.00	0.00	0.00	0.00	0.00	0.00	70.33	0.00	0.00	0.19	0.00	0.00
2021	0.00	0.00	0.00	0.00	0.00	0.00	23.82	0.00	0.00	0.07	0.00	0.00
2022	0.00	0.00	0.00	0.00	0.00	0.00	21.77	0.00	0.00	0.06	0.00	0.00
2023	0.00	0.00	0.00	0.00	0.00	0.00	4.44	0.00	0.00	0.01	0.00	0.00
2024	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00
2025	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00
2026	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00
2027	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00
2028	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00
2029	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2031	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2033	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 23: SIP-Creditable Incentive-Based Emission Reductions for Locomotive Replacement

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	51.77	2.44	0.00	0.14	0.01	0.00
2020	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2021	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2022	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2023	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2024	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2025	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2026	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2027	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2028	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2029	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2030	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2031	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00
2033	0.00	0.00	0.00	0.00	0.00	0.00	65.02	2.93	0.00	0.18	0.01	0.00

Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines

The following table is a summary of incentive-based emission reductions claimed in the SIP from incentive programs administered by the District using the FARMER program guidelines, as identified in 3.2 of Rule 9610.

Table 24: SIP-Creditable Incentive-Based Emission Reductions for Agricultural UTV and Truck Replacement Claimed Pursuant to Section 3.2

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced (tons per day)			Emissions Reduced (tons per year)			Emissions Reduced (tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	41.16	1.20	27.97	0.11	0.00	0.08
2020	0.00	0.00	0.00	0.00	0.00	0.00	57.14	1.64	32.51	0.16	0.00	0.09
2021	0.00	0.00	0.00	0.00	0.00	0.00	62.15	1.84	41.09	0.17	0.01	0.11
2022	0.00	0.00	0.00	0.00	0.00	0.00	50.99	1.34	46.09	0.14	0.00	0.13
2023	0.00	0.00	0.00	0.00	0.00	0.00	44.09	1.07	57.86	0.12	0.00	0.16
2024	0.13	0.00	0.14	0.00	0.00	0.00	25.99	0.93	41.10	0.07	0.00	0.11
2025	2.61	0.22	10.48	0.01	0.00	0.03	25.53	0.74	49.07	0.07	0.00	0.13
2026	3.06	0.27	12.40	0.01	0.00	0.03	19.82	0.62	42.32	0.05	0.00	0.12
2027	3.06	0.27	12.40	0.01	0.00	0.03	15.92	0.55	35.14	0.04	0.00	0.10
2028	3.06	0.27	12.40	0.01	0.00	0.03	8.21	0.39	21.62	0.02	0.00	0.06
2029	2.94	0.26	12.26	0.01	0.00	0.03	3.33	0.27	13.54	0.01	0.00	0.04
2030	0.46	0.05	1.92	0.00	0.00	0.01	0.46	0.05	1.92	0.00	0.00	0.01
2031	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2033	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NRCS Combustion Systems Improvement of Mobile Equipment Incentive Program Guidelines

The following table provides a summary of the SIP-creditable incentive-based emission reductions claimed in the SIP for incentive projects administered by the NRCS, as identified in Section 3.1 of Rule 9610.

Table 25: SIP-Creditable Incentive-Based Emission Reductions for Agricultural Equipment

Year	Current Reporting Period						Cumulative Reporting Period					
	Emissions Reduced (tons per year)			Emissions Reduced			Emissions Reduced			Emissions Reduced		
				(tons per day)			(tons per year)			(tons per day)		
	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG	NOx	PM	ROG
2019	0.00	0.00	0.00	0.00	0.00	0.00	2993.48	146.13	405.66	8.20	0.40	1.11
2020	0.00	0.00	0.00	0.00	0.00	0.00	2458.33	130.01	327.96	6.74	0.36	0.90
2021	5.78	0.51	0.80	0.02	0.00	0.00	2004.68	114.86	260.24	5.49	0.31	0.71
2022	6.41	0.56	0.88	0.02	0.00	0.00	1785.32	109.09	229.03	4.89	0.30	0.63
2023	12.86	0.98	1.65	0.04	0.00	0.00	1590.80	101.98	200.96	4.36	0.28	0.55
2024	49.20	3.69	6.59	0.13	0.01	0.02	1423.98	95.26	177.71	3.90	0.26	0.49
2025	105.64	7.10	12.49	0.29	0.02	0.03	1224.02	86.88	149.74	3.35	0.24	0.41
2026	107.42	7.23	12.69	0.29	0.02	0.03	1017.69	72.60	123.55	2.79	0.20	0.34
2027	107.42	7.23	12.69	0.29	0.02	0.03	873.05	62.41	106.20	2.39	0.17	0.29
2028	107.42	7.23	12.69	0.29	0.02	0.03	695.62	49.60	84.60	1.91	0.14	0.23
2029	107.42	7.23	12.69	0.29	0.02	0.03	695.62	49.60	84.60	1.91	0.14	0.23
2030	107.42	7.23	12.69	0.29	0.02	0.03	694.46	49.50	84.44	1.90	0.14	0.23
2031	101.64	6.73	11.89	0.28	0.02	0.03	674.20	47.86	81.70	1.85	0.13	0.22
2032	101.01	6.67	11.81	0.28	0.02	0.03	556.47	39.40	67.21	1.52	0.11	0.18
2033	94.57	6.25	11.04	0.26	0.02	0.03	487.47	34.60	59.18	1.34	0.09	0.16

Appendix A
District Incentive Program Project Information

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
C-21881-1-A1	Agricultural Tractor	Diesel	2002	225	Tier 1	2024	172	Tier 4 Final	650	-	-	10	Stanislaus
C-23969-1-A1	Agricultural Tractor	Diesel	1998	110	Tier 1	2025	130	Tier 4 Final	250	-	-	10	Fresno
C-39748-1-A1	Agricultural Tractor	Diesel	1984	161	Tier 0	2025	130	Tier 4 Final	500	-	-	10	Tulare
C-41051-1-A1	Agricultural Tractor	Diesel	1984	67	Tier 0	2023	109	Tier 4 Final	200	-	-	10	Fresno
C-52157-1-A1	Agricultural Tractor	Diesel	1993	350	Tier 0	2023	464	Tier 4 Final	300	-	-	10	Tulare
C-54389-1-A1	Wheel Loader	Diesel	1984	123	Tier 0	2024	152	Tier 4 Final	250	-	-	10	Kings
C-54498-1-A1	Agricultural Tractor	Diesel	2002	27	Tier 1	2023	47	Tier 4 Final	500	-	-	10	San Joaquin
C-54587-1-A1	Wheel Loader	Diesel	2005	177	Tier 2	2025	225	Tier 4 Final	2000	-	-	10	Kings
C-58217-1-A2	Agricultural Tractor	Diesel	1997	360	Tier 1	2022	410	Tier 4 Final	500	-	-	10	Tulare
C-58254-1-A1	Agricultural Tractor	Diesel	1999	89	Tier 1	2023	120	Tier 4 Final	275	-	-	10	Fresno
C-64212-1-A1	Wheel Loader	Diesel	2005	185	Tier 2	2025	173	Tier 4 Final	900	-	-	10	Stanislaus
C-64367-1-A1	Agricultural Tractor	Diesel	1971	151	Tier 0	2022	281	Tier 4 Final	1000	-	-	10	Merced
C-64382-1-A1	Agricultural Tractor	Diesel	1989	256	Tier 0	2026	429	Tier 4 Final	1000	-	-	10	Merced
C-65072-1-A1	Agricultural Tractor	Diesel	1997	61	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Fresno
C-65074-1-A1	Forklift	Diesel	1984	70	Tier 0	2024	74	Tier 4 Final	300	-	-	10	Fresno
C-65357-1-A2	Wheel Loader	Diesel	1999	130	Tier 1	2024	173	Tier 4 Final	800	-	-	10	Stanislaus
G-100503-A1	Wheel Loader	Diesel	2003	160	Tier 2	2021	164	Tier 4 Final	2000	-	-	10	Tulare
G-100937-A1	Agricultural Tractor	Diesel	2000	425	Tier 1	2024	597	Tier 4 Final	750	-	-	10	Merced
G-101740-A1	Agricultural Tractor	Diesel	1997	102	Tier 1	2025	125	Tier 4 Final	1400	-	-	10	Kings
G-101966-A1	Agricultural Tractor	Diesel	2006	86	Tier 2	2025	130	Tier 4 Final	800	-	-	10	Tulare
G-101969-A1	Agricultural Tractor	Diesel	2005	86	Tier 2	2025	130	Tier 4 Final	800	-	-	10	Tulare
G-102176-A1	Agricultural Tractor	Diesel	1979	97	Tier 0	2024	130	Tier 4 Final	400	-	-	10	Kings
G-102581-A1	Agricultural Tractor	Diesel	1990	82	Tier 0	2022	93	Tier 4 Final	420	-	-	10	Merced
G-103012-A2	Skid Loader	Diesel	2007	66	Tier 2	2024	73	Tier 4 Final	500	-	-	10	San Joaquin
G-103983-A2	Agricultural Tractor	Diesel	2002	98	Tier 1	2024	151	Tier 4 Final	500	-	-	10	San Joaquin
G-106746-A1	Agricultural Tractor	Diesel	1996	100	Tier 0	2024	115	Tier 4 Final	250	-	-	10	Stanislaus
G-107116-A2	Backhoe	Diesel	2006	97	Tier 2	2024	107	Tier 4 Final	800	-	-	10	Tulare
G-107137-A1	Feed Pusher	Diesel	1964	78	Tier 0	2025	2	-	400	-	-	10	Tulare
G-107826-A1	Agricultural Tractor	Diesel	1998	89	Tier 1	2025	73	Tier 4 Final	1000	-	-	10	Madera
G-108006-A1	Sprayer	Diesel	2000	200	Tier 1	2024	173	Tier 4 Final	500	-	-	10	Kings
G-108573-A1	Agricultural Tractor	Diesel	1975	68	Tier 0	2024	98	Tier 4 Final	250	-	-	10	Madera

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-108776-A1	Agricultural Tractor	Diesel	2006	333	Tier 2	2024	520	Tier 4 Final	750	-	-	10	Merced
G-108778-A2	Backhoe	Diesel	1997	90	Tier 0	2023	69	Tier 4 Final	210	-	-	10	Fresno
G-108781-A1	Agricultural Tractor	Diesel	2005	49	Tier 2	2024	73	Tier 4 Final	580	-	-	10	Merced
G-109217-A1	Agricultural Tractor	Diesel	2003	199	Tier 2	2022	230	Tier 4 Final	1200	-	-	10	Kern
G-109389-A1	Wheel Loader	Diesel	2004	129	Tier 2	2023	183	Tier 4 Final	1000	-	-	10	Stanislaus
G-109810-A2	Agricultural Tractor	Diesel	2007	105	Tier 2	2025	114	Tier 4 Final	350	-	-	10	Stanislaus
G-110814-A1	Wheel Loader	Diesel	2006	231	Tier 2	2024	185	Tier 4 Final	1200	-	-	10	Merced
G-110818-A1	Agricultural Tractor	Diesel	1998	90	Tier 1	2023	121	Tier 4 Final	400	-	-	10	San Joaquin
G-110843-A1	Agricultural Tractor	Diesel	1991	88	Tier 1	2024	74	Tier 4 Final	500	-	-	10	Fresno
G-110955-A1	Agricultural Tractor	Diesel	2005	105	Tier 2	2024	114	Tier 4 Final	400	-	-	10	Stanislaus
G-111007-A1	Agricultural Tractor	Diesel	1996	108	Tier 0	2025	120	Tier 4 Final	450	-	-	10	Madera
G-111694-A1	Agricultural Tractor	Diesel	1998	270	Tier 1	2023	340	Tier 4 Final	1000	-	-	10	Kings
G-112160-A1	Nut Shaker	Diesel	2001	125	Tier 1	2025	148	Tier 4 Final	400	-	-	10	Stanislaus
G-113360-A1	Agricultural Tractor	Diesel	1994	100	Tier 0	2021	121	Tier 4 Final	500	-	-	10	Tulare
G-113695-A1	Agricultural Tractor	Diesel	1985	90	Tier 0	2023	123	Tier 4 Final	1000	-	-	10	Tulare
G-114739-A1	Agricultural Tractor	Diesel	1976	69	Tier 0	2025	73	Tier 4 Final	300	-	-	10	Stanislaus
G-114870-A1	Agricultural Tractor	Diesel	2006	121	Tier 2	2021	106	Tier 4 Phase In/Alt N	250	-	-	10	Tulare
G-116825-A1	Agricultural Tractor	Diesel	1981	186	Tier 0	2024	230	Tier 4 Final	1800	-	-	10	Kings
G-116893-A1	Agricultural Tractor	Diesel	2003	183	Tier 2	2024	230	Tier 4 Final	1800	-	-	10	Kings
G-117812-A1	Agricultural Tractor	Diesel	1995	170	Tier 0	2023	230	Tier 4 Final	505	-	-	10	Fresno
G-118392-A1	Agricultural Tractor	Diesel	2007	73	Tier 2	2024	71	Tier 4 Final	750	-	-	10	Kern
G-118874-A1	Nut Sweeper	Diesel	2003	80	Tier 1	2025	74	Tier 4 Final	600	-	-	10	Kern
G-118981-A1	Agricultural Tractor	Diesel	1997	110	Tier 1	2023	118	Tier 4 Final	1000	-	-	10	Tulare
G-119948-A1	Agricultural Tractor	Diesel	1990	180	Tier 0	2024	114	Tier 4 Final	325	-	-	10	Stanislaus
G-120135-A1	Nut Shaker	Diesel	2005	125	Tier 1	2024	173	Tier 4 Final	305	-	-	10	San Joaquin
G-120177-A1	Combine/Chopper	Diesel	2012	757	Tier 2	2025	764	Tier 4 Final	600	-	-	10	Stanislaus
G-123130-A1	Agricultural Tractor	Diesel	1978	80	Tier 0	2025	120	Tier 4 Final	383	-	-	10	Fresno
G-124445-A1	Skid Loader	Diesel	2000	105	Tier 1	2024	73	Tier 4 Final	300	-	-	10	Fresno
G-125556-A1	Wheel Loader	Diesel	2005	140	Tier 2	2023	183	Tier 4 Final	1900	-	-	10	Kern
G-126007-A1	Agricultural Tractor	Diesel	1979	48	Tier 0	2023	74	Tier 4 Final	283	-	-	10	Fresno
G-126554-A1	Agricultural Tractor	Diesel	1984	94	Tier 0	2022	114	Tier 4 Final	450	-	-	10	Stanislaus

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-126622-A1	Agricultural Tractor	Diesel	1987	89	Tier 0	2024	106	Tier 4 Final	200	-	-	10	Merced
G-127078-A1	Agricultural Tractor	Diesel	1977	150	Tier 0	2024	114	Tier 4 Final	700	-	-	10	Fresno
G-127522-A2	Nut Shuttle	Diesel	1978	146	Tier 0	2025	134	Tier 4 Final	700	-	-	10	Fresno
G-127890-A1	Sprayer	Diesel	2007	106	Tier 2	2025	173	Tier 4 Final	650	-	-	10	Merced
G-128395-A1	Agricultural Tractor	Diesel	1968	116	Tier 0	2025	130	Tier 4 Final	900	-	-	10	Fresno
G-128491-A1	Agricultural Tractor	Diesel	1977	410	Tier 0	2024	611	Tier 4 Final	500	-	-	10	Merced
G-128557-A1	Agricultural Tractor	Diesel	2003	98	Tier 1	2024	130	Tier 4 Final	500	-	-	10	Merced
G-128918-A1	Wheel Loader	Diesel	1997	145	Tier 1	2024	184	Tier 4 Final	700	-	-	10	Tulare
G-129026-A1	Agricultural Tractor	Diesel	1984	67	Tier 0	2022	100	Tier 4 Final	250	-	-	10	Stanislaus
G-129135-A1	Agricultural Tractor	Diesel	1991	25	Tier 0	2024	32	Tier 4 Final	250	-	-	10	Kern
G-129140-A1	Agricultural Tractor	Diesel	1966	65	Tier 0	2023	115	Tier 4 Final	300	-	-	10	San Joaquin
G-129194-A1	Agricultural Tractor	Diesel	1979	76	Tier 0	2025	135	Tier 4 Final	200	-	-	10	Tulare
G-129222-A1	Agricultural Tractor	Diesel	2004	113	Tier 2	2024	130	Tier 4 Final	1000	-	-	10	Kings
G-129487-A1	Agricultural Tractor	Diesel	1997	100	Tier 1	2025	130	Tier 4 Final	500	-	-	10	Madera
G-129704-A1	Agricultural Tractor	Diesel	1995	115	Tier 0	2024	128	Tier 4 Final	200	-	-	10	Stanislaus
G-129786-A1	Agricultural Tractor	Diesel	2005	92	Tier 2	2022	114	Tier 4 Final	600	-	-	10	Stanislaus
G-129833-A1	Agricultural Tractor	Diesel	1999	95	Tier 1	2024	101	Tier 4 Final	200	-	-	10	Tulare
G-129946-A1	Sprayer	Diesel	1968	65	Tier 0	2026	65	Tier 4 Final	150	-	-	10	Stanislaus
G-130093-A1	Agricultural Tractor	Diesel	1979	97	Tier 0	2025	130	Tier 4 Final	350	-	-	10	Stanislaus
G-130098-A1	Agricultural Tractor	Diesel	2002	98	Tier 1	2025	120	Tier 4 Final	600	-	-	10	Tulare
G-130398-A1	Agricultural Tractor	Diesel	1976	180	Tier 0	2025	250	Tier 4 Final	300	-	-	10	Stanislaus
G-130600-A1	Other Agricultural	Diesel	2003	80	Tier 1	2025	74	Tier 4 Final	1100	-	-	10	Fresno
G-130616-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2023	280	Tier 4 Final	300	-	-	10	Kings
G-130644-A1	Agricultural Tractor	Diesel	1989	208	Tier 0	2023	280	Tier 4 Final	1000	-	-	10	Kings
G-130662-A1	Skid Loader	Diesel	2004	49	Tier 2	2023	58	Tier 4 Final	500	-	-	10	Stanislaus
G-130980-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	225	-	-	10	Tulare
G-131310-A1	Agricultural Tractor	Diesel	2003	29	Tier 1	2024	43	Tier 4 Final	500	-	-	10	Stanislaus
G-131468-A1	Agricultural Tractor	Diesel	1960	59	Tier 0	2022	67	Tier 4 Final	150	-	-	10	Merced
G-131652-A1	Swather	Diesel	1995	96	Tier 0	2022	235	Tier 4 Final	200	-	-	10	Kings
G-131738-A1	Nut Sweeper	Diesel	2002	80	Tier 1	2025	74	Tier 4 Final	400	-	-	10	Stanislaus
G-131750-A1	Backhoe	Diesel	1974	50	Tier 0	2024	74	Tier 4 Final	250	-	-	10	Stanislaus

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-131837-A1	Agricultural Tractor	Diesel	1968	65	Tier 0	2023	93	Tier 4 Final	250	-	-	10	Merced
G-131838-A1	Forklift	Diesel	1986	76	Tier 0	2024	74	Tier 4 Final	250	-	-	10	Merced
G-131840-A1	Agricultural Tractor	Diesel	1979	45	Tier 0	2025	73	Tier 4 Final	250	-	-	10	Merced
G-131878-A1	Agricultural Tractor	Diesel	1981	60	Tier 0	2024	74	Tier 4 Final	250	-	-	10	Stanislaus
G-131884-A1	Agricultural Tractor	Diesel	1975	50	Tier 0	2025	60	Tier 4 Final	218	-	-	10	Fresno
G-131885-A1	Agricultural Tractor	Diesel	2005	105	Tier 2	2024	118	Tier 4 Final	350	-	-	10	Fresno
G-131919-A1	Agricultural Tractor	Diesel	2002	231	Tier 1	2022	340	Tier 4 Final	1000	-	-	10	Tulare
G-131921-A1	Agricultural Tractor	Diesel	1996	189	Tier 1	2023	215	Tier 4 Final	1000	-	-	10	Tulare
G-132023-A1	Agricultural Tractor	Diesel	1978	80	Tier 0	2025	73	Tier 4 Final	220	-	-	10	Tulare
G-132145-A1	Forklift	Diesel	1972	70	Tier 0	2023	48	Tier 4 Final	400	-	-	10	San Joaquin
G-132158-A1	Agricultural Tractor	Diesel	1995	83	Tier 0	2025	73	Tier 4 Final	150	-	-	10	Stanislaus
G-132194-A1	Agricultural Tractor	Diesel	2001	135	Tier 1	2023	115	Tier 4 Final	700	-	-	10	Merced
G-132258-A1	Agricultural Tractor	Diesel	1968	86	Tier 0	2024	130	Tier 4 Final	250	-	-	10	Merced
G-132364-A1	Agricultural Tractor	Diesel	1962	63	Tier 0	2024	105	Tier 4 Final	140	-	-	10	Fresno
G-132365-A1	Agricultural Tractor	Diesel	1965	46	Tier 0	2024	60	Tier 4 Final	150	-	-	10	Fresno
G-132551-A1	Agricultural Tractor	Diesel	1990	79	Tier 0	2025	71	Tier 4 Final	400	-	-	10	Fresno
G-132552-A1	Agricultural Tractor	Diesel	1999	75	Tier 1	2025	71	Tier 4 Final	500	-	-	10	Fresno
G-132627-A1	Agricultural Tractor	Diesel	2002	115	Tier 1	2024	130	Tier 4 Final	300	-	-	10	Merced
G-132628-A1	Agricultural Tractor	Diesel	2003	115	Tier 2	2024	130	Tier 4 Final	325	-	-	10	Merced
G-132725-A1	Agricultural Tractor	Diesel	1991	109	Tier 0	2024	213	Tier 4 Final	300	-	-	10	Stanislaus
G-132737-A1	Agricultural Tractor	Diesel	1974	70	Tier 0	2023	105	Tier 4 Final	200	-	-	10	Fresno
G-132757-A1	Excavator	Diesel	1983	141	Tier 0	2023	188	Tier 4 Final	350	-	-	10	San Joaquin
G-132791-A1	Agricultural Tractor	Diesel	1992	234	Tier 0	2025	155	Tier 4 Final	1000	-	-	10	Stanislaus
G-132964-A1	Backhoe	Diesel	1993	72	Tier 0	2023	74	Tier 4 Final	250	-	-	10	Kings
G-132969-A1	Sprayer	Diesel	1996	110	Tier 0	2023	35	-	1500	-	-	10	Tulare
G-133176-A1	Backhoe	Diesel	1989	100	Tier 0	2025	100	Tier 4 Final	300	-	-	10	Tulare
G-133190-A1	Agricultural Tractor	Diesel	1998	240	Tier 1	2024	370	Tier 4 Final	750	-	-	10	Stanislaus
G-133201-A1	Agricultural Tractor	Diesel	1998	110	Tier 1	2022	114	Tier 4 Final	500	-	-	10	Kings
G-133209-A1	Agricultural Tractor	Diesel	1998	110	Tier 1	2023	65	Tier 4 Final	500	-	-	10	Kings
G-133212-A1	Agricultural Tractor	Diesel	1983	97	Tier 0	2022	101	Tier 4 Final	250	-	-	10	Merced
G-133296-A1	Agricultural Tractor	Diesel	2001	129	Tier 1	2024	248	Tier 4 Final	550	-	-	10	Merced

Project Type Off-Road
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SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-133335-A1	Agricultural Tractor	Diesel	1983	80	Tier 0	2025	120	Tier 4 Final	300	-	-	10	Fresno
G-133437-A1	Agricultural Tractor	Diesel	1989	139	Tier 0	2022	165	Tier 4 Final	2000	-	-	10	Merced
G-133497-A1	Agricultural Tractor	Diesel	1989	56	Tier 0	2024	65	Tier 4 Final	325	-	-	10	Tulare
G-133617-A1	Agricultural Tractor	Diesel	1982	156	Tier 0	2025	165	Tier 4 Final	300	-	-	10	Fresno
G-133621-A1	Agricultural Tractor	Diesel	1975	72	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Fresno
G-133624-A1	Agricultural Tractor	Diesel	1966	109	Tier 0	2025	100	Tier 4 Final	300	-	-	10	Fresno
G-133709-A1	Agricultural Tractor	Diesel	1981	95	Tier 0	2024	74	Tier 4 Final	275	-	-	10	San Joaquin
G-133964-A1	Agricultural Tractor	Diesel	1997	81	Tier 0	2024	114	Tier 4 Final	1000	-	-	10	Merced
G-134037-A1	Agricultural Tractor	Diesel	2005	41	Tier 2	2025	32	Tier 4 Final	175	-	-	10	Kern
G-134039-A1	Agricultural Tractor	Diesel	2004	41	Tier 2	2025	32	Tier 4 Final	175	-	-	10	Kern
G-134043-A1	Forklift	Diesel	1983	52	Tier 0	2022	74	Tier 4 Final	215	-	-	10	Kern
G-134045-A1	Forklift	Diesel	1990	52	Tier 0	2022	74	Tier 4 Final	285	-	-	10	Kern
G-134049-A1	Agricultural Tractor	Diesel	2006	51	Tier 2	2024	67	Tier 4 Final	250	-	-	10	Merced
G-134270-A1	Agricultural Tractor	Diesel	1998	114	Tier 1	2025	130	Tier 4 Final	300	-	-	10	Stanislaus
G-134272-A1	Agricultural Tractor	Diesel	1972	68	Tier 0	2025	90	Tier 4 Final	200	-	-	10	Stanislaus
G-134273-A1	Agricultural Tractor	Diesel	1966	47	Tier 0	2025	60	Tier 4 Final	200	-	-	10	Stanislaus
G-134485-A1	Agricultural Tractor	Diesel	1988	280	Tier 0	2024	256	Tier 4 Final	600	-	-	10	San Joaquin
G-134553-A1	Wheel Loader	Diesel	1994	156	Tier 0	2025	184	Tier 4 Final	1500	-	-	10	Kern
G-134591-A1	Agricultural Tractor	Diesel	1983	72	Tier 0	2021	114	Tier 4 Final	400	-	-	10	Fresno
G-134592-A1	Agricultural Tractor	Diesel	2000	45	Tier 1	2024	51	Tier 4 Final	300	-	-	10	Fresno
G-134593-A1	Agricultural Tractor	Diesel	1993	46	Tier 0	2024	51	Tier 4 Final	250	-	-	10	Fresno
G-134597-A1	Agricultural Tractor	Diesel	1983	67	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Tulare
G-134599-A1	Agricultural Tractor	Diesel	2001	91	Tier 1	2022	106	Tier 4 Final	500	-	-	10	Tulare
G-134852-A1	Agricultural Tractor	Diesel	1989	63	Tier 0	2023	115	Tier 4 Final	300	-	-	10	Merced
G-134912-A1	Agricultural Tractor	Diesel	1994	74	Tier 0	2023	73	Tier 4 Final	200	-	-	10	Stanislaus
G-134914-A1	Agricultural Tractor	Diesel	1973	46	Tier 0	2024	47	Tier 4 Final	200	-	-	10	Stanislaus
G-134915-A1	Agricultural Tractor	Diesel	1993	37	Tier 0	2023	47	Tier 4 Final	200	-	-	10	Stanislaus
G-134923-A1	Agricultural Tractor	Diesel	1977	80	Tier 0	2024	74	Tier 4 Final	400	-	-	10	Fresno
G-135031-A1	Agricultural Tractor	Diesel	1998	90	Tier 1	2024	120	Tier 4 Final	200	-	-	10	Fresno
G-135033-A1	Agricultural Tractor	Diesel	1981	98	Tier 0	2025	120	Tier 4 Final	200	-	-	10	Fresno
G-135191-A1	Agricultural Tractor	Diesel	1990	88	Tier 0	2023	105	Tier 4 Final	200	-	-	10	Fresno

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-135232-A1	Nut Shaker	Diesel	1981	104	Tier 0	2025	173	Tier 4 Final	350	-	-	10	Merced
G-135233-A1	Agricultural Tractor	Diesel	2005	153	Tier 2	2024	221	Tier 4 Final	1000	-	-	10	Merced
G-135290-A1	Agricultural Tractor	Diesel	1983	52	Tier 0	2024	65	Tier 4 Final	600	-	-	10	Kern
G-135301-A1	Swather	Diesel	2004	182	Tier 1	2025	260	Tier 4 Final	1000	-	-	10	Madera
G-135401-A1	Forklift	Diesel	1989	76	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Madera
G-135560-A1	Agricultural Tractor	Diesel	2009	99	Tier 2	2022	123	Tier 4 Final	350	-	-	10	Madera
G-135618-A1	Agricultural Tractor	Diesel	1989	168	Tier 0	2023	197	Tier 4 Final	500	-	-	10	Stanislaus
G-135679-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2024	32	Tier 4 Final	200	-	-	10	Kern
G-135680-A1	Agricultural Tractor	Diesel	2003	32	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135685-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2024	32	Tier 4 Final	200	-	-	10	Kern
G-135686-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2024	32	Tier 4 Final	200	-	-	10	Kern
G-135688-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135690-A1	Agricultural Tractor	Diesel	2002	32	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135691-A1	Agricultural Tractor	Diesel	2007	33	Tier 2	2025	32	Tier 4 Final	250	-	-	10	Kern
G-135701-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2025	41	Tier 4 Final	200	-	-	10	Kern
G-135702-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135703-A1	Agricultural Tractor	Diesel	2000	31	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135706-A1	Agricultural Tractor	Diesel	2000	31	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135707-A1	Agricultural Tractor	Diesel	2002	33	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135708-A1	Agricultural Tractor	Diesel	2002	33	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135719-A1	Agricultural Tractor	Diesel	1999	31	Tier 1	2025	32	Tier 4 Final	200	-	-	10	Kern
G-135818-A1	Agricultural Tractor	Diesel	1981	38	Tier 0	2023	53	Tier 4 Final	200	-	-	10	Tulare
G-135860-A1	Backhoe	Diesel	2003	95	Tier 1	2025	97	Tier 4 Final	260	-	-	10	Merced
G-135896-A1	Agricultural Tractor	Diesel	1973	57	Tier 0	2025	73	Tier 4 Final	160	-	-	10	Stanislaus
G-135913-A1	Nut Shuttle	Diesel	1969	116	Tier 0	2025	130	Tier 4 Final	200	-	-	10	Stanislaus
G-136076-A1	Agricultural Tractor	Diesel	1983	97	Tier 0	2024	130	Tier 4 Final	700	-	-	10	Tulare
G-136147-A1	Agricultural Tractor	Diesel	1975	80	Tier 0	2024	105	Tier 4 Final	300	-	-	10	Tulare
G-136177-A1	Agricultural Tractor	Diesel	2006	51	Tier 2	2025	60	Tier 4 Final	500	-	-	10	Tulare
G-136596-A1	Agricultural Tractor	Diesel	1953	101	Tier 0	2023	130	Tier 4 Final	196	-	-	10	Madera
G-136601-A1	Agricultural Tractor	Diesel	1979	60	Tier 0	2024	74	Tier 4 Final	160	-	-	10	Madera
G-136618-A1	Agricultural Tractor	Diesel	1966	47	Tier 0	2024	54	Tier 4 Final	300	-	-	10	Madera

Description Vehicle Replacement

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-137154-A1	Agricultural Tractor	Diesel	1998	95	Tier 1	2025	115	Tier 4 Final	200	-	-	10	Fresno
G-137206-A1	Agricultural Tractor	Diesel	1994	109	Tier 0	2021	182	Tier 4 Final	500	-	-	10	Stanislaus
G-137222-A1	Agricultural Tractor	Diesel	1981	310	Tier 0	2022	464	Tier 4 Final	500	-	-	10	Stanislaus
G-137617-A1	Agricultural Tractor	Diesel	1980	76	Tier 0	2023	105	Tier 4 Final	400	-	-	10	Madera
G-137641-A1	Agricultural Tractor	Diesel	1972	44	Tier 0	2024	53	Tier 4 Final	200	-	-	10	Madera
G-137836-A1	Nut Sweeper	Diesel	2008	80	Tier 1	2023	74	Tier 4 Final	700	-	-	10	Kern
G-138098-A1	Forklift	Diesel	1988	59	Tier 0	2025	48	Tier 4 Final	300	-	-	10	San Joaquin
G-138374-A1	Forklift	Diesel	2007	80	Tier 2	2025	74	Tier 4 Final	900	-	-	10	Tulare
G-138397-A1	Agricultural Tractor	Diesel	2005	30	Tier 2	2025	53	Tier 4 Final	375	-	-	10	Kings
G-138400-A1	Wheel Loader	Diesel	1990	205	Tier 0	2025	173	Tier 4 Final	1000	-	-	10	San Joaquin
G-138410-A1	Agricultural Tractor	Diesel	1996	120	Tier 0	2024	155	Tier 4 Final	500	-	-	10	Merced
G-138767-A1	Forklift	Diesel	1997	52	Tier 0	2025	74	Tier 4 Final	350	-	-	10	Tulare
G-138821-A1	Agricultural Tractor	Diesel	2000	400	Tier 1	2023	545	Tier 4 Final	550	-	-	10	Tulare
G-138862-A1	Nut Sweeper	Diesel	2007	80	Tier 1	2022	74	Tier 4 Final	650	-	-	10	Fresno
G-138936-A1	Agricultural Tractor	Diesel	2007	99	Tier 2	2023	114	Tier 4 Final	400	-	-	10	Stanislaus
G-138956-A1	Agricultural Tractor	Diesel	2006	98	Tier 2	2025	120	Tier 4 Final	500	-	-	10	Stanislaus
G-138957-A1	Agricultural Tractor	Diesel	1996	90	Tier 0	2025	120	Tier 4 Final	500	-	-	10	Stanislaus
G-139097-A1	Motor Grader	Diesel	1989	142	Tier 0	2025	255	Tier 4 Final	600	-	-	10	Merced
G-139221-A1	Agricultural Tractor	Diesel	1998	60	Tier 1	2025	73	Tier 4 Final	400	-	-	10	Madera
G-139382-A1	Wheel Loader	Diesel	1992	157	Tier 0	2023	173	Tier 4 Final	1100	-	-	10	Fresno
G-139398-A1	Nut Harvester	Diesel	2009	115	Tier 1	2025	174	Tier 4 Final	350	-	-	10	Merced
G-139424-A1	Agricultural Tractor	Diesel	1995	55	Tier 0	2024	45	Tier 4 Final	200	-	-	10	Fresno
G-139550-A1	Backhoe	Diesel	1982	60	Tier 0	2023	74	Tier 4 Final	230	-	-	10	Stanislaus
G-139573-A1	Agricultural Tractor	Diesel	1986	144	Tier 0	2024	230	Tier 4 Final	1800	-	-	10	Kings
G-139575-A1	Agricultural Tractor	Diesel	1995	240	Tier 0	2024	230	Tier 4 Final	1800	-	-	10	Kings
G-139576-A1	Agricultural Tractor	Diesel	2005	225	Tier 2	2024	230	Tier 4 Final	1800	-	-	10	Kings
G-139577-A1	Agricultural Tractor	Diesel	2005	225	Tier 2	2024	230	Tier 4 Final	1800	-	-	10	Kings
G-139607-A1	Agricultural Tractor	Diesel	1991	156	Tier 0	2024	200	Tier 4 Final	320	-	-	10	Merced
G-139784-A1	Skid Loader	Diesel	1994	58	Tier 0	2024	73	Tier 4 Final	550	-	-	10	Stanislaus
G-139787-A1	Wheel Loader	Diesel	1995	80	Tier 0	2025	164	Tier 4 Final	1500	-	-	10	Stanislaus
G-139814-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	275	-	-	10	Kern

Project Type Off-Road
Description Vehicle Replacement

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Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-139859-A1	Nut Sweeper	Diesel	1987	80	Tier 0	2022	74	Tier 4 Final	500	-	-	10	Fresno
G-139862-A1	Agricultural Tractor	Diesel	1996	68	Tier 0	2024	120	Tier 4 Final	300	-	-	10	Stanislaus
G-140126-A1	Backhoe	Diesel	1999	75	Tier 1	2024	96	Tier 4 Final	350	-	-	10	Stanislaus
G-140373-A1	Backhoe	Diesel	1995	93	Tier 0	2023	96	Tier 4 Final	300	-	-	10	Stanislaus
G-140383-A1	Agricultural Tractor	Diesel	1979	60	Tier 0	2023	47	Tier 4 Final	100	-	-	10	San Joaquin
G-140396-A1	Backhoe	Diesel	1986	90	Tier 0	2025	100	Tier 4 Final	225	-	-	10	Stanislaus
G-140399-A1	Agricultural Tractor	Diesel	1975	72	Tier 0	2025	74	Tier 4 Final	175	-	-	10	Tulare
G-140695-A1	Agricultural Tractor	Diesel	1968	76	Tier 0	2024	101	Tier 4 Final	100	-	-	10	Tulare
G-140716-A1	Agricultural Tractor	Diesel	1996	270	Tier 1	2023	230	Tier 4 Final	750	-	-	10	Tulare
G-140889-A1	Agricultural Tractor	Diesel	1991	81	Tier 0	2025	105	Tier 4 Final	500	-	-	10	Madera
G-140890-A1	Agricultural Tractor	Diesel	1998	91	Tier 1	2023	114	Tier 4 Final	400	-	-	10	Madera
G-140891-A1	Nut Sweeper	Diesel	1986	92	Tier 0	2024	74	Tier 4 Final	175	-	-	10	Madera
G-140893-A1	Nut Shaker	Diesel	1982	116	Tier 0	2025	139	Tier 4 Final	225	-	-	10	Madera
G-141044-A1	Agricultural Tractor	Diesel	2000	360	Tier 1	2024	370	Tier 4 Final	1000	-	-	10	Stanislaus
G-141057-A1	Agricultural Tractor	Diesel	1980	158	Tier 0	2021	195	Tier 4 Final	250	-	-	10	Madera
G-141068-A1	Agricultural Tractor	Diesel	1975	211	Tier 0	2021	215	Tier 4 Final	375	-	-	10	Fresno
G-141198-A1	Agricultural Tractor	Diesel	1972	121	Tier 0	2025	105	Tier 4 Final	150	-	-	10	Fresno
G-141221-A1	Agricultural Tractor	Diesel	2007	99	Tier 2	2024	130	Tier 4 Final	650	-	-	10	Fresno
G-141239-A1	Agricultural Tractor	Diesel	1987	300	Tier 0	2024	105	Tier 4 Final	175	-	-	10	San Joaquin
G-141285-A1	Agricultural Tractor	Diesel	1991	79	Tier 0	2023	120	Tier 4 Final	300	-	-	10	Fresno
G-141376-A1	Agricultural Tractor	Diesel	2004	225	Tier 2	2025	250	Tier 4 Final	2000	-	-	10	Stanislaus
G-141468-A1	Agricultural Tractor	Diesel	2005	55	Tier 2	2024	60	Tier 4 Final	500	-	-	10	Stanislaus
G-141716-A1	Nut Shaker	Diesel	2001	125	Tier 1	2025	173	Tier 4 Final	600	-	-	10	Stanislaus
G-141760-A1	Agricultural Tractor	Diesel	1974	84	Tier 0	2025	72	Tier 4 Final	200	-	-	10	Stanislaus
G-141762-A1	Skid Loader	Diesel	1996	54	Tier 0	2025	73	Tier 4 Final	300	-	-	10	Stanislaus
G-141772-A1	Skid Loader	Diesel	1997	38	Tier 1	2024	61	Tier 4 Final	585	-	-	10	Merced
G-141898-A1	Nut Shaker	Diesel	1992	120	Tier 0	2025	173	Tier 4 Final	500	-	-	10	Kings
G-142104-A1	Agricultural Tractor	Diesel	1963	51	Tier 0	2024	73	Tier 4 Final	175	-	-	10	Tulare
G-142111-A1	Agricultural Tractor	Diesel	2000	114	Tier 1	2025	130	Tier 4 Final	400	-	-	10	San Joaquin
G-142180-A1	Wheel Loader	Diesel	2000	115	Tier 1	2023	140	Tier 4 Final	450	-	-	10	San Joaquin
G-142309-A1	Agricultural Tractor	Diesel	1979	38	Tier 0	2024	43	Tier 4 Final	300	-	-	10	Madera

Description Vehicle Replacement

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-142327-A1	Backhoe	Diesel	1999	95	Tier 1	2024	97	Tier 4 Final	500	-	-	10	San Joaquin
G-142453-A1	Skid Loader	Diesel	1999	44	Tier 1	2022	63	Tier 4 Final	300	-	-	10	Merced
G-142629-A1	Agricultural Tractor	Diesel	1980	84	Tier 0	2022	114	Tier 4 Final	300	-	-	10	Stanislaus
G-142694-A1	Nut Shaker	Diesel	2005	130	Tier 2	2025	173	Tier 4 Final	300	-	-	10	Kern
G-142700-A1	Backhoe	Diesel	1979	62	Tier 0	2024	74	Tier 4 Final	300	-	-	10	Stanislaus
G-142799-A1	Agricultural Tractor	Diesel	1971	40	Tier 0	2025	42	Tier 4 Final	200	-	-	10	Stanislaus
G-142801-A1	Agricultural Tractor	Diesel	2004	89	Tier 2	2024	130	Tier 4 Final	470	-	-	10	Tulare
G-143095-A1	Skid Loader	Diesel	1979	80	Tier 0	2024	73	Tier 4 Final	300	-	-	10	San Joaquin
G-143261-A1	Nut Sweeper	Diesel	1990	32	Tier 0	2024	74	Tier 4 Final	500	-	-	10	Merced
G-143296-A1	Agricultural Tractor	Diesel	1999	100	Tier 1	2023	172	Tier 4 Final	500	-	-	10	Merced
G-143301-A1	Agricultural Tractor	Diesel	2005	98	Tier 2	2022	99	Tier 4 Final	600	-	-	10	Merced
G-143310-A1	Backhoe	Diesel	1986	76	Tier 0	2025	69	Tier 4 Final	160	-	-	10	San Joaquin
G-143349-A1	Forklift	Diesel	1981	62	Tier 0	2024	74	Tier 4 Final	300	-	-	10	Kern
G-143350-A1	Agricultural Tractor	Diesel	1966	56	Tier 0	2024	71	Tier 4 Final	125	-	-	10	Stanislaus
G-143459-A1	Agricultural Tractor	Diesel	1976	84	Tier 0	2025	73	Tier 4 Final	120	-	-	10	Tulare
G-143682-A1	Agricultural Tractor	Diesel	2004	42	Tier 0	2024	43	Tier 4 Final	225	-	-	10	San Joaquin
G-143900-A1	Skid Loader	Diesel	2002	74	Tier 0	2025	73	Tier 4 Final	350	-	-	10	Stanislaus
G-143920-A1	Agricultural Tractor	Diesel	2004	27	Tier 2	2022	34	Tier 4 Final	250	-	-	10	Kern
G-143934-A1	Agricultural Tractor	Diesel	2006	27	Tier 2	2022	34	Tier 4 Final	250	-	-	10	Kern
G-143955-A1	Agricultural Tractor	Diesel	2005	29	Tier 2	2022	34	Tier 4 Final	250	-	-	10	Kern
G-144106-A1	Agricultural Tractor	Diesel	1963	44	Tier 0	2024	56	Tier 4 Final	300	-	-	10	Merced
G-144296-A1	Nut Sweeper	Diesel	1994	80	Tier 0	2023	74	Tier 4 Final	500	-	-	10	Madera
G-144306-A1	Agricultural Tractor	Diesel	1982	60	Tier 0	2025	74	Tier 4 Final	200	-	-	10	Madera
G-144308-A1	Agricultural Tractor	Diesel	1963	180	Tier 0	2023	230	Tier 4 Final	300	-	-	10	Stanislaus
G-144315-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2024	120	Tier 4 Final	300	-	-	10	Fresno
G-144316-A1	Agricultural Tractor	Diesel	1977	72	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Fresno
G-144317-A1	Agricultural Tractor	Diesel	1999	95	Tier 1	2024	110	Tier 4 Final	300	-	-	10	Fresno
G-144367-A1	Nut Sweeper	Diesel	1995	38	Tier 0	2024	74	Tier 4 Final	400	-	-	10	Stanislaus
G-144402-A1	Agricultural Tractor	Diesel	1978	73	Tier 0	2024	106	Tier 4 Final	140	-	-	10	San Joaquin
G-144637-A1	Agricultural Tractor	Diesel	1986	43	Tier 0	2023	56	Tier 4 Final	205	-	-	10	Fresno
G-144831-A1	Backhoe	Diesel	1991	70	Tier 0	2025	74	Tier 4 Final	350	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old		New Eng		New Tier	Annual Usage	Annual Usage	Annual Usage	Project Life (Yrs)	Location (County)
				HP	Tier	Yr	HP		(Hours)	(Miles)	(Fuel)		
G-144845-A1	Agricultural Tractor	Diesel	2000	92	Tier 1	2022	115	Tier 4 Final	800	-	-	10	Tulare
G-144944-A1	Agricultural Tractor	Diesel	2003	115	Tier 1	2023	120	Tier 4 Final	300	-	-	10	Fresno
G-145004-A1	Agricultural Tractor	Diesel	2006	88	Tier 2	2023	118	Tier 4 Final	500	-	-	10	Tulare
G-145007-A1	Agricultural Tractor	Diesel	1963	58	Tier 0	2024	71	Tier 4 Final	150	-	-	10	Fresno
G-145010-A1	Agricultural Tractor	Diesel	1962	58	Tier 0	2024	71	Tier 4 Final	140	-	-	10	Fresno
G-145011-A1	Agricultural Tractor	Diesel	1980	25	Tier 0	2023	38	Tier 4 Final	180	-	-	10	Madera
G-145035-A1	Wheel Loader	Diesel	1973	65	Tier 0	2024	73	Tier 4 Final	500	-	-	10	Tulare
G-145038-A1	Wheel Loader	Diesel	1997	120	Tier 1	2025	185	Tier 4 Final	500	-	-	10	Tulare
G-145262-A1	Agricultural Tractor	Diesel	2001	98	Tier 1	2023	114	Tier 4 Final	500	-	-	10	Madera
G-145263-A1	Agricultural Tractor	Diesel	2002	92	Tier 1	2023	182	Tier 4 Final	325	-	-	10	San Joaquin
G-145354-A1	Nut Shaker	Diesel	2004	165	Tier 2	2025	173	Tier 4 Final	575	-	-	10	San Joaquin
G-145391-A1	Agricultural Tractor	Diesel	1984	67	Tier 0	2024	90	Tier 4 Final	100	-	-	10	Fresno
G-145511-A1	Wheel Loader	Diesel	2003	160	Tier 2	2025	165	Tier 4 Final	750	-	-	10	Merced
G-145513-A1	Pistachio Receiver	Diesel	2005	80	Tier 0	2025	74	Tier 4 Final	800	-	-	10	Merced
G-145514-A1	Nut Shaker	Diesel	2005	80	Tier 0	2025	74	Tier 4 Final	800	-	-	10	Merced
G-145706-A1	Agricultural Tractor	Diesel	1994	115	Tier 0	2025	120	Tier 4 Final	220	-	-	10	San Joaquin
G-145707-A1	Agricultural Tractor	Diesel	1974	93	Tier 0	2025	120	Tier 4 Final	220	-	-	10	San Joaquin
G-145725-A1	Agricultural Tractor	Diesel	1977	74	Tier 0	2024	74	Tier 4 Final	150	-	-	10	Fresno
G-145753-A1	Agricultural Tractor	Diesel	1980	52	Tier 0	2024	62	Tier 4 Final	185	-	-	10	San Joaquin
G-145781-A1	Agricultural Tractor	Diesel	1972	46	Tier 0	2024	51	Tier 4 Final	185	-	-	10	Madera
G-145912-A1	Agricultural Tractor	Diesel	1976	37	Tier 0	2022	43	Tier 4 Final	165	-	-	10	Madera
G-145936-A1	Backhoe	Diesel	2001	89	Tier 1	2025	116	Tier 4 Final	600	-	-	10	Fresno
G-145938-A1	Crawler/Dozer	Diesel	2000	80	Tier 1	2025	91	Tier 4 Final	400	-	-	10	Fresno
G-146177-A1	Agricultural Tractor	Diesel	2007	48	Tier 2	2022	59	Tier 4 Final	275	-	-	10	Stanislaus
G-146321-A1	Agricultural Tractor	Diesel	1979	58	Tier 0	2024	106	Tier 4 Final	450	-	-	10	Stanislaus
G-146359-A1	Agricultural Tractor	Diesel	1997	110	Tier 1	2022	139	Tier 4 Final	300	-	-	10	Merced
G-146363-A1	Bin Carrier	Diesel	1977	70	Tier 0	2024	121	Tier 4 Final	1000	-	-	10	Merced
G-146370-A1	Agricultural Tractor	Diesel	1997	27	Tier 0	2024	36	Tier 4 Final	250	-	-	10	Stanislaus
G-146388-A1	Backhoe	Diesel	1989	77	Tier 0	2024	113	Tier 4 Final	300	-	-	10	Kings
G-146404-A1	Agricultural Tractor	Diesel	1981	97	Tier 0	2025	130	Tier 4 Final	275	-	-	10	Fresno
G-146604-A1	Agricultural Tractor	Diesel	1997	110	Tier 1	2024	142	Tier 4 Final	500	-	-	10	Kern

Description Vehicle Replacement

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-146641-A1	Combine/Chopper	Diesel	2006	538	Tier 2	2025	1095	Tier 4 Final	700	-	-	10	Merced
G-146711-A1	Agricultural Tractor	Diesel	2006	155	Tier 2	2023	139	Tier 4 Final	400	-	-	10	Merced
G-146714-A1	Agricultural Tractor	Diesel	1991	99	Tier 0	2025	155	Tier 4 Final	1000	-	-	10	Merced
G-146746-A1	Forklift	Diesel	2007	84	Tier 2	2023	74	Tier 4 Final	400	-	-	10	Merced
G-146765-A1	Agricultural Tractor	Diesel	1997	108	Tier 1	2023	139	Tier 4 Final	300	-	-	10	Merced
G-146778-A1	Wheel Loader	Diesel	1984	95	Tier 0	2024	120	Tier 4 Final	400	-	-	10	Fresno
G-146801-A1	Nut Shaker	Diesel	1985	121	Tier 0	2025	148	Tier 4 Final	450	-	-	10	Merced
G-146808-A1	Agricultural Tractor	Diesel	1981	87	Tier 0	2023	73	Tier 4 Final	125	-	-	10	Stanislaus
G-146923-A1	Wheel Loader	Diesel	2005	160	Tier 2	2025	166	Tier 4 Final	1500	-	-	10	Kings
G-146932-A1	Agricultural Tractor	Diesel	1996	108	Tier 0	2023	119	Tier 4 Final	250	-	-	10	Merced
G-146943-A1	Agricultural Tractor	Diesel	1974	71	Tier 0	2023	74	Tier 4 Final	250	-	-	10	Madera
G-147009-A1	Other Agricultural	Diesel	2008	951	Tier 2	2025	1050	Tier 4 Final	2600	-	-	10	Stanislaus
G-147043-A1	Agricultural Tractor	Diesel	1989	92	Tier 0	2022	114	Tier 4 Final	150	-	-	10	Fresno
G-147048-A1	Agricultural Tractor	Diesel	2005	33	Tier 2	2024	48	Tier 4 Final	415	-	-	10	Madera
G-147259-A1	Agricultural Tractor	Diesel	1997	76	Tier 0	2025	106	Tier 4 Final	250	-	-	10	Stanislaus
G-147301-A1	Agricultural Tractor	Diesel	2001	129	Tier 1	2024	51	Tier 4 Final	800	-	-	10	Merced
G-147451-A1	Skid Loader	Diesel	1997	74	Tier 0	2024	73	Tier 4 Final	250	-	-	10	Merced
G-147461-A1	Forklift	Diesel	1998	80	Tier 1	2023	74	Tier 4 Final	600	-	-	10	Merced
G-147463-A1	Skid Loader	Diesel	1998	44	Tier 1	2023	63	Tier 4 Final	400	-	-	10	Merced
G-147475-A1	Wheel Loader	Diesel	1989	128	Tier 0	2025	165	Tier 4 Final	500	-	-	10	Merced
G-147538-A1	Agricultural Tractor	Diesel	1971	65	Tier 0	2024	73	Tier 4 Final	150	-	-	10	Stanislaus
G-147566-A1	Agricultural Tractor	Diesel	2004	103	Tier 2	2024	130	Tier 4 Final	500	-	-	10	Stanislaus
G-147618-A1	Agricultural Tractor	Diesel	2006	46	Tier 2	2025	50	Tier 4 Final	420	-	-	10	Tulare
G-147658-A1	Agricultural Tractor	Diesel	1999	30	Tier 1	2024	39	Tier 4 Final	200	-	-	10	San Joaquin
G-147687-A1	Agricultural Tractor	Diesel	1987	88	Tier 0	2022	114	Tier 4 Final	600	-	-	10	Merced
G-148021-A1	Agricultural Tractor	Diesel	1994	80	Tier 0	2025	105	Tier 4 Final	600	-	-	10	Merced
G-148090-A1	Wheel Loader	Diesel	1992	120	Tier 0	2024	192	Tier 4 Final	2400	-	-	10	Kern
G-148148-A1	Agricultural Tractor	Diesel	1997	360	Tier 1	2024	106	Tier 4 Final	600	-	-	10	Stanislaus
G-148209-A1	Backhoe	Diesel	1986	100	Tier 0	2025	100	Tier 4 Final	500	-	-	10	Stanislaus
G-148246-A1	Agricultural Tractor	Diesel	1959	58	Tier 0	2025	67	Tier 4 Final	100	-	-	10	Fresno
G-148352-A1	Agricultural Tractor	Diesel	2005	92	Tier 2	2024	114	Tier 4 Final	400	-	-	10	Madera

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-148433-A1	Agricultural Tractor	Diesel	1992	88	Tier 0	2023	120	Tier 4 Final	400	-	-	10	Kings
G-148443-A1	Backhoe	Diesel	1982	58	Tier 0	2025	62	Tier 4 Final	250	-	-	10	Merced
G-148509-A1	Forklift	Diesel	1974	70	Tier 0	2025	63	Tier 4 Final	400	-	-	10	Fresno
G-148512-A1	Agricultural Tractor	Diesel	2007	69	Tier 2	2023	84	Tier 4 Final	575	-	-	10	Tulare
G-148533-A1	Agricultural Tractor	Diesel	1991	31	Tier 0	2022	44	Tier 4 Final	200	-	-	10	Merced
G-148535-A1	Agricultural Tractor	Diesel	1983	67	Tier 0	2023	73	Tier 4 Final	200	-	-	10	Fresno
G-148536-A1	Agricultural Tractor	Diesel	2008	93	Tier 2	2022	106	Tier 4 Final	800	-	-	10	Kern
G-148598-A1	Forklift	Diesel	2006	80	Tier 2	2023	74	Tier 4 Final	800	-	-	10	Merced
G-148767-A1	Backhoe	Diesel	2003	95	Tier 1	2024	97	Tier 4 Final	305	-	-	10	Stanislaus
G-148769-A1	Nut Sweeper	Diesel	1990	80	Tier 0	2025	74	Tier 4 Final	350	-	-	10	Stanislaus
G-148779-A1	Agricultural Tractor	Diesel	1993	325	Tier 0	2024	410	Tier 4 Final	600	-	-	10	Merced
G-148780-A1	Agricultural Tractor	Diesel	2003	425	Tier 2	2025	590	Tier 4 Final	600	-	-	10	Merced
G-148782-A1	Agricultural Tractor	Diesel	1997	330	Tier 1	2025	410	Tier 4 Final	600	-	-	10	Merced
G-148826-A1	Agricultural Tractor	Diesel	2004	462	Tier 2	2025	590	Tier 4 Final	600	-	-	10	Merced
G-148972-A1	Backhoe	Diesel	2002	48	Tier 1	2025	96	Tier 4 Final	440	-	-	10	San Joaquin
G-148981-A1	Agricultural Tractor	Diesel	2006	87	Tier 2	2023	98	Tier 4 Final	400	-	-	10	San Joaquin
G-149014-A1	Nut Shaker	Diesel	2008	130	Tier 2	2025	173	Tier 4 Final	575	-	-	10	Madera
G-149157-A1	Agricultural Tractor	Diesel	1993	32	Tier 0	2023	58	Tier 4 Final	125	-	-	10	Tulare
G-149163-A1	Agricultural Tractor	Diesel	2003	92	Tier 1	2021	101	Tier 4 Final	80	-	-	10	Tulare
G-149192-A1	Nut Shaker	Diesel	1979	121	Tier 0	2025	139	Tier 4 Final	280	-	-	10	Madera
G-149237-A1	Skid Loader	Diesel	1992	47	Tier 0	2023	70	Tier 4 Final	310	-	-	10	Tulare
G-149247-A1	Agricultural Tractor	Diesel	1996	79	Tier 0	2024	74	Tier 4 Final	225	-	-	10	Fresno
G-149249-A1	Agricultural Tractor	Diesel	2003	113	Tier 2	2021	123	Tier 4 Final	500	-	-	10	Fresno
G-149268-A1	Backhoe	Diesel	1979	90	Tier 0	2024	62	Tier 4 Final	200	-	-	10	Stanislaus
G-149387-A1	Skid Loader	Diesel	1985	49	Tier 0	2024	73	Tier 4 Final	300	-	-	10	Tulare
G-149388-A1	Agricultural Tractor	Diesel	2002	70	Tier 1	2025	73	Tier 4 Final	225	-	-	10	Tulare
G-149582-A1	Agricultural Tractor	Diesel	1999	65	Tier 1	2024	73	Tier 4 Final	275	-	-	10	Merced
G-149587-A1	Forklift	Diesel	2005	80	Tier 2	2025	74	Tier 4 Final	600	-	-	10	Tulare
G-149643-A1	Agricultural Tractor	Diesel	1976	80	Tier 0	2024	74	Tier 4 Final	300	-	-	10	Tulare
G-149671-A1	Agricultural Tractor	Diesel	2002	33	Tier 1	2023	36	Tier 4 Final	230	-	-	10	Merced
G-149673-A1	Agricultural Tractor	Diesel	1976	325	Tier 0	2023	370	Tier 4 Final	200	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old		New Eng		New Tier	Annual Usage	Annual Usage	Annual Usage	Project Life (Yrs)	Location (County)
				HP	Tier	Yr	HP		(Hours)	(Miles)	(Fuel)		
G-149794-A1	Agricultural Tractor	Diesel	1997	370	Tier 1	2024	490	Tier 4 Final	600	-	-	10	Merced
G-149796-A1	Agricultural Tractor	Diesel	1976	97	Tier 0	2025	120	Tier 4 Final	400	-	-	10	San Joaquin
G-149799-A1	Agricultural Tractor	Diesel	2006	105	Tier 2	2023	151	Tier 4 Final	550	-	-	10	Merced
G-149861-A1	Agricultural Tractor	Diesel	1977	80	Tier 0	2024	118	Tier 4 Final	135	-	-	10	Fresno
G-150059-A1	Agricultural Tractor	Diesel	2000	92	Tier 1	2024	114	Tier 4 Final	300	-	-	10	Madera
G-150071-A1	Agricultural Tractor	Diesel	1992	300	Tier 0	2024	340	Tier 4 Final	800	-	-	10	Merced
G-150118-A1	Agricultural Tractor	Diesel	1979	157	Tier 0	2023	195	Tier 4 Final	300	-	-	10	Madera
G-150132-A1	Agricultural Tractor	Diesel	2005	86	Tier 2	2022	106	Tier 4 Final	450	-	-	10	Stanislaus
G-150166-A1	Crawler/Dozer	Diesel	1973	239	Tier 0	2025	135	Tier 4 Final	400	-	-	10	Tulare
G-150175-A1	Forklift	Diesel	1961	74	Tier 0	2025	74	Tier 4 Final	400	-	-	10	Fresno
G-150236-A1	Backhoe	Diesel	1969	71	Tier 0	2025	69	Tier 4 Final	250	-	-	10	San Joaquin
G-150240-A1	Telehandler	Diesel	2005	110	Tier 2	2025	74	Tier 4 Final	400	-	-	10	Tulare
G-150299-A1	Nut Shaker	Diesel	1995	120	Tier 0	2025	121	Tier 4 Final	500	-	-	10	Fresno
G-150301-A1	Nut Shaker	Diesel	1995	120	Tier 0	2025	121	Tier 4 Final	500	-	-	10	Fresno
G-150303-A1	Wheel Loader	Diesel	1984	120	Tier 0	2025	192	Tier 4 Final	300	-	-	10	Tulare
G-150448-A1	Agricultural Tractor	Diesel	1989	57	Tier 0	2024	39	Tier 4 Final	150	-	-	10	Madera
G-150462-A1	Agricultural Tractor	Diesel	1979	69	Tier 0	2024	95	Tier 4 Final	150	-	-	10	Stanislaus
G-150467-A1	Agricultural Tractor	Diesel	1998	105	Tier 1	2024	101	Tier 4 Final	350	-	-	10	Madera
G-150566-A1	Agricultural Tractor	Diesel	1983	53	Tier 0	2025	74	Tier 4 Final	150	-	-	10	Fresno
G-150570-A1	Agricultural Tractor	Diesel	1979	72	Tier 0	2024	95	Tier 4 Final	200	-	-	10	Stanislaus
G-150572-A1	Agricultural Tractor	Diesel	1988	48	Tier 0	2025	60	Tier 4 Final	200	-	-	10	Fresno
G-150573-A1	Agricultural Tractor	Diesel	1988	81	Tier 0	2025	105	Tier 4 Final	250	-	-	10	Tulare
G-150582-A1	Agricultural Tractor	Diesel	1975	57	Tier 0	2025	108	Tier 4 Final	200	-	-	10	San Joaquin
G-150583-A1	Excavator	Diesel	1978	155	Tier 0	2023	172	Tier 4 Final	500	-	-	10	San Joaquin
G-150585-A1	Agricultural Tractor	Diesel	1976	146	Tier 0	2025	114	Tier 4 Final	300	-	-	10	Madera
G-150588-A1	Agricultural Tractor	Diesel	1983	97	Tier 0	2024	114	Tier 4 Final	300	-	-	10	Merced
G-150641-A1	Agricultural Tractor	Diesel	1984	55	Tier 0	2025	67	Tier 4 Final	150	-	-	10	Kings
G-150651-A1	Agricultural Tractor	Diesel	1979	62	Tier 0	2022	114	Tier 4 Final	200	-	-	10	San Joaquin
G-150718-A1	Skid Loader	Diesel	1998	73	Tier 1	2025	70	Tier 4 Final	450	-	-	10	San Joaquin
G-150727-A1	Agricultural Tractor	Diesel	1973	120	Tier 0	2025	130	Tier 4 Final	150	-	-	10	San Joaquin
G-150728-A1	Forklift	Diesel	1991	67	Tier 0	2023	74	Tier 4 Final	340	-	-	10	Kern

Project Type Off-Road

SJVAPCD Project Data 2026

Description Vehicle Replacement

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-150799-A1	Agricultural Tractor	Diesel	1977	37	Tier 0	2022	34	Tier 4 Final	150	-	-	10	Tulare
G-150801-A1	Agricultural Tractor	Diesel	1977	37	Tier 0	2022	34	Tier 4 Final	150	-	-	10	Tulare
G-150802-A1	Agricultural Tractor	Diesel	1980	37	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150803-A1	Agricultural Tractor	Diesel	1982	31	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150804-A1	Agricultural Tractor	Diesel	1981	37	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150805-A1	Agricultural Tractor	Diesel	1980	37	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150806-A1	Agricultural Tractor	Diesel	1992	25	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150807-A1	Agricultural Tractor	Diesel	1992	25	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150808-A1	Agricultural Tractor	Diesel	1991	25	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150809-A1	Agricultural Tractor	Diesel	1992	25	Tier 0	2023	34	Tier 4 Final	150	-	-	10	Tulare
G-150986-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-150988-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-150991-A1	Agricultural Tractor	Diesel	2002	32	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-150993-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-150995-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-150996-A1	Agricultural Tractor	Diesel	1999	31	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-151008-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-151012-A1	Agricultural Tractor	Diesel	1999	32	Tier 1	2023	34	Tier 4 Final	200	-	-	10	Kern
G-151018-A1	Agricultural Tractor	Diesel	2001	33	Tier 1	2023	34	Tier 4 Final	300	-	-	10	Kern
G-151019-A1	Agricultural Tractor	Diesel	1999	32	Tier 1	2022	34	Tier 4 Final	300	-	-	10	Kern
G-151026-A1	Agricultural Tractor	Diesel	2002	104	Tier 1	2022	123	Tier 4 Final	300	-	-	10	Kern
G-151044-A1	Agricultural Tractor	Diesel	1989	30	Tier 0	2025	65	Tier 4 Final	250	-	-	10	Kern
G-151121-A1	Wheel Loader	Diesel	2005	149	Tier 2	2024	210	Tier 4 Final	600	-	-	10	Merced
G-151126-A1	Backhoe	Diesel	1987	69	Tier 0	2024	110	Tier 4 Final	700	-	-	10	Fresno
G-151134-A1	Agricultural Tractor	Diesel	2000	95	Tier 1	2024	106	Tier 4 Final	200	-	-	10	San Joaquin
G-151139-A1	Agricultural Tractor	Diesel	1970	76	Tier 0	2024	108	Tier 4 Final	250	-	-	10	Fresno
G-151148-A1	Forklift	Diesel	2008	86	Tier 2	2024	48	Tier 4 Final	500	-	-	10	Kern
G-151405-A1	Wheel Loader	Diesel	2007	160	Tier 2	2024	185	Tier 4 Final	750	-	-	10	Merced
G-151422-A1	Forklift	Diesel	1981	50	Tier 0	2023	74	Tier 4 Final	400	-	-	10	Fresno
G-151424-A1	Agricultural Tractor	Diesel	1991	109	Tier 0	2024	165	Tier 4 Final	600	-	-	10	Merced
G-151425-A1	Agricultural Tractor	Diesel	1977	76	Tier 0	2025	89	Tier 4 Final	300	-	-	10	Merced

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-151427-A1	Swather	Diesel	1992	98	Tier 0	2024	150	Tier 4 Final	300	-	-	10	Merced
G-151437-A1	Agricultural Tractor	Diesel	1976	97	Tier 0	2022	114	Tier 4 Final	250	-	-	10	Merced
G-151448-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2022	125	Tier 4 Final	150	-	-	10	Tulare
G-151452-A1	Backhoe	Diesel	1991	93	Tier 0	2025	96	Tier 4 Final	360	-	-	10	San Joaquin
G-151454-A1	Backhoe	Diesel	1999	80	Tier 1	2024	97	Tier 4 Final	350	-	-	10	San Joaquin
G-151525-A1	Agricultural Tractor	Diesel	1976	158	Tier 0	2023	172	Tier 4 Final	250	-	-	10	Fresno
G-151555-A1	Nut Sweeper	Diesel	2000	41	Tier 1	2025	74	Tier 4 Final	700	-	-	10	Stanislaus
G-151747-A1	Agricultural Tractor	Diesel	2005	113	Tier 2	2025	130	Tier 4 Final	350	-	-	10	Tulare
G-151752-A1	Agricultural Tractor	Diesel	1983	26	Tier 0	2022	35	Tier 4 Final	200	-	-	10	Fresno
G-151753-A1	Agricultural Tractor	Diesel	1983	56	Tier 0	2023	66	Tier 4 Final	150	-	-	10	Tulare
G-151771-A1	Wheel Loader	Diesel	1968	80	Tier 0	2025	74	Tier 4 Final	210	-	-	10	Madera
G-151819-A1	Agricultural Tractor	Diesel	2005	32	Tier 2	2024	39	Tier 4 Final	450	-	-	10	Fresno
G-151821-A1	Agricultural Tractor	Diesel	2005	32	Tier 2	2024	39	Tier 4 Final	450	-	-	10	Fresno
G-151842-A1	Agricultural Tractor	Diesel	2005	85	Tier 2	2022	114	Tier 4 Final	300	-	-	10	Fresno
G-151984-A1	Agricultural Tractor	Diesel	1962	80	Tier 0	2025	120	Tier 4 Final	200	-	-	10	Merced
G-151991-A1	Skid Loader	Diesel	1972	62	Tier 0	2024	110	Tier 4 Final	500	-	-	10	Fresno
G-151999-A1	Agricultural Tractor	Diesel	1975	60	Tier 0	2024	135	Tier 4 Final	150	-	-	10	Tulare
G-152005-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	350	-	-	10	Fresno
G-152054-A1	Agricultural Tractor	Diesel	1999	35	Tier 1	2025	51	Tier 4 Final	450	-	-	10	Stanislaus
G-152056-A1	Agricultural Tractor	Diesel	1987	82	Tier 0	2023	105	Tier 4 Final	500	-	-	10	Stanislaus
G-152065-A1	Agricultural Tractor	Diesel	1995	81	Tier 0	2024	114	Tier 4 Final	250	-	-	10	Stanislaus
G-152094-A1	Skid Loader	Diesel	1986	36	Tier 0	2024	95	Tier 4 Final	400	-	-	10	Stanislaus
G-152177-A1	Agricultural Tractor	Diesel	2006	86	Tier 2	2025	130	Tier 4 Final	500	-	-	10	Madera
G-152181-A1	Backhoe	Diesel	1995	91	Tier 0	2025	113	Tier 4 Final	400	-	-	10	Stanislaus
G-152184-A1	Agricultural Tractor	Diesel	1997	95	Tier 0	2025	100	Tier 4 Final	500	-	-	10	San Joaquin
G-152266-A1	Agricultural Tractor	Diesel	2004	207	Tier 2	2025	250	Tier 4 Final	500	-	-	10	Tulare
G-152294-A1	Agricultural Tractor	Diesel	1996	102	Tier 0	2025	120	Tier 4 Final	500	-	-	10	Fresno
G-152295-A1	Agricultural Tractor	Diesel	1984	102	Tier 0	2025	120	Tier 4 Final	500	-	-	10	Fresno
G-152348-A1	Agricultural Tractor	Diesel	2005	99	Tier 2	2024	106	Tier 4 Final	250	-	-	10	San Joaquin
G-152412-A1	Agricultural Tractor	Diesel	1997	57	Tier 0	2025	74	Tier 4 Final	200	-	-	10	Fresno
G-152449-A1	Agricultural Tractor	Diesel	1967	57	Tier 0	2025	62	Tier 4 Final	150	-	-	10	Stanislaus

Project Type Off-Road
Description Vehicle Replacement

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Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project	
				Old HP	Old Tier	Yr	New HP	New Tier				Life (Yrs)	Location (County)
G-152464-A1	Agricultural Tractor	Diesel	1977	72	Tier 0	2021	101	Tier 4 Final	150	-	-	10	Fresno
G-152467-A1	Agricultural Tractor	Diesel	1999	116	Tier 1	2022	123	Tier 4 Final	1000	-	-	10	Merced
G-152471-A1	Agricultural Tractor	Diesel	1999	91	Tier 1	2022	106	Tier 4 Final	250	-	-	10	Stanislaus
G-152473-A1	Chipper	Diesel	2004	320	Tier 2	2025	456	Tier 4 Final	700	-	-	10	Madera
G-152474-A1	Agricultural Tractor	Diesel	2007	33	Tier 2	2023	60	Tier 4 Final	500	-	-	10	Kings
G-152476-A1	Agricultural Tractor	Diesel	2004	33	Tier 2	2023	60	Tier 4 Final	500	-	-	10	Kings
G-152479-A1	Agricultural Tractor	Diesel	1999	80	Tier 1	2024	105	Tier 4 Final	270	-	-	10	Stanislaus
G-152501-A1	Agricultural Tractor	Diesel	2005	93	Tier 2	2025	105	Tier 4 Final	500	-	-	10	Stanislaus
G-152505-A1	Agricultural Tractor	Diesel	1990	80	Tier 0	2022	123	Tier 4 Final	200	-	-	10	Kern
G-152573-A1	Wheel Loader	Diesel	2003	114	Tier 1	2024	140	Tier 4 Final	475	-	-	10	Fresno
G-152580-A1	Agricultural Tractor	Diesel	1983	192	Tier 0	2023	218	Tier 4 Final	350	-	-	10	Tulare
G-152772-A1	Agricultural Tractor	Diesel	1990	60	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Madera
G-152777-A1	Agricultural Tractor	Diesel	1989	82	Tier 0	2025	120	Tier 4 Final	350	-	-	10	Merced
G-152782-A1	Skid Loader	Diesel	2007	75	Tier 2	2025	95	Tier 4 Final	600	-	-	10	Merced
G-152941-A1	Agricultural Tractor	Diesel	1957	43	Tier 0	2024	120	Tier 4 Final	400	-	-	10	San Joaquin
G-152942-A1	Agricultural Tractor	Diesel	1991	96	Tier 0	2024	130	Tier 4 Final	300	-	-	10	San Joaquin
G-153016-A1	Agricultural Tractor	Diesel	2004	92	Tier 2	2024	118	Tier 4 Final	350	-	-	10	Tulare
G-153047-A1	Forklift	Diesel	1986	62	Tier 0	2025	73	Tier 4 Final	300	-	-	10	Madera
G-153104-A1	Agricultural Tractor	Diesel	1982	222	Tier 0	2021	236	Tier 4 Final	650	-	-	10	Stanislaus
G-153112-A1	Skid Loader	Diesel	1992	36	Tier 0	2025	70	Tier 4 Final	325	-	-	10	San Joaquin
G-153124-A1	Agricultural Tractor	Diesel	2003	115	Tier 2	2024	74	Tier 4 Final	700	-	-	10	Fresno
G-153125-A1	Agricultural Tractor	Diesel	2003	115	Tier 2	2023	74	Tier 4 Final	700	-	-	10	Fresno
G-153126-A1	Agricultural Tractor	Diesel	1974	96	Tier 0	2022	74	Tier 4 Final	700	-	-	10	Fresno
G-153127-A1	Agricultural Tractor	Diesel	1993	102	Tier 0	2024	74	Tier 4 Final	700	-	-	10	Fresno
G-153128-A1	Agricultural Tractor	Diesel	1994	150	Tier 0	2023	74	Tier 4 Final	700	-	-	10	Fresno
G-153129-A1	Agricultural Tractor	Diesel	1981	108	Tier 0	2024	74	Tier 4 Final	700	-	-	10	Fresno
G-153131-A1	Agricultural Tractor	Diesel	2003	115	Tier 2	2023	74	Tier 4 Final	700	-	-	10	Fresno
G-153133-A1	Agricultural Tractor	Diesel	1989	88	Tier 0	2023	74	Tier 4 Final	700	-	-	10	Fresno
G-153138-A1	Agricultural Tractor	Diesel	1974	57	Tier 0	2024	74	Tier 4 Final	175	-	-	10	Stanislaus
G-153146-A1	Agricultural Tractor	Diesel	1971	46	Tier 0	2025	43	Tier 4 Final	250	-	-	10	Stanislaus
G-153147-A1	Agricultural Tractor	Diesel	1993	28	Tier 0	2025	51	Tier 4 Final	350	-	-	10	Stanislaus

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-153215-A1	Wheel Loader	Diesel	1976	114	Tier 0	2024	120	Tier 4 Final	350	-	-	10	Stanislaus
G-153248-A1	Backhoe	Diesel	1973	50	Tier 0	2024	74	Tier 4 Final	500	-	-	10	Tulare
G-153271-A1	Agricultural Tractor	Diesel	1998	246	Tier 1	2023	310	Tier 4 Final	500	-	-	10	San Joaquin
G-153272-A1	Backhoe	Diesel	1998	95	Tier 1	2024	92	Tier 4 Final	500	-	-	10	Fresno
G-153293-A1	Agricultural Tractor	Diesel	1992	69	Tier 0	2025	95	Tier 4 Final	325	-	-	10	Merced
G-153317-A1	Agricultural Tractor	Diesel	1966	115	Tier 0	2024	155	Tier 4 Final	500	-	-	10	San Joaquin
G-153318-A1	Agricultural Tractor	Diesel	1996	234	Tier 0	2025	230	Tier 4 Final	500	-	-	10	San Joaquin
G-153419-A1	Crawler/Dozer	Diesel	1982	150	Tier 0	2025	225	Tier 4 Final	425	-	-	10	Tulare
G-153436-A1	Agricultural Tractor	Diesel	1981	84	Tier 0	2024	113	Tier 4 Final	200	-	-	10	San Joaquin
G-153445-A1	Agricultural Tractor	Diesel	2006	110	Tier 2	2025	135	Tier 4 Final	1000	-	-	10	Kern
G-153487-A1	Agricultural Tractor	Diesel	2004	51	Tier 2	2025	65	Tier 4 Final	450	-	-	10	Stanislaus
G-153489-A1	Agricultural Tractor	Diesel	1978	84	Tier 0	2025	105	Tier 4 Final	300	-	-	10	Stanislaus
G-153499-A1	Agricultural Tractor	Diesel	1999	32	Tier 1	2025	43	Tier 4 Final	350	-	-	10	Kern
G-153578-A1	Agricultural Tractor	Diesel	1957	56	Tier 0	2023	73	Tier 4 Final	175	-	-	10	Stanislaus
G-153629-A1	Agricultural Tractor	Diesel	1981	60	Tier 0	2024	73	Tier 4 Final	145	-	-	10	Fresno
G-153637-A1	Backhoe	Diesel	1987	69	Tier 0	2024	97	Tier 4 Final	350	-	-	10	Merced
G-153647-A1	Forklift	Diesel	1994	129	Tier 0	2025	110	Tier 4 Final	500	-	-	10	Kern
G-153649-A1	Forklift	Diesel	2000	131	Tier 1	2025	110	Tier 4 Final	500	-	-	10	Kern
G-153654-A1	Agricultural Tractor	Diesel	1999	129	Tier 1	2025	106	Tier 4 Final	400	-	-	10	Fresno
G-153658-A1	Agricultural Tractor	Diesel	2001	129	Tier 1	2025	106	Tier 4 Final	400	-	-	10	Fresno
G-153659-A1	Agricultural Tractor	Diesel	2000	129	Tier 1	2025	106	Tier 4 Final	400	-	-	10	Fresno
G-153663-A1	Agricultural Tractor	Diesel	1999	129	Tier 1	2025	106	Tier 4 Final	400	-	-	10	Fresno
G-153664-A1	Agricultural Tractor	Diesel	1999	129	Tier 1	2025	106	Tier 4 Final	400	-	-	10	Fresno
G-153672-A1	Nut Shaker	Diesel	1990	121	Tier 0	2025	173	Tier 4 Final	400	-	-	10	Tulare
G-153673-A1	Agricultural Tractor	Diesel	1982	108	Tier 0	2022	119	Tier 4 Final	100	-	-	10	Fresno
G-153680-A1	Nut Shuttle	Diesel	1990	88	Tier 0	2023	142	Tier 4 Final	300	-	-	10	Merced
G-153706-A1	Nut Shuttle	Diesel	1980	108	Tier 0	2025	130	Tier 4 Final	200	-	-	10	Fresno
G-153780-A1	Skid Loader	Diesel	1993	54	Tier 0	2024	61	Tier 4 Final	250	-	-	10	Tulare
G-153807-A1	Skid Loader	Diesel	1982	66	Tier 0	2024	74	Tier 4 Final	250	-	-	10	Merced
G-154010-A1	Nut Sweeper	Diesel	1997	80	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Stanislaus
G-154038-A1	Agricultural Tractor	Diesel	1972	76	Tier 0	2022	74	Tier 4 Final	200	-	-	10	Madera

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
				Old HP	Old Tier	Yr	New HP	New Tier					
G-154040-A1	Agricultural Tractor	Diesel	1993	33	Tier 0	2022	34	Tier 4 Final	250	-	-	10	Kern
G-154043-A1	Forklift	Diesel	1994	52	Tier 0	2024	74	Tier 4 Final	400	-	-	10	Tulare
G-154047-A1	Agricultural Tractor	Diesel	1984	67	Tier 0	2021	84	Tier 4 Final	100	-	-	10	Fresno
G-154116-A1	Agricultural Tractor	Diesel	1977	194	Tier 0	2024	130	Tier 4 Final	400	-	-	10	San Joaquin
G-154131-A1	Forklift	Diesel	2002	80	Tier 1	2024	74	Tier 4 Final	350	-	-	10	Tulare
G-154156-A1	Nut Sweeper	Diesel	1994	38	Tier 0	2025	74	Tier 4 Final	500	-	-	10	Merced
G-154241-A1	Skid Loader	Diesel	1969	44	Tier 0	2024	61	Tier 4 Final	200	-	-	10	Kern
G-154260-A1	Agricultural Tractor	Diesel	1971	73	Tier 0	2024	90	Tier 4 Final	300	-	-	10	Stanislaus
G-154316-A1	Agricultural Tractor	Diesel	1970	62	Tier 0	2022	71	Tier 4 Final	200	-	-	10	Stanislaus
G-154318-A1	Agricultural Tractor	Diesel	1968	62	Tier 0	2022	71	Tier 4 Final	200	-	-	10	Stanislaus
G-154320-A1	Agricultural Tractor	Diesel	1975	70	Tier 0	2024	106	Tier 4 Final	150	-	-	10	Stanislaus
G-154508-A1	Agricultural Tractor	Diesel	1983	158	Tier 0	2023	215	Tier 4 Final	600	-	-	10	Tulare
G-154513-A1	Nut Harvester	Diesel	1982	104	Tier 0	2025	173	Tier 4 Final	250	-	-	10	San Joaquin
G-154552-A1	Agricultural Tractor	Diesel	2002	98	Tier 1	2025	106	Tier 4 Final	280	-	-	10	Merced
G-154553-A1	Agricultural Tractor	Diesel	1990	63	Tier 0	2024	73	Tier 4 Final	300	-	-	10	Merced
G-154572-A1	Nut Shaker	Diesel	1988	121	Tier 0	2025	173	Tier 4 Final	600	-	-	10	Fresno
G-154574-A1	Nut Shaker	Diesel	1986	104	Tier 0	2025	173	Tier 4 Final	600	-	-	10	Fresno
G-154582-A1	Agricultural Tractor	Diesel	2000	75	Tier 1	2024	74	Tier 4 Final	300	-	-	10	Stanislaus
G-154585-A1	Excavator	Diesel	1984	217	Tier 0	2023	130	Tier 4 Final	200	-	-	10	San Joaquin
G-154588-A1	Forklift	Diesel	1999	75	Tier 1	2024	74	Tier 4 Final	300	-	-	10	Stanislaus
G-154593-A1	Backhoe	Diesel	1975	57	Tier 0	2025	70	Tier 4 Final	250	-	-	10	Merced
G-154621-A1	Nut Sweeper	Diesel	1996	66	Tier 0	2025	74	Tier 4 Final	320	-	-	10	San Joaquin
G-154624-A1	Agricultural Tractor	Diesel	1974	93	Tier 0	2024	120	Tier 4 Final	150	-	-	10	San Joaquin
G-154697-A1	Agricultural Tractor	Diesel	1977	60	Tier 0	2025	74	Tier 4 Final	700	-	-	10	Tulare
G-154702-A1	Nut Shaker	Diesel	1974	98	Tier 0	2025	154	Tier 4 Final	225	-	-	10	San Joaquin
G-154743-A1	Agricultural Tractor	Diesel	1980	97	Tier 0	2024	100	Tier 4 Final	100	-	-	10	Tulare
G-154745-A1	Forklift	Diesel	1983	52	Tier 0	2023	74	Tier 4 Final	400	-	-	10	Tulare
G-154799-A1	Agricultural Tractor	Diesel	1989	97	Tier 0	2023	120	Tier 4 Final	225	-	-	10	Fresno
G-154802-A1	Agricultural Tractor	Diesel	1984	46	Tier 0	2024	50	Tier 4 Final	175	-	-	10	Madera
G-154869-A1	Agricultural Tractor	Diesel	1980	108	Tier 0	2024	130	Tier 4 Final	200	-	-	10	Madera
G-154923-A1	Skid Loader	Diesel	2002	72	Tier 1	2024	73	Tier 4 Final	700	-	-	10	Merced

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project	
				Old HP	Old Tier	Yr	New HP	New Tier				Life (Yrs)	Location (County)
G-154970-A1	Agricultural Tractor	Diesel	2004	98	Tier 2	2022	115	Tier 4 Final	475	-	-	10	Merced
G-155099-A1	Agricultural Tractor	Diesel	1998	58	Tier 1	2024	73	Tier 4 Final	375	-	-	10	San Joaquin
G-155132-A1	Agricultural Tractor	Diesel	1988	208	Tier 0	2025	310	Tier 4 Final	500	-	-	10	Kern
G-155145-A1	Agricultural Tractor	Diesel	2006	101	Tier 2	2025	115	Tier 4 Final	850	-	-	10	Fresno
G-155171-A1	Agricultural Tractor	Diesel	2006	93	Tier 2	2022	172	Tier 4 Final	500	-	-	10	Merced
G-155288-A1	Sprayer	Diesel	1981	70	Tier 0	2025	65	Tier 4 Final	350	-	-	10	Tulare
G-155295-A1	Skid Loader	Diesel	2005	46	Tier 2	2024	73	Tier 4 Final	1000	-	-	10	Tulare
G-155435-A1	Wheel Loader	Diesel	1977	130	Tier 0	2025	166	Tier 4 Final	1000	-	-	10	Kings
G-155472-A1	Agricultural Tractor	Diesel	1973	57	Tier 0	2024	74	Tier 4 Final	500	-	-	10	Fresno
G-155483-A1	Agricultural Tractor	Diesel	1990	58	Tier 0	2025	50	Tier 4 Final	150	-	-	10	Tulare
G-155484-A1	Agricultural Tractor	Diesel	2003	94	Tier 1	2022	114	Tier 4 Final	225	-	-	10	San Joaquin
G-155513-A1	Agricultural Tractor	Diesel	1992	54	Tier 0	2024	73	Tier 4 Final	220	-	-	10	Merced
G-155523-A1	Combine/Chopper	Diesel	2018	872	Tier 2	2024	912	Tier 4 Final	850	-	-	10	Merced
G-155542-A1	Wheel Loader	Diesel	1978	360	Tier 0	2023	173	Tier 4 Final	500	-	-	10	Fresno
G-155688-A1	Agricultural Tractor	Diesel	1979	84	Tier 0	2024	73	Tier 4 Final	210	-	-	10	San Joaquin
G-155701-A1	Agricultural Tractor	Diesel	1993	39	Tier 0	2025	43	Tier 4 Final	130	-	-	10	San Joaquin
G-155708-A1	Wheel Loader	Diesel	1978	102	Tier 0	2022	71	Tier 4 Final	150	-	-	10	San Joaquin
G-155753-A1	Backhoe	Diesel	2005	84	Tier 2	2025	116	Tier 4 Final	1000	-	-	10	Madera
G-155809-A1	Agricultural Tractor	Diesel	2004	150	Tier 2	2025	113	Tier 4 Final	700	-	-	10	Fresno
G-155817-A1	Agricultural Tractor	Diesel	1971	42	Tier 0	2024	74	Tier 4 Final	675	-	-	10	Tulare
G-155831-A1	Agricultural Tractor	Diesel	1988	26	Tier 0	2023	35	Tier 4 Final	180	-	-	10	San Joaquin
G-155837-A1	Agricultural Tractor	Diesel	1966	55	Tier 0	2023	74	Tier 4 Final	500	-	-	10	Fresno
G-155937-A1	Agricultural Tractor	Diesel	1977	60	Tier 0	2024	73	Tier 4 Final	300	-	-	10	Tulare
G-156068-A1	Sprayer	Diesel	1975	30	Tier 0	2022	64	Tier 4 Final	315	-	-	10	San Joaquin
G-156105-A1	Agricultural Tractor	Diesel	1987	97	Tier 0	2024	130	Tier 4 Final	160	-	-	10	Madera
G-156137-A1	Agricultural Tractor	Diesel	1980	63	Tier 0	2021	106	Tier 4 Final	100	-	-	10	Kings
G-156235-A1	Skid Loader	Diesel	2005	75	Tier 2	2024	92	Tier 4 Final	750	-	-	10	Tulare
G-156293-A1	Agricultural Tractor	Diesel	1977	58	Tier 0	2024	37	Tier 4 Final	100	-	-	10	San Joaquin
G-156295-A1	Nut Sweeper	Diesel	1994	80	Tier 0	2025	74	Tier 4 Final	250	-	-	10	Merced
G-156367-A1	Agricultural Tractor	Diesel	1992	27	Tier 0	2024	32	Tier 4 Final	250	-	-	10	Kings
G-156393-A1	Backhoe	Diesel	1996	79	Tier 0	2025	100	Tier 4 Final	270	-	-	10	Stanislaus

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-156521-A1	Excavator	Diesel	1998	178	Tier 1	2025	300	Tier 4 Final	750	-	-	10	Stanislaus
G-156534-A1	Wheel Loader	Diesel	1977	158	Tier 0	2024	162	Tier 4 Final	500	-	-	10	Fresno
G-156535-A1	Wheel Loader	Diesel	1999	135	Tier 1	2024	162	Tier 4 Final	700	-	-	10	Fresno
G-156569-A1	Agricultural Tractor	Diesel	1998	27	Tier 0	2021	59	Tier 4 Final	235	-	-	10	Kern
G-156685-A1	Agricultural Tractor	Diesel	1957	56	Tier 0	2025	65	Tier 4 Final	110	-	-	10	Madera
G-156721-A1	Agricultural Tractor	Diesel	1974	46	Tier 0	2022	54	Tier 4 Final	150	-	-	10	Fresno
G-156733-A1	Agricultural Tractor	Diesel	1976	76	Tier 0	2023	118	Tier 4 Final	225	-	-	10	Fresno
G-156734-A1	Forklift	Diesel	2006	80	Tier 2	2025	74	Tier 4 Final	750	-	-	10	Tulare
G-156811-A1	Agricultural Tractor	Diesel	2007	90	Tier 2	2023	114	Tier 4 Final	500	-	-	10	Madera
G-156834-A1	Agricultural Tractor	Diesel	1990	81	Tier 0	2022	106	Tier 4 Final	200	-	-	10	Stanislaus
G-156840-A1	Backhoe	Diesel	2005	92	Tier 2	2023	96	Tier 4 Final	200	-	-	10	Stanislaus
G-156842-A1	Agricultural Tractor	Diesel	1987	71	Tier 0	2024	73	Tier 4 Final	200	-	-	10	Stanislaus
G-156846-A1	Skid Loader	Diesel	1986	52	Tier 0	2024	73	Tier 4 Final	200	-	-	10	Stanislaus
G-156847-A1	Agricultural Tractor	Diesel	2005	450	Tier 2	2025	410	Tier 4 Final	1000	-	-	10	Merced
G-156848-A1	Skid Loader	Diesel	1986	69	Tier 0	2024	74	Tier 4 Final	400	-	-	10	Kern
G-156880-A1	Agricultural Tractor	Diesel	2001	106	Tier 1	2024	130	Tier 4 Final	500	-	-	10	Madera
G-156900-A1	Agricultural Tractor	Diesel	2007	90	Tier 2	2022	106	Tier 4 Final	250	-	-	10	Tulare
G-156903-A1	Agricultural Tractor	Diesel	1994	170	Tier 0	2025	230	Tier 4 Final	1000	-	-	10	Madera
G-156908-A1	Agricultural Tractor	Diesel	1959	58	Tier 0	2025	95	Tier 4 Final	150	-	-	10	Merced
G-156923-A1	Nut Harvester	Diesel	1988	110	Tier 0	2023	173	Tier 4 Final	300	-	-	10	Fresno
G-156942-A1	Agricultural Tractor	Diesel	1989	156	Tier 0	2024	213	Tier 4 Final	1000	-	-	10	Tulare
G-156944-A1	Agricultural Tractor	Diesel	1979	130	Tier 0	2024	213	Tier 4 Final	1000	-	-	10	Tulare
G-156958-A1	Agricultural Tractor	Diesel	2006	97	Tier 2	2022	106	Tier 4 Final	200	-	-	10	Tulare
G-157064-A1	Agricultural Tractor	Diesel	1975	60	Tier 0	2022	63	Tier 4 Final	80	-	-	10	Tulare
G-157066-A1	Agricultural Tractor	Diesel	1976	70	Tier 0	2023	101	Tier 4 Final	200	-	-	10	Fresno
G-157068-A1	Agricultural Tractor	Diesel	1989	63	Tier 0	2023	73	Tier 4 Final	200	-	-	10	San Joaquin
G-157069-A1	Agricultural Tractor	Diesel	2005	113	Tier 2	2022	114	Tier 4 Final	800	-	-	10	Kern
G-157152-A1	Pistachio Receiver	Diesel	1995	115	Tier 0	2022	74	Tier 4 Final	300	-	-	10	Fresno
G-157153-A1	Pistachio Shaker	Diesel	1995	115	Tier 0	2022	74	Tier 4 Final	300	-	-	10	Fresno
G-157173-A1	Agricultural Tractor	Diesel	2004	31	Tier 2	2025	38	Tier 4 Final	520	-	-	10	Tulare
G-157191-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Kern

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng			Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project			
				Old HP	Old Tier	Yr				New HP	New Tier	Life (Yrs)	Location (County)
G-157192-A1	Forklift	Diesel	1981	52	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Kern
G-157241-A1	Skid Loader	Diesel	1996	46	Tier 0	2025	63	Tier 4 Final	215	-	-	10	Stanislaus
G-157256-A1	Agricultural Tractor	Diesel	2002	98	Tier 1	2022	114	Tier 4 Final	300	-	-	10	Merced
G-157266-A1	Agricultural Tractor	Diesel	1968	65	Tier 0	2025	74	Tier 4 Final	250	-	-	10	Tulare
G-157348-A1	Agricultural Tractor	Diesel	2000	340	Tier 1	2023	410	Tier 4 Final	500	-	-	10	Stanislaus
G-157350-A1	Agricultural Tractor	Diesel	1979	97	Tier 0	2023	120	Tier 4 Final	300	-	-	10	Kern
G-157351-A1	Agricultural Tractor	Diesel	2004	35	Tier 2	2023	48	Tier 4 Final	300	-	-	10	Kings
G-157363-A1	Agricultural Tractor	Diesel	1978	30	Tier 0	2024	56	Tier 4 Final	200	-	-	10	San Joaquin
G-157367-A1	Agricultural Tractor	Diesel	1993	102	Tier 0	2025	155	Tier 4 Final	750	-	-	10	Stanislaus
G-157423-A1	Skid Loader	Diesel	1988	63	Tier 0	2023	74	Tier 4 Final	500	-	-	10	Kern
G-157441-A1	Agricultural Tractor	Diesel	2000	102	Tier 1	2022	123	Tier 4 Final	325	-	-	10	Kings
G-157549-A1	Backhoe	Diesel	1992	79	Tier 0	2024	92	Tier 4 Final	300	-	-	10	Tulare
G-157614-A1	Agricultural Tractor	Diesel	1995	134	Tier 0	2025	155	Tier 4 Final	750	-	-	10	Merced
G-157618-A1	Agricultural Tractor	Diesel	1974	57	Tier 0	2024	60	Tier 4 Final	250	-	-	10	Kings
G-157714-A1	Wheel Loader	Diesel	1988	152	Tier 0	2023	260	Tier 4 Final	1500	-	-	10	Stanislaus
G-157715-A1	Wheel Loader	Diesel	1997	111	Tier 0	2024	158	Tier 4 Final	1500	-	-	10	Stanislaus
G-157716-A1	Wheel Loader	Diesel	2001	125	Tier 1	2023	158	Tier 4 Final	1500	-	-	10	Stanislaus
G-157727-A1	Agricultural Tractor	Diesel	2003	120	Tier 2	2023	145	Tier 4 Final	525	-	-	10	Fresno
G-157769-A1	Agricultural Tractor	Diesel	1976	158	Tier 0	2023	195	Tier 4 Final	350	-	-	10	Kings
G-157773-A1	Agricultural Tractor	Diesel	1975	121	Tier 0	2022	155	Tier 4 Final	350	-	-	10	Kings
G-157791-A1	Wheel Loader	Diesel	1981	202	Tier 0	2025	252	Tier 4 Final	1000	-	-	10	Kern
G-157794-A1	Forklift	Diesel	2006	52	Tier 2	2024	48	Tier 4 Final	500	-	-	10	San Joaquin
G-157801-A1	Agricultural Tractor	Diesel	1984	81	Tier 0	2025	106	Tier 4 Final	250	-	-	10	Merced
G-157872-A1	Agricultural Tractor	Diesel	1967	46	Tier 0	2025	60	Tier 4 Final	300	-	-	10	Kings
G-157905-A1	Agricultural Tractor	Diesel	2000	89	Tier 1	2022	114	Tier 4 Final	550	-	-	10	Kern
G-158063-A1	Agricultural Tractor	Diesel	1977	126	Tier 0	2025	130	Tier 4 Final	300	-	-	10	Tulare
G-158087-A1	Agricultural Tractor	Diesel	2005	300	Tier 2	2025	404	Tier 4 Final	500	-	-	10	Kings
G-158092-A1	Nut Sweeper	Diesel	1996	80	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Stanislaus
G-158097-A1	Agricultural Tractor	Diesel	2006	92	Tier 2	2022	123	Tier 4 Final	410	-	-	10	San Joaquin
G-158102-A1	Wheel Loader	Diesel	1968	130	Tier 0	2024	192	Tier 4 Final	1800	-	-	10	Kern
G-158103-A1	Skid Loader	Diesel	1998	46	Tier 1	2024	73	Tier 4 Final	800	-	-	10	Merced

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng			Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project			
				Old HP	Old Tier	Yr				New HP	New Tier	Life (Yrs)	Location (County)
G-158235-A1	Agricultural Tractor	Diesel	1976	97	Tier 0	2023	130	Tier 4 Final	200	-	-	10	Fresno
G-158332-A1	Swather	Diesel	1990	77	Tier 0	2024	235	Tier 4 Final	300	-	-	10	Stanislaus
G-158365-A1	Agricultural Tractor	Diesel	1982	82	Tier 0	2022	109	Tier 4 Final	100	-	-	10	Merced
G-158372-A1	Forklift	Diesel	1983	52	Old Tier	2024	74	Tier 4 Final	400	-	-	10	Tulare
G-158447-A1	Forklift	Diesel	1998	81	Tier 1	2025	49	Tier 4 Final	330	-	-	10	Stanislaus
G-158494-A1	Agricultural Tractor	Diesel	2002	89	Tier 1	2025	120	Tier 4 Final	300	-	-	10	Stanislaus
G-158523-A1	Backhoe	Diesel	1979	96	Tier 0	2024	92	Tier 4 Final	200	-	-	10	San Joaquin
G-158543-A1	Agricultural Tractor	Diesel	1977	48	Tier 0	2025	43	Tier 4 Final	150	-	-	10	Fresno
G-158548-A1	Agricultural Tractor	Diesel	1991	103	Tier 0	2024	130	Tier 4 Final	450	-	-	10	Fresno
G-158553-A1	Agricultural Tractor	Diesel	1994	70	Tier 0	2024	130	Tier 4 Final	450	-	-	10	Fresno
G-158554-A1	Agricultural Tractor	Diesel	1981	45	Tier 0	2024	67	Tier 4 Final	450	-	-	10	Fresno
G-158565-A1	Crawler/Dozer	Diesel	1969	68	Tier 0	2023	92	Tier 4 Final	350	-	-	10	San Joaquin
G-158573-A1	Agricultural Tractor	Diesel	1997	65	Tier 0	2024	69	Tier 4 Final	300	-	-	10	Fresno
G-158576-A1	Agricultural Tractor	Diesel	1974	46	Tier 0	2025	47	Tier 4 Final	115	-	-	10	San Joaquin
G-158592-A1	Forklift	Diesel	1996	52	Tier 0	2023	74	Tier 4 Final	400	-	-	10	Tulare
G-158627-A1	Agricultural Tractor	Diesel	2005	98	Tier 2	2021	125	Tier 4 Final	400	-	-	10	Tulare
G-158722-A1	Other Agricultural	Diesel	2013	873	Tier 2	2025	1094	Tier 4 Final	800	-	-	10	Merced
G-158725-A1	Agricultural Tractor	Diesel	1965	61	Tier 0	2024	74	Tier 4 Final	150	-	-	10	Stanislaus
G-158726-A1	Agricultural Tractor	Diesel	2005	48	Tier 2	2024	65	Tier 4 Final	485	-	-	10	San Joaquin
G-158731-A1	Agricultural Tractor	Diesel	1978	59	Tier 0	2025	73	Tier 4 Final	200	-	-	10	San Joaquin
G-158736-A1	Skid Loader	Diesel	2001	73	Tier 1	2025	73	Tier 4 Final	450	-	-	10	Merced
G-158742-A1	Agricultural Tractor	Diesel	1990	90	Tier 0	2023	114	Tier 4 Final	150	-	-	10	Stanislaus
G-158804-A1	Agricultural Tractor	Diesel	2006	115	Tier 2	2023	114	Tier 4 Final	525	-	-	10	Kern
G-158827-A1	Agricultural Tractor	Diesel	1961	57	Tier 0	2025	65	Tier 4 Final	115	-	-	10	Stanislaus
G-159087-A1	Swather	Diesel	2000	152	Tier 0	2023	266	Tier 4 Final	500	-	-	10	Merced
G-159121-A1	Agricultural Tractor	Diesel	1991	72	Tier 0	2024	74	Tier 4 Final	155	-	-	10	Tulare
G-159190-A1	Agricultural Tractor	Diesel	1981	43	Tier 0	2024	50	Tier 4 Final	150	-	-	10	Tulare
G-159206-A1	Agricultural Tractor	Diesel	1996	120	Tier 0	2024	130	Tier 4 Final	300	-	-	10	Madera
G-159397-A1	Agricultural Tractor	Diesel	1984	94	Tier 0	2024	73	Tier 4 Final	100	-	-	10	Merced
G-161159-A1	Skid Loader	Diesel	1994	36	Tier 0	2023	74	Tier 4 Final	500	-	-	10	Kern
G-161188-A1	Wheel Loader	Diesel	1995	125	Tier 1	2024	163	Tier 4 Final	1000	-	-	10	Tulare

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-161440-A1	Agricultural Tractor	Diesel	1970	115	Tier 0	2022	114	Tier 4 Final	200	-	-	10	Kings
G-162587-A1	Agricultural Tractor	Diesel	1967	42	Tier 0	2023	45	Tier 4 Final	120	-	-	10	Tulare
G-163036-A1	Agricultural Tractor	Diesel	1972	76	Tier 0	2022	106	Tier 4 Final	100	-	-	10	Tulare
G-165168-A1	Agricultural Tractor	Diesel	1962	63	Tier 0	2024	74	Tier 4 Final	150	-	-	10	Fresno
G-165170-A1	Agricultural Tractor	Diesel	1978	97	Tier 0	2022	99	Tier 4 Final	150	-	-	10	San Joaquin
G-165365-A1	Agricultural Tractor	Diesel	1981	50	Old Tier	2024	60	Tier 4 Final	350	-	-	10	Tulare
G-166224-A1	Agricultural Tractor	Diesel	2002	300	Tier 1	2024	310	Tier 4 Final	800	-	-	10	San Joaquin
G-166254-A1	Agricultural Tractor	Diesel	2004	90	Tier 1	2021	108	Tier 4 Final	200	-	-	10	Tulare
G-166307-A1	Backhoe	Diesel	1996	90	Tier 0	2025	100	Tier 4 Final	250	-	-	10	Madera
G-166574-A1	Agricultural Tractor	Diesel	1998	58	Tier 1	2025	73	Tier 4 Final	500	-	-	10	Kern
G-166949-A1	Agricultural Tractor	Diesel	1960	48	Tier 0	2023	58	Tier 4 Final	150	-	-	10	Fresno
G-166973-A1	Wheel Loader	Diesel	1989	204	Tier 0	2024	225	Tier 4 Final	1000	-	-	10	Tulare
G-167007-A1	Wheel Loader	Diesel	1994	166	Tier 0	2024	185	Tier 4 Final	1500	-	-	10	Tulare
G-167008-A1	Agricultural Tractor	Diesel	1980	126	Tier 0	2025	90	Tier 4 Final	200	-	-	10	Kings
G-167046-A1	Agricultural Tractor	Diesel	1997	83	Tier 0	2022	106	Tier 4 Final	1000	-	-	10	Madera
G-167064-A1	Agricultural Tractor	Diesel	2006	109	Tier 2	2024	130	Tier 4 Final	500	-	-	10	Kings
G-167081-A1	Agricultural Tractor	Diesel	1999	92	Tier 1	2024	120	Tier 4 Final	500	-	-	10	Fresno
G-167088-A1	Agricultural Tractor	Diesel	1999	91	Tier 1	2023	123	Tier 4 Final	450	-	-	10	Tulare
G-167092-A1	Agricultural Tractor	Diesel	1966	46	Tier 0	2024	51	Tier 4 Final	300	-	-	10	Fresno
G-167099-A1	Agricultural Tractor	Diesel	2005	115	Tier 2	2023	109	Tier 4 Final	850	-	-	10	Madera
G-167203-A1	Nut Shuttle	Diesel	1996	120	Tier 0	2023	142	Tier 4 Final	350	-	-	10	Merced
G-167294-A1	Agricultural Tractor	Diesel	1998	360	Tier 1	2024	512	Tier 4 Final	500	-	-	10	Madera
G-167463-A1	Agricultural Tractor	Diesel	1997	70	Tier 0	2022	114	Tier 4 Final	300	-	-	10	Tulare
G-167484-A1	Agricultural Tractor	Diesel	1996	68	Tier 0	2025	90	Tier 4 Final	200	-	-	10	Fresno
G-167488-A1	Nut Sweeper	Diesel	1999	42	Tier 2	2022	74	Tier 4 Final	1250	-	-	10	Fresno
G-167491-A1	Agricultural Tractor	Diesel	2006	113	Tier 2	2020	123	Tier 4 Final	350	-	-	10	Fresno
G-167495-A1	Agricultural Tractor	Diesel	1972	57	Tier 0	2022	114	Tier 4 Final	200	-	-	10	Fresno
G-167512-A1	Forklift	Diesel	1982	58	Tier 0	2024	63	Tier 4 Final	250	-	-	10	Fresno
G-167517-A1	Agricultural Tractor	Diesel	1982	216	Tier 0	2025	130	Tier 4 Final	200	-	-	10	Fresno
G-167522-A1	Agricultural Tractor	Diesel	1988	67	Tier 0	2024	95	Tier 4 Final	200	-	-	10	Kings
G-167609-A1	Agricultural Tractor	Diesel	2007	73	Tier 2	2025	108	Tier 4 Final	350	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-167657-A1	Nut Shaker	Diesel	1974	85	Tier 0	2022	148	Tier 4 Final	350	-	-	10	Fresno
G-167677-A1	Nut Shaker	Diesel	1981	121	Tier 0	2022	148	Tier 4 Final	350	-	-	10	Fresno
G-167688-A1	Agricultural Tractor	Diesel	1987	50	Tier 0	2022	43	Tier 4 Final	100	-	-	10	Kings
G-167801-A1	Agricultural Tractor	Diesel	1985	62	Tier 0	2022	89	Tier 4 Final	150	-	-	10	Merced
G-167809-A1	Agricultural Tractor	Diesel	2005	92	Tier 2	2023	106	Tier 4 Final	520	-	-	10	Stanislaus
G-167866-A1	Agricultural Tractor	Diesel	1972	74	Tier 0	2022	106	Tier 4 Final	300	-	-	10	Kings
G-168573-A1	Other Agricultural	Diesel	1987	121	Tier 0	2023	134	Tier 4 Final	200	-	-	10	Tulare
G-168596-A1	Agricultural Tractor	Diesel	1973	91	Tier 0	2022	123	Tier 4 Final	500	-	-	10	Madera
G-168628-A1	Agricultural Tractor	Diesel	1980	97	Tier 0	2022	123	Tier 4 Final	150	-	-	10	Fresno
G-168698-A1	Agricultural Tractor	Diesel	1967	76	Tier 0	2024	71	Tier 4 Final	200	-	-	10	Fresno
G-168830-A1	Agricultural Tractor	Diesel	1976	97	Tier 0	2023	130	Tier 4 Final	150	-	-	10	Merced
G-168833-A1	Agricultural Tractor	Diesel	1976	151	Tier 0	2023	130	Tier 4 Final	150	-	-	10	Merced
G-168839-A1	Skid Loader	Diesel	1990	54	Tier 0	2025	95	Tier 4 Final	200	-	-	10	Merced
G-168847-A1	Backhoe	Diesel	2002	85	Tier 1	2024	92	Tier 4 Final	450	-	-	10	Tulare
G-168855-A1	Wheel Loader	Diesel	1989	204	Tier 0	2025	231	Tier 4 Final	400	-	-	10	Tulare
G-168856-A1	Wheel Loader	Diesel	1997	142	Tier 1	2024	162	Tier 4 Final	600	-	-	10	Tulare
G-168986-A1	Agricultural Tractor	Diesel	1966	56	Tier 0	2025	74	Tier 4 Final	300	-	-	10	San Joaquin
G-168988-A1	Skid Loader	Diesel	1999	72	Tier 1	2025	95	Tier 4 Final	400	-	-	10	Stanislaus
G-169004-A1	Wheel Loader	Diesel	1978	160	Tier 0	2025	192	Tier 4 Final	210	-	-	10	Tulare
G-169008-A1	Backhoe	Diesel	1983	66	Tier 0	2024	62	Tier 4 Final	250	-	-	10	San Joaquin
G-169010-A1	Excavator	Diesel	1998	67	Tier 1	2024	39	Tier 4 Final	360	-	-	10	Kings
G-169143-A1	Agricultural Tractor	Diesel	1995	56	Tier 0	2023	95	Tier 4 Final	300	-	-	10	Fresno
G-169277-A1	Agricultural Tractor	Diesel	1990	57	Tier 0	2025	43	Tier 4 Final	250	-	-	10	Stanislaus
G-169478-A1	Nut Shaker	Diesel	2008	130	Tier 2	2025	173	Tier 4 Final	600	-	-	10	Stanislaus
G-169530-A1	Agricultural Tractor	Diesel	2005	33	Tier 2	2024	56	Tier 4 Final	400	-	-	10	San Joaquin
G-169536-A1	Backhoe	Diesel	1992	82	Tier 0	2025	100	Tier 4 Final	275	-	-	10	Fresno
G-169803-A1	Wheel Loader	Diesel	2005	183	Tier 2	2024	225	Tier 4 Final	2000	-	-	10	Tulare
G-169861-A1	Wheel Loader	Diesel	2005	153	Tier 2	2024	185	Tier 4 Final	500	-	-	10	Fresno
G-170016-A1	Agricultural Tractor	Diesel	1989	256	Tier 0	2024	375	Tier 4 Final	400	-	-	10	Fresno
G-170017-A1	Agricultural Tractor	Diesel	1972	180	Tier 0	2024	375	Tier 4 Final	500	-	-	10	Fresno
G-170024-A1	Agricultural Tractor	Diesel	2003	94	Tier 1	2024	98	Tier 4 Final	180	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
				Old HP	Old Tier	Yr	New HP	New Tier					
G-170026-A1	Agricultural Tractor	Diesel	1979	60	Tier 0	2024	74	Tier 4 Final	150	-	-	10	Fresno
G-170029-A1	Agricultural Tractor	Diesel	1977	25	Tier 0	2024	35	Tier 4 Final	150	-	-	10	Fresno
G-170033-A1	Agricultural Tractor	Diesel	1971	58	Tier 0	2024	56	Tier 4 Final	150	-	-	10	San Joaquin
G-170141-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2023	115	Tier 4 Final	200	-	-	10	Fresno
G-170145-A1	Agricultural Tractor	Diesel	1983	66	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Merced
G-170156-A1	Agricultural Tractor	Diesel	1976	80	Tier 0	2022	74	Tier 4 Final	200	-	-	10	Fresno
G-170158-A1	Agricultural Tractor	Diesel	2001	44	Tier 1	2025	55	Tier 4 Final	350	-	-	10	Madera
G-170210-A1	Agricultural Tractor	Diesel	2003	90	Tier 1	2024	148	Tier 4 Final	200	-	-	10	Stanislaus
G-170452-A1	Agricultural Tractor	Diesel	1981	50	Tier 0	2024	73	Tier 4 Final	200	-	-	10	Stanislaus
G-170461-A1	Agricultural Tractor	Diesel	1995	120	Tier 0	2023	155	Tier 4 Final	500	-	-	10	Tulare
G-170463-A1	Agricultural Tractor	Diesel	1971	64	Tier 0	2024	74	Tier 4 Final	100	-	-	10	Fresno
G-170617-A1	Agricultural Tractor	Diesel	1986	81	Tier 0	2025	135	Tier 4 Final	400	-	-	10	Kings
G-170828-A1	Agricultural Tractor	Diesel	1980	97	Tier 0	2024	73	Tier 4 Final	250	-	-	10	Merced
G-170841-A1	Nut Shaker	Diesel	1989	121	Tier 0	2025	154	Tier 4 Final	300	-	-	10	Merced
G-170983-A1	Wheel Loader	Diesel	1981	80	Tier 0	2024	100	Tier 4 Final	250	-	-	10	Merced
G-171269-A1	Agricultural Tractor	Diesel	1994	50	Tier 0	2025	73	Tier 4 Final	200	-	-	10	Stanislaus
G-171296-A1	Agricultural Tractor	Diesel	2005	92	Tier 2	2024	120	Tier 4 Final	300	-	-	10	Merced
G-171302-A1	Agricultural Tractor	Diesel	1970	59	Tier 0	2024	51	Tier 4 Final	250	-	-	10	Kings
G-171303-A1	Wheel Loader	Diesel	2005	45	Tier 2	2024	47	Tier 4 Final	500	-	-	10	Stanislaus
G-171305-A1	Wheel Loader	Diesel	1995	79	Tier 0	2025	100	Tier 4 Final	900	-	-	10	Stanislaus
G-171339-A1	Agricultural Tractor	Diesel	1997	104	Tier 0	2025	132	Tier 4 Final	700	-	-	10	Merced
G-171342-A1	Agricultural Tractor	Diesel	2006	99	Tier 2	2025	114	Tier 4 Final	730	-	-	10	Merced
G-171344-A1	Agricultural Tractor	Diesel	1965	84	Tier 0	2021	114	Tier 4 Final	500	-	-	10	Stanislaus
G-171345-A1	Agricultural Tractor	Diesel	1968	84	Tier 0	2022	114	Tier 4 Final	500	-	-	10	Stanislaus
G-171346-A1	Agricultural Tractor	Diesel	1980	165	Tier 0	2022	114	Tier 4 Final	500	-	-	10	Stanislaus
G-171477-A1	Agricultural Tractor	Diesel	1966	46	Tier 0	2023	60	Tier 4 Final	170	-	-	10	San Joaquin
G-171589-A1	Agricultural Tractor	Diesel	1984	81	Tier 0	2024	108	Tier 4 Final	150	-	-	10	San Joaquin
G-171709-A1	Skid Loader	Diesel	2006	99	Tier 2	2024	74	Tier 4 Final	500	-	-	10	Tulare
G-171719-A1	Agricultural Tractor	Diesel	1995	234	Tier 0	2024	429	Tier 4 Final	1000	-	-	10	Stanislaus
G-171755-A1	Agricultural Tractor	Diesel	1994	27	Tier 0	2024	60	Tier 4 Final	500	-	-	10	Merced
G-171757-A1	Excavator	Diesel	1993	162	Tier 0	2023	136	Tier 4 Final	500	-	-	10	Tulare

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
				Old HP	Old Tier	Yr	New HP	New Tier					
G-171795-A1	Nut Shuttle	Diesel	1974	142	Tier 0	2025	148	Tier 4 Final	300	-	-	10	San Joaquin
G-171796-A1	Skid Loader	Diesel	1990	36	Tier 0	2025	49	Tier 4 Final	300	-	-	10	Tulare
G-171798-A1	Wheel Loader	Diesel	1996	120	Tier 0	2023	183	Tier 4 Final	1500	-	-	10	Stanislaus
G-171833-A1	Agricultural Tractor	Diesel	2007	75	Tier 2	2022	106	Tier 4 Final	350	-	-	10	Stanislaus
G-171835-A1	Nut Elevator	Diesel	1975	66	Tier 0	2025	74	Tier 4 Final	350	-	-	10	San Joaquin
G-171993-A1	Agricultural Tractor	Diesel	2006	92	Tier 2	2024	114	Tier 4 Final	400	-	-	10	Stanislaus
G-171996-A1	Skid Loader	Diesel	2004	90	Tier 2	2025	74	Tier 4 Final	1000	-	-	10	Merced
G-171998-A1	Agricultural Tractor	Diesel	1972	77	Tier 0	2022	73	Tier 4 Final	225	-	-	10	Tulare
G-172050-A1	Agricultural Tractor	Diesel	1990	84	Tier 0	2023	114	Tier 4 Final	800	-	-	10	Fresno
G-172057-A1	Agricultural Tractor	Diesel	1972	145	Tier 0	2023	141	Tier 4 Final	350	-	-	10	Tulare
G-172164-A1	Agricultural Tractor	Diesel	1982	57	Tier 0	2025	53	Tier 4 Final	75	-	-	10	Fresno
G-172620-A1	Agricultural Tractor	Diesel	1979	186	Tier 0	2024	213	Tier 4 Final	500	-	-	10	Fresno
G-172653-A1	Agricultural Tractor	Diesel	1983	67	Tier 0	2023	74	Tier 4 Final	200	-	-	10	Fresno
G-172687-A1	Nut Shaker	Diesel	1981	104	Tier 0	2025	148	Tier 4 Final	400	-	-	10	Stanislaus
G-173106-A1	Nut Shaker	Diesel	1989	121	Tier 0	2025	139	Tier 4 Final	550	-	-	10	Madera
G-173122-A1	Agricultural Tractor	Diesel	1971	120	Tier 0	2025	120	Tier 4 Final	350	-	-	10	San Joaquin
G-173136-A1	Agricultural Tractor	Diesel	2003	89	Tier 1	2022	114	Tier 4 Final	325	-	-	10	Kern
G-173137-A1	Agricultural Tractor	Diesel	1984	222	Tier 0	2024	172	Tier 4 Final	250	-	-	10	Stanislaus
G-173166-A1	Bale Wagon	Diesel	1996	152	Tier 0	2024	190	Tier 4 Final	400	-	-	10	Stanislaus
G-173173-A1	Forklift	Diesel	1989	76	Tier 0	2023	74	Tier 4 Final	250	-	-	10	Merced
G-173176-A1	Agricultural Tractor	Diesel	2004	100	Tier 2	2023	119	Tier 4 Final	575	-	-	10	Merced
G-173318-A1	Agricultural Tractor	Diesel	2000	84	Tier 1	2025	108	Tier 4 Final	350	-	-	10	San Joaquin
G-173327-A1	Skid Loader	Diesel	1996	46	Tier 0	2025	74	Tier 4 Final	500	-	-	10	Kern
G-173329-A1	Agricultural Tractor	Diesel	1979	25	Tier 0	2025	35	Tier 4 Final	500	-	-	10	Kern
G-173332-A1	Agricultural Tractor	Diesel	1995	91	Tier 0	2024	73	Tier 4 Final	500	-	-	10	Kern
G-173348-A1	Agricultural Tractor	Diesel	1975	57	Tier 0	2025	101	Tier 4 Final	100	-	-	10	Tulare
G-173472-A1	Agricultural Tractor	Diesel	1997	330	Tier 1	2023	250	Tier 4 Final	600	-	-	10	Kings
G-173502-A1	Agricultural Tractor	Diesel	2005	330	Tier 2	2024	370	Tier 4 Final	600	-	-	10	Kings
G-173506-A1	Agricultural Tractor	Diesel	1975	76	Tier 0	2023	93	Tier 4 Final	150	-	-	10	Merced
G-173515-A1	Agricultural Tractor	Diesel	1984	80	Tier 0	2023	105	Tier 4 Final	250	-	-	10	Kings
G-173576-A1	Nut Shaker	Diesel	1979	121	Tier 0	2025	139	Tier 4 Final	300	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng			Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project			
				Old HP	Old Tier	Yr				New HP	New Tier	Life (Yrs)	Location (County)
G-173661-A1	Agricultural Tractor	Diesel	1995	28	Tier 0	2024	32	Tier 4 Final	350	-	-	10	Madera
G-173677-A1	Agricultural Tractor	Diesel	1964	115	Tier 0	2021	115	Tier 4 Final	500	-	-	10	Kern
G-173709-A1	Agricultural Tractor	Diesel	2007	99	Tier 2	2023	115	Tier 4 Final	250	-	-	10	Merced
G-173713-A1	Agricultural Tractor	Diesel	1974	39	Tier 0	2023	53	Tier 4 Final	150	-	-	10	Merced
G-173715-A1	Agricultural Tractor	Diesel	1975	39	Tier 0	2023	53	Tier 4 Final	150	-	-	10	Merced
G-173717-A1	Agricultural Tractor	Diesel	1998	32	Tier 0	2025	47	Tier 4 Final	500	-	-	10	Tulare
G-173949-A1	Agricultural Tractor	Diesel	1976	73	Tier 0	2025	74	Tier 4 Final	250	-	-	10	Stanislaus
G-173980-A1	Agricultural Tractor	Diesel	1975	97	Tier 0	2025	106	Tier 4 Final	200	-	-	10	Stanislaus
G-173984-A1	Agricultural Tractor	Diesel	2005	103	Tier 2	2023	120	Tier 4 Final	500	-	-	10	Fresno
G-173989-A1	Agricultural Tractor	Diesel	2005	85	Tier 2	2024	56	Tier 4 Final	300	-	-	10	Tulare
G-173990-A1	Agricultural Tractor	Diesel	2004	89	Tier 2	2024	114	Tier 4 Final	450	-	-	10	Merced
G-173992-A1	Agricultural Tractor	Diesel	1970	57	Tier 0	2024	53	Tier 4 Final	115	-	-	10	Stanislaus
G-173995-A1	Backhoe	Diesel	1988	72	Tier 0	2023	74	Tier 4 Final	200	-	-	10	Merced
G-173996-A1	Backhoe	Diesel	1988	69	Tier 0	2025	97	Tier 4 Final	300	-	-	10	Stanislaus
G-174028-A1	Agricultural Tractor	Diesel	1978	193	Tier 0	2023	230	Tier 4 Final	850	-	-	10	Tulare
G-174029-A1	Forklift	Diesel	1980	52	Tier 0	2023	74	Tier 4 Final	275	-	-	10	Merced
G-174032-A1	Excavator	Diesel	1987	132	Tier 0	2025	201	Tier 4 Final	800	-	-	10	Merced
G-174051-A1	Agricultural Tractor	Diesel	2007	92	Tier 2	2024	106	Tier 4 Final	300	-	-	10	San Joaquin
G-174052-A1	Wheel Loader	Diesel	2003	172	Tier 1	2024	165	Tier 4 Final	1000	-	-	10	Kern
G-174067-A1	Agricultural Tractor	Diesel	2005	300	Tier 2	2025	410	Tier 4 Final	800	-	-	10	Madera
G-174075-A1	Agricultural Tractor	Diesel	1976	58	Tier 0	2024	115	Tier 4 Final	150	-	-	10	Merced
G-174086-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Tulare
G-174088-A1	Forklift	Diesel	1979	52	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Tulare
G-174097-A1	Agricultural Tractor	Diesel	1984	31	Tier 0	2022	35	Tier 4 Final	150	-	-	10	Fresno
G-174099-A1	Agricultural Tractor	Diesel	1984	31	Tier 0	2022	35	Tier 4 Final	150	-	-	10	Fresno
G-174100-A1	Agricultural Tractor	Diesel	1984	31	Tier 0	2022	35	Tier 4 Final	150	-	-	10	Fresno
G-174237-A1	Backhoe	Diesel	1978	62	Tier 0	2025	70	Tier 4 Final	300	-	-	10	Kern
G-174239-A1	Wheel Loader	Diesel	1996	140	Tier 0	2025	185	Tier 4 Final	500	-	-	10	Kern
G-174290-A1	Agricultural Tractor	Diesel	1990	210	Tier 0	2023	199	Tier 4 Final	500	-	-	10	Kern
G-174343-A1	Agricultural Tractor	Diesel	1977	180	Tier 0	2023	155	Tier 4 Final	1500	-	-	10	Tulare
G-174349-A1	Nut Shuttle	Diesel	1989	96	Tier 0	2025	130	Tier 4 Final	500	-	-	10	Merced

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project	
				Old HP	Old Tier	Yr	New HP	New Tier				Life (Yrs)	Location (County)
G-174358-A1	Wheel Loader	Diesel	2004	160	Tier 2	2025	225	Tier 4 Final	600	-	-	10	Kings
G-175044-A1	Agricultural Tractor	Diesel	2000	310	Tier 1	2024	696	Tier 4 Final	1100	-	-	10	Merced
G-175105-A1	Forklift	Diesel	1979	60	Tier 0	2025	73	Tier 4 Final	250	-	-	10	Merced
G-175110-A1	Skid Loader	Diesel	2004	49	Tier 2	2025	73	Tier 4 Final	350	-	-	10	Tulare
G-175145-A1	Skid Loader	Diesel	1978	74	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Kern
G-175151-A1	Agricultural Tractor	Diesel	1969	115	Tier 0	2024	118	Tier 4 Final	200	-	-	10	San Joaquin
G-175185-A1	Skid Loader	Diesel	2002	73	Tier 1	2025	73	Tier 4 Final	400	-	-	10	San Joaquin
G-175312-A1	Agricultural Tractor	Diesel	2006	98	Tier 2	2022	114	Tier 4 Final	300	-	-	10	Stanislaus
G-175404-A1	Agricultural Tractor	Diesel	1985	66	Tier 0	2022	114	Tier 4 Final	300	-	-	10	Stanislaus
G-175408-A1	Backhoe	Diesel	1995	83	Tier 0	2025	100	Tier 4 Final	500	-	-	10	Tulare
G-175410-A1	Agricultural Tractor	Diesel	2004	117	Tier 2	2023	115	Tier 4 Final	500	-	-	10	Merced
G-175671-A1	Agricultural Tractor	Diesel	1987	25	Tier 0	2024	39	Tier 4 Final	250	-	-	10	Kings
G-175824-A1	Forklift	Diesel	1999	60	Tier 1	2023	74	Tier 4 Final	800	-	-	10	Merced
G-175991-A1	Agricultural Tractor	Diesel	1976	26	Tier 0	2025	37	Tier 4 Final	200	-	-	10	Kings
G-175995-A1	Agricultural Tractor	Diesel	2005	134	Tier 2	2023	168	Tier 4 Final	970	-	-	10	Merced
G-175998-A1	Agricultural Tractor	Diesel	1998	58	Tier 1	2025	58	Tier 4 Final	950	-	-	10	Merced
G-176027-A1	Agricultural Tractor	Diesel	2002	126	Tier 1	2025	165	Tier 4 Final	500	-	-	10	Merced
G-176045-A1	Agricultural Tractor	Diesel	1993	100	Tier 0	2023	118	Tier 4 Final	225	-	-	10	Fresno
G-176290-A1	Agricultural Tractor	Diesel	1990	90	Tier 0	2024	105	Tier 4 Final	400	-	-	10	Kern
G-177505-A1	Agricultural Tractor	Diesel	1981	45	Tier 0	2025	60	Tier 4 Final	300	-	-	10	Merced
G-177513-A1	Agricultural Tractor	Diesel	1996	103	Tier 0	2025	130	Tier 4 Final	200	-	-	10	Tulare
G-177545-A1	Agricultural Tractor	Diesel	1975	84	Tier 0	2024	130	Tier 4 Final	300	-	-	10	Fresno
G-177582-A1	Agricultural Tractor	Diesel	1992	142	Tier 0	2024	155	Tier 4 Final	300	-	-	10	Kern
G-177827-A1	Backhoe	Diesel	1999	95	Tier 1	2024	97	Tier 4 Final	350	-	-	10	Stanislaus
G-177932-A1	Agricultural Tractor	Diesel	2005	168	Tier 2	2024	195	Tier 4 Final	1000	-	-	10	Kern
G-179965-A1	Nut Shaker	Diesel	2002	150	Tier 1	2025	139	Tier 4 Final	500	-	-	10	Kings
G-179993-A1	Agricultural Tractor	Diesel	1999	89	Tier 1	2025	130	Tier 4 Final	300	-	-	10	Tulare
G-180048-A1	Backhoe	Diesel	1980	48	Tier 0	2024	74	Tier 4 Final	300	-	-	10	Fresno
G-180105-A1	Backhoe	Diesel	1984	63	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Kern
G-180182-A1	Agricultural Tractor	Diesel	1971	120	Old Tier	2025	130	Tier 4 Final	700	-	-	10	San Joaquin
G-180187-A1	Skid Loader	Diesel	1955	52	Tier 0	2025	70	Tier 4 Final	200	-	-	10	Kern

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-180239-A1	Agricultural Tractor	Diesel	2005	287	Tier 2	2023	310	Tier 4 Final	700	-	-	10	Tulare
G-180474-A1	Agricultural Tractor	Diesel	2007	99	Tier 2	2022	114	Tier 4 Final	600	-	-	10	Kings
G-180496-A1	Skid Loader	Diesel	1987	34	Tier 0	2025	74	Tier 4 Final	450	-	-	10	Kern
G-180509-A1	Agricultural Tractor	Diesel	2004	37	Tier 2	2023	55	Tier 4 Final	535	-	-	10	San Joaquin
G-180516-A1	Agricultural Tractor	Diesel	2001	94	Tier 1	2022	114	Tier 4 Final	275	-	-	10	San Joaquin
G-180524-A1	Agricultural Tractor	Diesel	1988	234	Tier 0	2025	310	Tier 4 Final	375	-	-	10	Merced
G-180527-A1	Agricultural Tractor	Diesel	2004	425	Tier 2	2024	590	Tier 4 Final	650	-	-	10	Merced
G-180549-A1	Agricultural Tractor	Diesel	1980	76	Tier 0	2024	108	Tier 4 Final	300	-	-	10	Fresno
G-180555-A1	Agricultural Tractor	Diesel	1981	216	Tier 0	2024	281	Tier 4 Final	1500	-	-	10	Merced
G-180561-A1	Nut Sweeper	Diesel	1990	80	Tier 0	2025	74	Tier 4 Final	250	-	-	10	Fresno
G-180603-A1	Agricultural Tractor	Diesel	2004	52	Tier 2	2025	51	Tier 4 Final	520	-	-	10	San Joaquin
G-180636-A1	Wheel Loader	Diesel	1983	60	Tier 0	2024	66	Tier 4 Final	280	-	-	10	Merced
G-180637-A1	Agricultural Tractor	Diesel	2003	94	Tier 1	2024	114	Tier 4 Final	250	-	-	10	Merced
G-180640-A1	Agricultural Tractor	Diesel	1989	77	Tier 0	2024	120	Tier 4 Final	700	-	-	10	San Joaquin
G-180642-A1	Skid Loader	Diesel	2005	56	Tier 2	2025	68	Tier 4 Final	1000	-	-	10	San Joaquin
G-180659-A1	Agricultural Tractor	Diesel	2007	50	Tier 2	2025	60	Tier 4 Final	250	-	-	10	Tulare
G-180663-A1	Agricultural Tractor	Diesel	1990	92	Tier 0	2023	101	Tier 4 Final	100	-	-	10	San Joaquin
G-180668-A1	Agricultural Tractor	Diesel	1998	92	Tier 1	2022	114	Tier 4 Final	300	-	-	10	Tulare
G-180670-A1	Agricultural Tractor	Diesel	1998	92	Tier 1	2022	114	Tier 4 Final	300	-	-	10	Tulare
G-180775-A1	Agricultural Tractor	Diesel	2000	89	Tier 1	2024	130	Tier 4 Final	500	-	-	10	Fresno
G-180806-A1	Agricultural Tractor	Diesel	1971	175	Tier 0	2024	256	Tier 4 Final	500	-	-	10	San Joaquin
G-180908-A1	Agricultural Tractor	Diesel	1980	37	Tier 0	2024	43	Tier 4 Final	175	-	-	10	Kings
G-181133-A1	Agricultural Tractor	Diesel	1965	140	Tier 0	2025	180	Tier 4 Final	500	-	-	10	San Joaquin
G-181134-A1	Agricultural Tractor	Diesel	1975	150	Tier 0	2025	180	Tier 4 Final	500	-	-	10	San Joaquin
G-181135-A1	Agricultural Tractor	Diesel	1975	120	Tier 0	2025	130	Tier 4 Final	500	-	-	10	San Joaquin
G-181138-A1	Agricultural Tractor	Diesel	1973	120	Tier 0	2025	130	Tier 4 Final	500	-	-	10	San Joaquin
G-181139-A1	Agricultural Tractor	Diesel	1977	120	Tier 0	2025	130	Tier 4 Final	500	-	-	10	San Joaquin
G-181140-A1	Agricultural Tractor	Diesel	1968	105	Tier 0	2022	123	Tier 4 Final	500	-	-	10	San Joaquin
G-181141-A1	Agricultural Tractor	Diesel	1989	204	Tier 0	2024	310	Tier 4 Final	500	-	-	10	San Joaquin
G-181144-A1	Agricultural Tractor	Diesel	1980	175	Tier 0	2025	250	Tier 4 Final	500	-	-	10	San Joaquin
G-181145-A1	Agricultural Tractor	Diesel	1981	156	Tier 0	2024	195	Tier 4 Final	500	-	-	10	San Joaquin

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline		New Eng		New HP	New Tier	Annual Usage	Annual Usage	Annual Usage	Project Life (Yrs)	Location (County)
			Yr	Old HP	Old Tier	Yr			(Hours)	(Miles)	(Fuel)		
G-181147-A1	Agricultural Tractor	Diesel	1981	156	Tier 0	2025	250	Tier 4 Final	500	-	-	10	San Joaquin
G-181148-A1	Agricultural Tractor	Diesel	1981	175	Tier 0	2025	250	Tier 4 Final	500	-	-	10	San Joaquin
G-181149-A1	Agricultural Tractor	Diesel	1981	125	Tier 0	2025	155	Tier 4 Final	500	-	-	10	San Joaquin
G-181150-A1	Sprayer	Diesel	1993	275	Tier 0	2025	365	Tier 4 Final	500	-	-	10	San Joaquin
G-181237-A1	Agricultural Tractor	Diesel	1979	81	Tier 0	2025	120	Tier 4 Final	150	-	-	10	Fresno
G-181313-A1	Nut Sweeper	Diesel	2005	42	Tier 2	2025	74	Tier 4 Final	1000	-	-	10	Stanislaus
G-181402-A1	Wheel Loader	Diesel	1997	160	Tier 1	2025	173	Tier 4 Final	2000	-	-	10	Kern
G-181406-A1	Agricultural Tractor	Diesel	2005	375	Tier 2	2023	280	Tier 4 Final	1000	-	-	10	Tulare
G-181448-A1	Agricultural Tractor	Diesel	1988	73	Tier 0	2025	108	Tier 4 Final	350	-	-	10	Fresno
G-181449-A1	Agricultural Tractor	Diesel	1976	45	Tier 0	2025	49	Tier 4 Final	150	-	-	10	Merced
G-181500-A1	Agricultural Tractor	Diesel	1997	120	Tier 1	2025	155	Tier 4 Final	750	-	-	10	Fresno
G-181551-A1	Skid Loader	Diesel	1990	54	Tier 0	2023	66	Tier 4 Final	250	-	-	10	Tulare
G-181567-A1	Agricultural Tractor	Diesel	2004	504	Tier 2	2025	590	Tier 4 Final	450	-	-	10	San Joaquin
G-181572-A1	Skid Loader	Diesel	2000	64	Tier 1	2025	74	Tier 4 Final	600	-	-	10	Kern
G-181985-A1	Forklift	Diesel	1984	52	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Kern
G-182047-A1	Agricultural Tractor	Diesel	1991	95	Tier 0	2022	100	Tier 4 Final	300	-	-	10	Tulare
G-182069-A1	Wheel Loader	Diesel	2005	129	Tier 2	2025	165	Tier 4 Final	1500	-	-	10	Merced
G-182077-A1	Agricultural Tractor	Diesel	1976	180	Tier 0	2023	175	Tier 4 Final	200	-	-	10	Stanislaus
G-182090-A1	Forklift	Diesel	1999	110	Tier 1	2024	109	Tier 4 Final	500	-	-	10	Tulare
G-182116-A1	Chipper	Diesel	1981	480	Tier 0	2025	600	Tier 4 Final	800	-	-	10	Kern
G-182118-A1	Agricultural Tractor	Diesel	1992	88	Tier 0	2024	130	Tier 4 Final	350	-	-	10	San Joaquin
G-182153-A1	Agricultural Tractor	Diesel	1998	100	Tier 1	2024	130	Tier 4 Final	350	-	-	10	Madera
G-182207-A1	Agricultural Tractor	Diesel	1981	37	Tier 0	2024	42	Tier 4 Final	250	-	-	10	Tulare
G-182261-A1	Nut Sweeper	Diesel	2004	80	Tier 1	2025	74	Tier 4 Final	400	-	-	10	Merced
G-182279-A1	Agricultural Tractor	Diesel	2001	108	Tier 1	2024	114	Tier 4 Final	300	-	-	10	Merced
G-182311-A1	Forklift	Diesel	1999	59	Tier 1	2025	48	Tier 4 Final	350	-	-	10	Fresno
G-182312-A1	Agricultural Tractor	Diesel	1970	65	Tier 0	2025	73	Tier 4 Final	175	-	-	10	Stanislaus
G-182319-A1	Wheel Loader	Diesel	1970	235	Tier 0	2023	256	Tier 4 Final	2000	-	-	10	Kings
G-182414-A1	Backhoe	Diesel	2005	89	Tier 2	2025	92	Tier 4 Final	500	-	-	10	Kern
G-182561-A1	Agricultural Tractor	Diesel	1996	54	Tier 0	2024	73	Tier 4 Final	250	-	-	10	San Joaquin
G-182562-A1	Agricultural Tractor	Diesel	1998	29	Tier 0	2024	35	Tier 4 Final	400	-	-	10	Tulare

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-182568-A1	Agricultural Tractor	Diesel	1978	52	Tier 0	2023	67	Tier 4 Final	125	-	-	10	Tulare
G-182577-A1	Agricultural Tractor	Diesel	1988	53	Tier 0	2025	74	Tier 4 Final	200	-	-	10	Tulare
G-182681-A1	Agricultural Tractor	Diesel	2003	113	Tier 2	2024	120	Tier 4 Final	500	-	-	10	Kern
G-182682-A1	Agricultural Tractor	Diesel	2006	113	Tier 2	2024	120	Tier 4 Final	500	-	-	10	Kern
G-182685-A1	Backhoe	Diesel	1974	57	Tier 0	2024	70	Tier 4 Final	250	-	-	10	San Joaquin
G-182692-A1	Agricultural Tractor	Diesel	1980	62	Tier 0	2022	74	Tier 4 Final	300	-	-	10	Merced
G-182751-A1	Agricultural Tractor	Diesel	1983	81	Tier 0	2022	106	Tier 4 Final	500	-	-	10	Tulare
G-182778-A1	Agricultural Tractor	Diesel	1997	263	Tier 1	2022	123	Tier 4 Final	200	-	-	10	Merced
G-182786-A1	Agricultural Tractor	Diesel	2003	98	Tier 1	2025	114	Tier 4 Final	800	-	-	10	Tulare
G-182887-A1	Combine/Chopper	Diesel	2004	771	Tier 1	2023	956	Tier 4 Final	599	-	-	10	Tulare
G-182900-A1	Agricultural Tractor	Diesel	1997	39	Tier 0	2024	62	Tier 4 Final	500	-	-	10	Merced
G-182901-A1	Agricultural Tractor	Diesel	1981	72	Tier 0	2025	73	Tier 4 Final	500	-	-	10	Merced
G-182903-A1	Agricultural Tractor	Diesel	2006	64	Tier 2	2025	73	Tier 4 Final	500	-	-	10	Stanislaus
G-182904-A1	Agricultural Tractor	Diesel	2005	64	Tier 2	2025	73	Tier 4 Final	500	-	-	10	Merced
G-182907-A1	Agricultural Tractor	Diesel	2006	27	Tier 2	2025	51	Tier 4 Final	500	-	-	10	Stanislaus
G-182908-A1	Agricultural Tractor	Diesel	2006	51	Tier 2	2025	62	Tier 4 Final	500	-	-	10	Merced
G-182910-A1	Agricultural Tractor	Diesel	2002	42	Tier 1	2025	62	Tier 4 Final	500	-	-	10	Merced
G-182916-A1	Agricultural Tractor	Diesel	2006	113	Tier 2	2025	141	Tier 4 Final	700	-	-	10	Merced
G-182918-A1	Agricultural Tractor	Diesel	2006	113	Tier 2	2025	114	Tier 4 Final	700	-	-	10	Merced
G-182919-A1	Agricultural Tractor	Diesel	2006	113	Tier 2	2025	114	Tier 4 Final	700	-	-	10	Merced
G-182924-A1	Agricultural Tractor	Diesel	1982	31	Tier 0	2025	50	Tier 4 Final	180	-	-	10	Kern
G-182928-A1	Agricultural Tractor	Diesel	1980	60	Tier 0	2025	73	Tier 4 Final	225	-	-	10	Tulare
G-182929-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	250	-	-	10	Tulare
G-182933-A1	Agricultural Tractor	Diesel	2004	109	Tier 2	2024	120	Tier 4 Final	1100	-	-	10	Kern
G-183144-A1	Agricultural Tractor	Diesel	2007	92	Tier 2	2022	123	Tier 4 Final	400	-	-	10	Stanislaus
G-183154-A1	Agricultural Tractor	Diesel	1992	88	Tier 0	2022	114	Tier 4 Final	200	-	-	10	Madera
G-183170-A1	Agricultural Tractor	Diesel	1984	62	Tier 0	2025	74	Tier 4 Final	150	-	-	10	Kings
G-183253-A1	Agricultural Tractor	Diesel	1973	385	Tier 0	2024	425	Tier 4 Final	300	-	-	10	San Joaquin
G-183277-A1	Agricultural Tractor	Diesel	1976	300	Tier 0	2024	375	Tier 4 Final	400	-	-	10	Fresno
G-183286-A1	Agricultural Tractor	Diesel	1993	37	Tier 0	2025	47	Tier 4 Final	250	-	-	10	Fresno
G-183288-A1	Agricultural Tractor	Diesel	2006	44	Tier 2	2025	60	Tier 4 Final	550	-	-	10	Fresno

Project Type Off-Road

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Description Vehicle Replacement

Project #	Primary Function	Fuel	Baseline	New Eng					Annual	Annual	Annual	Project	Location (County)
		Type	Yr	Old HP	Old Tier	Yr	New HP	New Tier	Usage (Hours)	Usage (Miles)	Usage (Fuel)	Life (Yrs)	
G-183299-A1	Forklift	Diesel	1983	52	Tier 0	2025	74	Tier 4 Final	300	-	-	10	Tulare
G-183309-A1	Agricultural Tractor	Diesel	1964	51	Tier 0	2025	74	Tier 4 Final	280	-	-	10	Tulare
G-183332-A1	Agricultural Tractor	Diesel	1992	97	Tier 0	2024	120	Tier 4 Final	200	-	-	10	Fresno
G-183334-A1	Combine/Chopper	Diesel	2013	758	Tier 2	2022	817	Tier 4 Final	800	-	-	10	Fresno
G-183341-A1	Agricultural Tractor	Diesel	1977	60	Tier 0	2025	73	Tier 4 Final	400	-	-	10	Merced
G-183458-A1	Wheel Loader	Diesel	1994	170	Tier 0	2024	225	Tier 4 Final	800	-	-	10	Tulare
G-183474-A1	Agricultural Tractor	Diesel	2006	35	Tier 2	2024	25	Tier 4 Final	800	-	-	10	Tulare
G-183476-A1	Agricultural Tractor	Diesel	2004	29	Tier 2	2024	25	Tier 4 Final	800	-	-	10	Tulare
G-183478-A1	Agricultural Tractor	Diesel	1990	180	Tier 0	2025	202	Tier 4 Final	800	-	-	10	Tulare
G-183480-A1	Agricultural Tractor	Diesel	1993	180	Tier 0	2025	202	Tier 4 Final	800	-	-	10	Tulare
G-183522-A1	Wheel Loader	Diesel	2005	153	Tier 2	2025	166	Tier 4 Final	700	-	-	10	Fresno
G-183523-A1	Agricultural Tractor	Diesel	1974	68	Tier 0	2023	65	Tier 4 Final	250	-	-	10	Kings
G-183545-A1	Agricultural Tractor	Diesel	1977	52	Tier 0	2024	73	Tier 4 Final	150	-	-	10	Fresno
G-183547-A1	Agricultural Tractor	Diesel	1983	90	Tier 0	2024	130	Tier 4 Final	200	-	-	10	Fresno
G-183548-A1	Skid Loader	Diesel	2001	73	Tier 1	2024	67	Tier 4 Final	300	-	-	10	Stanislaus
G-183768-A1	Agricultural Tractor	Diesel	1968	101	Tier 0	2025	130	Tier 4 Final	350	-	-	10	Stanislaus
G-183787-A1	Agricultural Tractor	Diesel	1995	350	Tier 0	2025	390	Tier 4 Final	1200	-	-	10	Fresno
G-183795-A1	Swather	Diesel	1992	100	Tier 0	2023	150	Tier 4 Final	300	-	-	10	Fresno
G-183814-A1	Agricultural Tractor	Diesel	2005	99	Tier 2	2025	130	Tier 4 Final	350	-	-	10	Fresno
G-183903-A1	Agricultural Tractor	Diesel	2006	33	Tier 2	2024	47	Tier 4 Final	510	-	-	10	Stanislaus
G-184110-A1	Skid Loader	Diesel	1987	54	Tier 0	2023	74	Tier 4 Final	275	-	-	10	Tulare
G-184113-A1	Pistachio Receiver	Diesel	1984	70	Tier 0	2025	74	Tier 4 Final	400	-	-	10	Madera
G-184116-A1	Agricultural Tractor	Diesel	2006	109	Tier 2	2023	120	Tier 4 Final	500	-	-	10	Tulare
G-184122-A1	Agricultural Tractor	Diesel	1979	69	Tier 0	2025	95	Tier 4 Final	220	-	-	10	Merced
G-184276-A1	Skid Loader	Diesel	1968	65	Tier 0	2025	74	Tier 4 Final	375	-	-	10	Stanislaus
G-184285-A1	Backhoe	Diesel	1968	48	Tier 0	2025	73	Tier 4 Final	350	-	-	10	Stanislaus
G-184304-A1	Telehandler	Diesel	1996	67	Tier 0	2026	74	Tier 4 Final	500	-	-	10	Tulare
G-184306-A1	Telehandler	Diesel	1995	67	Tier 0	2026	74	Tier 4 Final	500	-	-	10	Tulare
G-184401-A1	Agricultural Tractor	Diesel	1993	36	Tier 0	2025	37	Tier 4 Final	300	-	-	10	San Joaquin
G-184518-A1	Agricultural Tractor	Diesel	1972	76	Tier 0	2025	106	Tier 4 Final	250	-	-	10	Stanislaus
G-184521-A1	Wheel Loader	Diesel	2010	125	Tier 2	2025	72	Tier 4 Final	877	-	-	10	Stanislaus

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
				Old HP	Old Tier	Yr	New HP	New Tier					
G-184522-A1	Sprayer	Diesel	1958	57	Tier 0	2025	64	Tier 4 Final	275	-	-	10	Stanislaus
G-184609-A1	Backhoe	Diesel	1977	47	Tier 0	2023	62	Tier 4 Final	340	-	-	10	Stanislaus
G-184610-A1	Agricultural Tractor	Diesel	1990	83	Tier 0	2022	106	Tier 4 Final	350	-	-	10	Stanislaus
G-184630-A1	Agricultural Tractor	Diesel	2002	33	Tier 1	2025	53	Tier 4 Final	2000	-	-	10	Kern
G-184666-A1	Agricultural Tractor	Diesel	2004	92	Tier 2	2025	113	Tier 4 Final	2400	-	-	10	Kern
G-184708-A1	Agricultural Tractor	Diesel	1981	81	Tier 0	2025	105	Tier 4 Final	400	-	-	10	Stanislaus
G-184778-A1	Agricultural Tractor	Diesel	1998	67	Tier 1	2025	74	Tier 4 Final	400	-	-	10	Merced
G-184782-A1	Forklift	Diesel	1982	52	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Tulare
G-184799-A1	Agricultural Tractor	Diesel	1997	263	Tier 1	2024	370	Tier 4 Final	1000	-	-	10	Tulare
G-184810-A1	Agricultural Tractor	Diesel	1976	89	Tier 0	2023	72	Tier 4 Final	300	-	-	10	Tulare
G-184816-A1	Combine/Chopper	Diesel	2007	1000	Tier 2	2024	838	Tier 4 Final	800	-	-	10	Kern
G-184833-A1	Backhoe	Diesel	1999	75	Tier 1	2025	116	Tier 4 Final	300	-	-	10	Merced
G-184874-A1	Agricultural Tractor	Diesel	1974	53	Tier 0	2025	73	Tier 4 Final	200	-	-	10	Stanislaus
G-184914-A1	Wheel Loader	Diesel	2006	160	Tier 2	2025	166	Tier 4 Final	1800	-	-	10	Tulare
G-185019-A1	Agricultural Tractor	Diesel	1979	63	Tier 0	2023	71	Tier 4 Final	400	-	-	10	San Joaquin
G-185036-A1	Agricultural Tractor	Diesel	2004	129	Tier 2	2023	172	Tier 4 Final	1200	-	-	10	Merced
G-185072-A1	Wheel Loader	Diesel	1999	60	Tier 1	2024	44	Tier 4 Final	550	-	-	10	Tulare
G-185086-A1	Nut Sweeper	Diesel	2007	42	Tier 2	2024	74	Tier 4 Final	700	-	-	10	Fresno
G-185087-A1	Nut Sweeper	Diesel	2006	42	Tier 2	2025	74	Tier 4 Final	750	-	-	10	Fresno
G-185148-A1	Agricultural Tractor	Diesel	2006	86	Tier 2	2023	84	Tier 4 Final	400	-	-	10	Fresno
G-185149-A1	Backhoe	Diesel	2003	95	Tier 1	2025	74	Tier 4 Final	300	-	-	10	Stanislaus
G-185387-A1	Agricultural Tractor	Diesel	1999	125	Tier 0	2025	155	Tier 4 Final	800	-	-	10	Tulare
G-185402-A1	Agricultural Tractor	Diesel	1995	81	Tier 0	2022	114	Tier 4 Final	250	-	-	10	San Joaquin
G-185536-A1	Forklift	Diesel	1985	75	Tier 0	2024	129	Tier 4 Final	200	-	-	10	Merced
G-185541-A1	Agricultural Tractor	Diesel	1977	72	Tier 0	2022	114	Tier 4 Final	320	-	-	10	Fresno
G-185660-A1	Agricultural Tractor	Diesel	1992	88	Tier 0	2025	106	Tier 4 Final	240	-	-	10	Stanislaus
G-185681-A1	Agricultural Tractor	Diesel	2002	462	Tier 2	2024	540	Tier 4 Final	1250	-	-	10	Kern
G-185695-A1	Backhoe	Diesel	1995	33	Tier 0	2024	49	Tier 4 Final	780	-	-	10	Kern
G-185790-A1	Agricultural Tractor	Diesel	1987	35	Tier 0	2024	39	Tier 4 Final	150	-	-	10	Tulare
G-185793-A1	Agricultural Tractor	Diesel	1987	31	Tier 0	2024	39	Tier 4 Final	150	-	-	10	Tulare
G-185794-A1	Agricultural Tractor	Diesel	1987	31	Tier 0	2024	39	Tier 4 Final	150	-	-	10	Tulare

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project	
				Old HP	Old Tier	Yr	New HP	New Tier				Life (Yrs)	Location (County)
G-185796-A1	Agricultural Tractor	Diesel	1987	31	Tier 0	2024	39	Tier 4 Final	150	-	-	10	Tulare
G-185799-A1	Agricultural Tractor	Diesel	1987	31	Tier 0	2025	39	Tier 4 Final	150	-	-	10	Tulare
G-185809-A1	Agricultural Tractor	Diesel	1994	104	Tier 0	2024	111	Tier 4 Final	150	-	-	10	Tulare
G-185810-A1	Agricultural Tractor	Diesel	1996	108	Tier 0	2024	101	Tier 4 Final	150	-	-	10	Tulare
G-186858-A1	Agricultural Tractor	Diesel	1997	120	Tier 1	2023	130	Tier 4 Final	700	-	-	10	Merced
G-186864-A1	Agricultural Tractor	Diesel	1999	120	Tier 1	2023	130	Tier 4 Final	700	-	-	10	Merced
G-186949-A1	Agricultural Tractor	Diesel	1996	120	Tier 0	2024	172	Tier 4 Final	300	-	-	10	Stanislaus
G-187293-A1	Agricultural Tractor	Diesel	2001	129	Tier 1	2025	155	Tier 4 Final	800	-	-	10	San Joaquin
G-187299-A1	Agricultural Tractor	Diesel	1999	114	Tier 1	2025	130	Tier 4 Final	500	-	-	10	Tulare
G-187301-A1	Agricultural Tractor	Diesel	1999	114	Tier 1	2025	130	Tier 4 Final	500	-	-	10	Tulare
G-187397-A1	Agricultural Tractor	Diesel	1970	47	Tier 0	2025	73	Tier 4 Final	250	-	-	10	San Joaquin
G-187404-A1	Agricultural Tractor	Diesel	1986	34	Old Tier	2025	47	Tier 4 Final	300	-	-	10	Merced
G-187407-A1	Agricultural Tractor	Diesel	1990	92	Tier 0	2023	105	Tier 4 Final	250	-	-	10	Kern
G-187430-A1	Agricultural Tractor	Diesel	1960	58	Tier 0	2022	63	Tier 4 Final	100	-	-	10	Tulare
G-187434-A1	Agricultural Tractor	Diesel	1983	67	Tier 0	2025	39	Tier 4 Final	150	-	-	10	Tulare
G-187436-A1	Agricultural Tractor	Diesel	1983	80	Tier 0	2024	71	Tier 4 Final	150	-	-	10	Tulare
G-187438-A1	Agricultural Tractor	Diesel	1979	69	Tier 0	2024	71	Tier 4 Final	150	-	-	10	Tulare
G-187441-A1	Agricultural Tractor	Diesel	1982	84	Tier 0	2022	98	Tier 4 Final	500	-	-	10	Kings
G-187604-A1	Agricultural Tractor	Diesel	2001	94	Tier 1	2024	101	Tier 4 Final	250	-	-	10	Kings
G-187647-A1	Wheel Loader	Diesel	1981	101	Tier 0	2025	73	Tier 4 Final	300	-	-	10	Stanislaus
G-187683-A1	Agricultural Tractor	Diesel	1979	84	Tier 0	2025	106	Tier 4 Final	1000	-	-	10	Merced
G-187695-A1	Agricultural Tractor	Diesel	1979	75	Tier 0	2025	73	Tier 4 Final	1000	-	-	10	Merced
G-187855-A1	Agricultural Tractor	Diesel	1972	160	Tier 0	2024	155	Tier 4 Final	250	-	-	10	Merced
G-188107-A1	Agricultural Tractor	Diesel	1978	97	Tier 0	2025	105	Tier 4 Final	200	-	-	10	San Joaquin
G-188313-A1	Wheel Loader	Diesel	1999	63	Tier 1	2024	74	Tier 4 Final	1040	-	-	10	Tulare
G-188426-A1	Agricultural Tractor	Diesel	1980	60	Tier 0	2025	73	Tier 4 Final	300	-	-	10	Stanislaus
G-188445-A1	Agricultural Tractor	Diesel	1979	156	Tier 0	2024	120	Tier 4 Final	900	-	-	10	Kern
G-188623-A1	Wheel Loader	Diesel	2001	235	Tier 1	2025	321	Tier 4 Final	1000	-	-	10	Tulare
G-189054-A1	Feed Pusher	Diesel	1968	76	Tier 0	2024	2	-	1300	-	-	10	Stanislaus
G-189066-A1	Nut Sweeper	Diesel	2003	80	Tier 1	2023	74	Tier 4 Final	400	-	-	10	Fresno
G-189068-A1	Nut Sweeper	Diesel	1996	80	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Fresno

Project Type Off-Road
Description Vehicle Replacement

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	New Eng					Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project	
				Old HP	Old Tier	Yr	New HP	New Tier				Life (Yrs)	Location (County)
G-189071-A1	Nut Shaker	Diesel	1981	104	Tier 0	2024	148	Tier 4 Final	250	-	-	10	Fresno
G-189401-A1	Wheel Loader	Diesel	1983	167	Tier 0	2024	185	Tier 4 Final	300	-	-	10	Tulare
G-189703-A1	Agricultural Tractor	Diesel	2005	86	Tier 2	2024	120	Tier 4 Final	475	-	-	10	Tulare
G-190062-A1	Agricultural Tractor	Diesel	1964	63	Tier 0	2025	73	Tier 4 Final	225	-	-	10	Merced
G-192609-A1	Nut Sweeper	Diesel	1999	42	Tier 1	2025	74	Tier 4 Final	500	-	-	10	San Joaquin
G-196091-A1	Wheel Loader	Diesel	1981	114	Tier 0	2023	141	Tier 4 Final	300	-	-	10	Madera
G-199741-A1	Wheel Loader	Diesel	2001	147	Tier 1	2025	166	Tier 4 Final	500	-	-	10	Kern
G-199742-A1	Wheel Loader	Diesel	1997	120	Tier 0	2025	166	Tier 4 Final	500	-	-	10	Kern
G-199745-A1	Wheel Loader	Diesel	2005	177	Tier 2	2025	173	Tier 4 Final	500	-	-	10	Kern
G-199746-A1	Agricultural Tractor	Diesel	2002	231	Tier 1	2025	250	Tier 4 Final	500	-	-	10	Kern
G-199944-A1	Wheel Loader	Diesel	1992	156	Tier 0	2024	189	Tier 4 Final	300	-	-	10	Kern
G-201259-A1	Agricultural Tractor	Diesel	2005	40	Tier 2	2025	57	Tier 4 Final	600	-	-	10	Kings
G-201575-A1	Agricultural Tractor	Diesel	2005	121	Tier 2	2025	135	Tier 4 Final	400	-	-	10	Kern
G-202551-A1	Agricultural Tractor	Diesel	1997	102	Tier 1	2024	175	Tier 4 Final	600	-	-	10	Kern
G-204958-A1	Wheel Loader	Diesel	1970	140	Tier 0	2023	133	Tier 4 Final	300	-	-	10	San Joaquin
G-211622-A1	Agricultural Tractor	Diesel	2005	52	Tier 2	2024	74	Tier 4 Final	400	-	-	10	Kern
G-211654-A1	Other Agricultural	Diesel	2000	80	Tier 1	2024	74	Tier 4 Final	1050	-	-	10	Fresno
G-212008-A1	Forklift	Diesel	1995	46	Tier 0	2023	74	Tier 4 Final	300	-	-	10	Kern
G-213676-A1	Other Agricultural	Diesel	1997	200	Tier 1	2025	225	Tier 4 Final	500	-	-	10	Stanislaus
G-213868-A1	Other Agricultural	Diesel	1996	200	Tier 1	2025	225	Tier 4 Final	500	-	-	10	Stanislaus
G-216228-A1	Skid Loader	Diesel	1994	58	Tier 0	2024	74	Tier 4 Final	300	-	-	10	Stanislaus
G-225140-A1	Nut Shaker	Diesel	2007	170	Tier 2	2025	173	Tier 4 Final	800	-	-	10	Kern
G-226898-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2024	173	Control Technolog	800	-	-	10	Stanislaus
G-239258-A1	Agricultural Tractor	Diesel	1968	42	Tier 0	2025	51	Tier 4 Final	155	-	-	10	Stanislaus
G-240200-A1	Agricultural Tractor	Diesel	1972	46	Tier 0	2025	40	-	300	-	-	10	Fresno
G-242453-A1	Forklift	Diesel	1986	55	Tier 0	2025	74	Tier 4 Final	500	-	-	10	Kern
G-244004-A1	Agricultural Tractor	Diesel	2006	86	Tier 2	2022	106	Tier 4 Final	400	-	-	10	San Joaquin
G-244045-A1	Agricultural Tractor	Diesel	1977	72	Tier 0	2023	84	Tier 4 Final	300	-	-	10	Fresno
G-244450-A1	Agricultural Tractor	Diesel	1997	32	Tier 0	2025	12	-	1300	-	-	10	Fresno
G-247529-A1	Agricultural Tractor	Diesel	2004	98	Tier 2	2022	115	Tier 4 Final	500	-	-	10	Kern
G-247702-A1	Agricultural Tractor	Diesel	1986	80	Tier 0	2023	118	Tier 4 Final	273	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-247954-A1	Agricultural Tractor	Diesel	2006	98	Tier 2	2023	115	Tier 4 Final	313	-	-	10	Fresno
G-247957-A1	Agricultural Tractor	Diesel	1986	80	Tier 0	2022	106	Tier 4 Final	281	-	-	10	Fresno
G-253847-A1	Forklift	Diesel	1980	67	Tier 0	2023	24	-	400	-	-	10	Tulare
G-274442-A1	Skid Loader	Diesel	2006	80	Tier 2	2024	70	Tier 4 Final	700	-	-	10	Fresno
G-66062-A1	Skid Loader	Diesel	1999	73	Tier 1	2019	74	Tier 4 Final	500	-	-	10	Kings
G-66101-A1	Wheel Loader	Diesel	1983	155	Tier 0	2025	227	Tier 4 Final	1200	-	-	10	Madera
G-66239-A2	Bale Wagon	Diesel	1990	143	Tier 0	2023	190	Tier 4 Final	375	-	-	10	Madera
G-66240-A1	Bale Wagon	Diesel	1988	120	Tier 0	2023	190	Tier 4 Final	550	-	-	10	Madera
G-71434-A1	Wheel Loader	Diesel	2005	121	Tier 2	2025	152	Tier 4 Final	1000	-	-	10	Kings
G-71615-A1	Agricultural Tractor	Diesel	2006	96	Tier 2	2025	105	Tier 4 Final	400	-	-	10	Kern
G-71624-A1	Wheel Loader	Diesel	2004	153	Tier 2	2025	192	Tier 4 Final	1000	-	-	10	Kings
G-75354-A2	Agricultural Tractor	Diesel	1979	45	Tier 0	2024	73	Tier 4 Final	400	-	-	10	Stanislaus
G-75379-A1	Agricultural Tractor	Diesel	1999	64	Tier 1	2024	100	Tier 4 Final	800	-	-	10	Merced
G-80977-A1	Tomato Harvester	Diesel	1999	200	Tier 1	2025	225	Tier 4 Final	750	-	-	10	Stanislaus
G-81905-A2	Agricultural Tractor	Diesel	2004	35	Tier 1	2024	38	Tier 4 Final	350	-	-	10	Merced
G-83307-A2	Agricultural Tractor	Diesel	1979	52	Tier 0	2025	65	Tier 4 Final	150	-	-	10	Fresno
G-85546-A1	Agricultural Tractor	Diesel	1955	93	Tier 0	2025	180	Tier 4 Final	400	-	-	10	Stanislaus
G-85553-A1	Agricultural Tractor	Diesel	1969	130	Tier 0	2024	370	Tier 4 Final	500	-	-	10	Stanislaus
G-85636-A1	Agricultural Tractor	Diesel	1955	93	Tier 0	2025	180	Tier 4 Final	400	-	-	10	Stanislaus
G-85675-A1	Agricultural Tractor	Diesel	1967	130	Tier 0	2025	250	Tier 4 Final	500	-	-	10	Stanislaus
G-88189-A2	Agricultural Tractor	Diesel	2004	117	Tier 2	2025	155	Tier 4 Final	500	-	-	10	Stanislaus
G-89230-A2	Agricultural Tractor	Diesel	1978	187	Tier 0	2024	249	Tier 4 Final	500	-	-	10	Kings
G-92387-A1	Agricultural Tractor	Diesel	1984	32	Tier 0	2025	51	Tier 4 Final	200	-	-	10	Tulare
G-93029-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2025	180	Tier 4 Final	400	-	-	10	Fresno
G-93031-A1	Agricultural Tractor	Diesel	1992	97	Tier 0	2025	180	Tier 4 Final	400	-	-	10	Fresno
G-93040-A1	Agricultural Tractor	Diesel	1990	97	Tier 0	2025	180	Tier 4 Final	400	-	-	10	Fresno
G-93518-A1	Agricultural Tractor	Diesel	1999	64	Tier 1	2025	74	Tier 4 Final	243	-	-	10	Fresno
G-93521-A1	Agricultural Tractor	Diesel	1999	64	Tier 1	2025	74	Tier 4 Final	262	-	-	10	Fresno
G-93781-A2	Skid Loader	Diesel	2008	81	Tier 2	2025	73	Tier 4 Final	500	-	-	10	Stanislaus
G-93937-A1	Agricultural Tractor	Diesel	2005	105	Tier 2	2022	114	Tier 4 Final	538	-	-	10	Fresno
G-94988-A2	Agricultural Tractor	Diesel	2006	109	Tier 2	2022	123	Tier 4 Final	400	-	-	10	Fresno

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-94989-A2	Agricultural Tractor	Diesel	2006	109	Tier 2	2022	123	Tier 4 Final	400	-	-	10	Fresno
G-96063-A2	Wheel Loader	Diesel	2004	119	Tier 2	2024	164	Tier 4 Final	2000	-	-	10	Tulare
G-97725-A1	Agricultural Tractor	Diesel	1981	300	Tier 0	2022	340	Tier 4 Final	500	-	-	10	Tulare
G-97735-A1	Agricultural Tractor	Diesel	2003	208	Tier 2	2022	340	Tier 4 Final	500	-	-	10	Tulare
G-98032-A1	Agricultural Tractor	Diesel	1983	97	Tier 0	2023	130	Tier 4 Final	500	-	-	10	Fresno
G-98917-A2	Agricultural Tractor	Diesel	2006	105	Tier 2	2024	114	Tier 4 Final	400	-	-	10	Merced
G-99028-A2	Agricultural Tractor	Diesel	1989	82	Tier 0	2023	115	Tier 4 Final	250	-	-	10	Madera
G-99861-A1	Agricultural Tractor	Diesel	2004	92	Tier 2	2024	74	Tier 4 Final	800	-	-	10	Stanislaus
G-99984-A1	Combine/Chopper	Diesel	2002	601	Tier 2	2024	740	Tier 4 Final	500	-	-	10	Stanislaus
G-239255-A1	Wheel Loader	Diesel	2006	199	Tier 3	2023	241	-	515	-	-	10	Kern
G-239255-A1	Wheel Loader	Diesel	2006	199	Tier 3	-	-	-	-	-	-		Kern
G-150515-A1	Agricultural Tractor	Diesel	1976	63	Tier 0	2022	123	Tier 4 Final	400	-	-		Fresno
G-182376-A1	Nut Shaker	Diesel	1980	104	Tier 0	2022	148	Tier 4 Final	250	-	-		Fresno
G-184036-A1	Agricultural Tractor	Diesel	2003	92	Tier 1	2021	138	Tier 4 Final	500	-	-		Merced
G-199158-A1	Other Agricultural	Diesel	1980	35	Tier 1	2022	49	Tier 4 Final	200	-	-		Fresno
G-201394-A1	Agricultural Tractor	Diesel	1978	84	Tier 0	2012	105	Tier 3	200	-	-		Fresno
G-202162-A1	Nut Sweeper	Diesel	1981	60	Tier 0	2021	74	Tier 4 Final	250	-	-		Fresno
G-203109-A1	Agricultural Tractor	Diesel	1981	126	Tier 0	2023	130	Tier 4 Final	300	-	-		Fresno
G-203112-A1	Agricultural Tractor	Diesel	1981	126	Tier 0	2023	130	Tier 4 Final	300	-	-		Fresno
G-205818-A1	Agricultural Tractor	Diesel	1982	59	Tier 0	2022	74	Tier 4 Final	200	-	-		Madera
G-207667-A1	Agricultural Tractor	Diesel	1994	32	Tier 0	2024	58	Tier 4 Final	400	-	-		Tulare
G-213243-A1	Agricultural Tractor	Diesel	1995	258	Tier 0	2023	210	Tier 4 Final	350	-	-		Kings
G-214474-A1	Swather	Diesel	1995	87	Tier 0	2022	210	Tier 4 Final	300	-	-		Kings
G-215036-A1	Wheel Loader	Diesel	2000	114	Tier 1	2022	173	Tier 4 Final	500	-	-		Merced
G-230501-A1	Agricultural Tractor	Diesel	1990	109	Tier 0	2022	152	Tier 4 Final	300	-	-		Merced
G-230838-A1	Agricultural Tractor	Diesel	1961	32	Tier 0	2022	45	Tier 4 Final	200	-	-		Kings
G-239651-A1	Agricultural Tractor	Diesel	1982	216	Tier 0	2022	113	Tier 4 Final	300	-	-		Fresno
G-242366-A1	Agricultural Tractor	Diesel	1988	88	Tier 0	2019	120	Tier 4 Final	200	-	-		Fresno
G-248303-A1	Agricultural Tractor	Diesel	1969	115	Tier 0	2023	130	Tier 4 Final	200	-	-		Fresno
G-248372-A1	Nut Sweeper	Diesel	1998	80	Tier 1	2021	74	Tier 4 Final	320	-	-		Fresno
G-249743-A1	Agricultural Tractor	Diesel	1948	94	Tier 0	2021	114	Tier 4 Final	250	-	-		San Joaquin

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-250248-A1	Nut Sweeper	Diesel	2008	80	Tier 1	2017	74	Tier 4 Final	250	-	-		Stanislaus
G-250775-A1	Agricultural Tractor	Diesel	1980	45	Tier 0	2019	55	Tier 4 Final	220	-	-		Fresno
G-251013-A1	Backhoe	Diesel	1978	73	Tier 0	2023	103	Tier 4 Final	350	-	-		Fresno
G-252850-A1	Sprayer	Diesel	1974	84	Tier 0	2024	64	Tier 4 Final	175	-	-		Stanislaus
G-253532-A1	Skid Loader	Diesel	1979	93	Tier 0	2018	89	Tier 4 Final	150	-	-		Tulare
G-254013-A1	Agricultural Tractor	Diesel	1986	81	Tier 0	2016	55	Tier 4 Final	300	-	-		Stanislaus
G-255616-A1	Motor Grader	Diesel	1969	143	Tier 0	2021	232	Tier 4 Final	250	-	-		Fresno
G-255874-A1	Agricultural Tractor	Diesel	1981	97	Tier 0	2009	117	Tier 3	200	-	-		Fresno
G-256578-A1	Agricultural Tractor	Diesel	1998	120	Tier 1	2022	182	Tier 4 Final	350	-	-		Merced
G-256689-A1	Sprayer	Diesel	1978	75	Tier 0	2024	64	Tier 4 Final	200	-	-		Stanislaus
G-257107-A1	Agricultural Tractor	Diesel	2001	110	Tier 1	2023	145	Tier 4 Final	500	-	-		Kings
G-259649-A1	Skid Loader	Diesel	1994	74	Tier 0	2023	97	Tier 4 Final	385	-	-		Tulare
G-260904-A1	Agricultural Tractor	Diesel	1996	134	Tier 0	2022	123	Tier 4 Final	450	-	-		Tulare
G-263211-A1	Agricultural Tractor	Diesel	1971	85	Tier 0	2022	114	Tier 4 Final	300	-	-		Fresno
G-268093-A1	Skid Loader	Diesel	1980	40	Tier 0	2022	73	Tier 4 Final	240	-	-		San Joaquin
G-268107-A1	Agricultural Tractor	Diesel	1960	56	Tier 0	2023	53	Tier 4 Final	260	-	-		Tulare
G-271154-A1	Agricultural Tractor	Diesel	1984	80	Tier 0	2012	105	Tier 3	150	-	-		Fresno
G-277423-A1	Sprayer	Diesel	1972	68	Tier 0	2022	64	Tier 4 Final	220	-	-		Merced
G-281666-A1	Skid Loader	Diesel	1984	52	Tier 0	2022	90	Tier 4 Final	150	-	-		Tulare
G-282001-A1	Agricultural Tractor	Diesel	1968	114	Tier 0	2022	123	Tier 4 Final	450	-	-		Fresno

Project Type Off-Road
Description Engine Repower

SJVAPCD Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New		New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
						Eng Yr	New HP						
G-146546-A1	Grape Harvester	Diesel	1996	101	Tier 0	###	140	Tier 4 Final	400	-	-	10	San Joaquin
G-146547-A1	Grape Harvester	Diesel	1996	101	Tier 0	###	140	Tier 4 Final	400	-	-	10	San Joaquin
G-182943-A1	Crawler Dozer	Diesel	1998	850	Tier 0	###	923	Tier 2	2000	-	-	10	Kern
G-208915-A1	-	Liquefied Propane Gas	1981	50	-	###	48	-	1200	-	-	10	Fresno
G-208917-A1	-	Liquefied Propane Gas	1993	40	-	###	48	-	1200	-	-	10	Fresno
G-213201-A1	-	Liquefied Propane Gas	2012	51	-	###	25	-	339	-	-	10	Tulare
G-213202-A1	-	Liquefied Propane Gas	2007	51	-	###	25	-	173	-	-	10	Tulare
G-213699-A1	-	Liquefied Propane Gas	1981	50	-	###	54	-	738	-	-	4	Tulare
G-213894-A1	-	Liquefied Propane Gas	1994	55	-	###	48	-	199	-	-	10	Kings
G-231503-A1	-	Liquefied Propane Gas	1998	55	-	###	58	-	375	-	-	10	Fresno
G-234859-A2	-	Liquefied Propane Gas	2012	80	-	###	52	-	192	-	-	10	Tulare
G-238760-A1	-	Liquefied Propane Gas	2012	51	-	###	51	-	300	-	-	10	Fresno
G-238762-A1	-	Liquefied Propane Gas	2016	56	-	###	38	-	1000	-	-	3	San Joaquin
G-238773-A1	-	Liquefied Propane Gas	2001	53	-	###	38	-	450	-	-	10	Fresno
G-238775-A1	-	Liquefied Propane Gas	1993	40	-	###	38	-	200	-	-	10	Fresno
G-238776-A1	-	Liquefied Propane Gas	2016	51	-	###	38	-	1000	-	-	3	Fresno
G-240427-A1	-	Liquefied Propane Gas	2010	47	-	###	52	-	401	-	-	10	Kern
G-242549-A1	-	Liquefied Propane Gas	2000	48	-	###	58	-	500	-	-	4	Madera
G-243959-A1	-	Liquefied Propane Gas	2003	47	-	###	32	-	678	-	-	10	Stanislaus
G-244398-A1	-	Liquefied Propane Gas	1996	48	-	###	38	-	1060	-	-	3	Tulare
G-248320-A1	-	Gasoline	1999	50	-	###	34	-	1095	-	-	3	Stanislaus
G-249655-A1	-	Liquefied Propane Gas	1996	48	-	###	52	-	693	-	-	4	Fresno
G-250761-A1	-	Liquefied Propane Gas	1982	60	-	###	58	-	271	-	-	10	Kings
G-250932-A1	-	Liquefied Propane Gas	1998	65	-	###	25	-	370	-	-	4	Fresno
G-250934-A1	-	Liquefied Propane Gas	1993	44	-	###	25	-	262	-	-	10	Fresno
G-250936-A1	-	Liquefied Propane Gas	2004	62	-	###	25	-	453	-	-	10	Fresno
G-250938-A1	-	Liquefied Propane Gas	2008	47	-	###	25	-	472	-	-	10	Fresno
G-251287-A1	-	Liquefied Propane Gas	1997	59	-	###	68	-	1778	-	-	3	Kings
G-251297-A1	-	Liquefied Propane Gas	1994	47	-	###	54	-	1778	-	-	4	Kings
G-253790-A1	-	Liquefied Propane Gas	1994	48	-	###	49	-	258	-	-	10	Tulare
G-253890-A1	-	Liquefied Propane Gas	2007	48	-	###	38	-	1100	-	-	9	San Joaquin

Project Type Off-Road

SJVAPCD Project Data 2026

Description Engine Repower

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New		New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
						Eng Yr	New HP						
G-253983-A1	-	Gasoline	1961	140	-	###	58	-	200	-	-	4	Madera
G-256427-A1	-	Liquefied Propane Gas	1997	47	-	###	58	-	167	-	-	10	Kings
G-257439-A1	-	Liquefied Propane Gas	1987	59	-	###	58	-	255	-	-	7	Tulare
G-257462-A1	-	Liquefied Propane Gas	1995	54	-	###	58	-	302	-	-	6	Tulare
G-257541-A1	-	Liquefied Propane Gas	1992	48	-	###	58	-	1300	-	-	2	San Joaquin
G-260964-A1	-	Liquefied Propane Gas	1976	67	-	###	58	-	502	-	-	4	Tulare
G-268598-A1	-	Liquefied Propane Gas	1992	48	-	###	58	-	271	-	-	7	Fresno
G-273813-A1	-	Liquefied Propane Gas	1990	48	-	###	58	-	624	-	-	3	Tulare
G-277614-A1	-	Liquefied Propane Gas	2000	38	-	###	58	-	400	-	-	6	Tulare

Project Type Yard Truck

SJVAPCD Project Data 2026

Description Replacement

Project #	Primary Function	Fuel Type	Baseline			New Eng			Annual Usage	Annual Usage	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
			Yr	Old HP	Old Tier	Yr	New HP	New Tier					
G-115426-A1	On-Road Hea	Diesel	2008	200	-	2023	-	-	0	54	-	5	San Joaquin
G-115428-A1	On-Road Hea	Diesel	2007	200	-	2023	-	-	0	2239	-	5	San Joaquin
G-243957-A1	Off-Road	Diesel	1989	175	-	2025	-	-	0	14962	-	5	San Joaquin
G-244060-A1	Agricultural	Diesel	1984	173	-	2025	-	-	698	14962	-	5	San Joaquin
G-244333-A1	On-Road Hea	Diesel	2012	200	-	2024	-	-	1587	14962	-	5	Kern
G-244334-A1	On-Road Hea	Diesel	2012	200	-	2024	-	-	515	14962	-	5	Kern
G-244337-A1	On-Road Hea	Diesel	2012	200	-	2024	-	-	626	14962	-	5	Kern
G-244338-A1	On-Road Hea	Diesel	2013	200	-	2024	-	-	644	14962	-	5	Kern
G-244474-A1	Off-Road	Diesel	2002	173	Tier 1	2025	-	-	1257	-	-	5	San Joaquin
G-244476-A1	Agricultural	Diesel	2004	200	-	2025	-	-	0	14962	-	5	San Joaquin
G-244478-A1	Off-Road	Diesel	2004	200	-	2025	-	-	0	14962	-	5	San Joaquin
G-249443-A1	On-Road Hea	Diesel	2002	174	Tier 1	2025	-	-	1056	-	-	5	Kings
G-249444-A1	On-Road Hea	Diesel	2002	174	Tier 1	2025	-	-	340	-	-	5	Kings
G-249668-A1	Off-Road	Diesel	1989	196	Old Tier	2025	-	-	1257	-	-	5	San Joaquin
G-249669-A1	Off-Road	Diesel	1984	210	Old Tier	2025	-	-	1257	-	-	5	San Joaquin
G-249672-A1	Off-Road	Diesel	1984	210	Old Tier	2025	-	-	1468	-	-	5	San Joaquin
G-249673-A1	Off-Road	Diesel	1984	210	Old Tier	2025	-	-	2267	-	-	5	San Joaquin
G-253488-A1	Off-Road	Diesel	2015	200	-	2025	-	-	0	14962	-	5	Stanislaus
G-253489-A1	Off-Road	Diesel	2011	173	Tier 3	2025	-	-	1257	-	-	5	Stanislaus
G-253490-A1	Off-Road	Diesel	2011	160	Tier 3	2025	-	-	1257	-	-	5	San Joaquin
G-253491-A1	Off-Road	Diesel	2011	200	-	2025	-	-	0	14962	-	5	Stanislaus

Project Type On-Road

SJVAPCD Project Data 2026

Description Truck Replacement

Project #	Primary Function	Fuel Type	Baseline			New Eng			Annual Usage	Annual Usage	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
			Yr	Old HP	Old Tier	Yr	New HP	New Tier					
G-138401-A1	Aggregates	Diesel	2011	500	-	2024	320	-	0	33948	-	7	Tulare
G-171988-A1	ulk or Break Bu	Diesel	2012	455	-	2024	450	-	0	28412	-	7	Tulare
G-171990-A1	ulk or Break Bu	Diesel	2014	450	-	2023	450	-	0	36973	-	7	Tulare
G-171992-A1	ulk or Break Bu	Diesel	2016	455	-	2024	450	-	0	56582	-	7	Tulare
G-177757-A1	Waste Truck	Diesel	2010	345	-	2025	669	-	0	18063	-	7	San Joaquin
G-177761-A1	Waste Truck	Diesel	2005	330	-	2024	669	-	0	11731	-	5	San Joaquin
G-177765-A1	Waste Truck	Diesel	2010	345	-	2024	669	-	0	11149	-	7	San Joaquin
G-177766-A1	Waste Truck	Diesel	2010	345	-	2024	669	-	0	13169	-	7	San Joaquin
G-181828-A1	Agricultural	Diesel	2012	500	-	2023	400	-	0	76635	-	5	Fresno
G-183141-A1	urant or Supern	Diesel	2013	455	-	2025	455	-	0	36041	-	3	Fresno
G-183149-A1	urant or Supern	Diesel	2013	455	-	2025	455	-	0	30054	-	3	Fresno
G-193022-A1	Agricultural	Diesel	2014	455	-	2023	400	-	0	39546	-	5	Tulare
G-225295-A1	azardous Materi	Diesel	2017	425	-	2025	450	-	0	76567	-	6	Kern
G-225306-A1	azardous Materi	Diesel	2017	425	-	2025	450	-	0	88214	-	6	Kern
G-225307-A1	azardous Materi	Diesel	2018	425	-	2025	450	-	0	96866	-	6	Kern
G-225311-A1	azardous Materi	Diesel	2018	425	-	2025	450	-	0	90416	-	5	Kern
G-225312-A1	azardous Materi	Diesel	2018	425	-	2025	450	-	0	142147	-	5	Kern
G-225335-A1	azardous Materi	Diesel	2018	425	-	2025	450	-	0	60145	-	6	Kern
G-225337-A1	azardous Materi	Diesel	2018	425	-	2025	450	-	0	147985	-	5	Kern
G-225340-A1	azardous Materi	Diesel	2018	425	-	2025	450	-	0	108463	-	5	Kern
G-272572-A1	VAC Trailer	Diesel	2011	500	-	2022	400	-	0	52063	-	5	Fresno

Project Type Locomotive
Description Replacement

SJVAPCD Project Data 2026

										Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier						
G-75445-A2	Switcher (Locomotive)	Diesel	1976	1500	Old Tier 4	2024	2414	Tier 4 Final		0	-	17000	15	San Joaquin

Project Type On-Road

SJVAPCD Project Data 2026

Description Emergency Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-142126-A	Fire Truck	Diesel	1990	245	-	2024	360	-	0	10060	-	14	Merced

Project Type School Bus

SJVAPCD Project Data 2026

Description Vehicle Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-133649-A	-	Diesel	1997	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133652-A	-	Diesel	1991	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133658-A	-	Diesel	1997	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133660-A	-	Diesel	1997	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133662-A	-	Diesel	1997	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133666-A	-	Diesel	1998	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133668-A	-	Diesel	1997	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133674-A	-	Diesel	1997	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133675-A	-	Diesel	1992	250	-	2024	155	-	0	7862	-	10	Stanislaus
G-133978-A	-	Diesel	1997	250	-	2025	315	-	0	4869	-	10	Stanislaus
G-134499-A	-	Diesel	1993	230	-	2023	333	-	0	4843	-	10	Tulare
G-135013-A	-	Diesel	1996	250	-	2025	333	-	0	6381	-	10	San Joaquin
G-135767-A	-	Diesel	1999	190	-	2025	255	-	0	17250	-	10	Kern
G-135775-A	-	Diesel	1999	190	-	2024	255	-	0	17250	-	10	Kern
G-135776-A	-	Diesel	1999	190	-	2025	255	-	0	17250	-	10	Kern
G-135777-A	-	Diesel	1999	190	-	2025	255	-	0	17250	-	10	Kern
G-135779-A	-	Diesel	1999	190	-	2024	255	-	0	17250	-	10	Kern
G-135783-A	-	Diesel	1999	190	-	2025	255	-	0	17250	-	10	Kern
G-135787-A	-	Diesel	1999	190	-	2025	255	-	0	17250	-	10	Kern
G-139685-A	-	Diesel	2000	285	-	2024	315	-	0	12253	-	10	Fresno
G-139686-A	-	Diesel	2000	285	-	2024	315	-	0	12253	-	10	Fresno
G-139687-A	-	Diesel	2000	260	-	2024	315	-	0	12253	-	10	Fresno
G-139688-A	-	Diesel	2003	260	-	2024	315	-	0	12253	-	10	Fresno
G-139691-A	-	sed Na	2000	280	-	2024	315	-	0	12253	-	10	Fresno
G-139693-A	-	Diesel	1999	275	-	2024	315	-	0	12253	-	10	Fresno
G-141882-A	-	Diesel	1991	250	-	2024	315	-	0	9436	-	10	Fresno
G-141885-A	-	Diesel	1994	250	-	2024	315	-	0	9436	-	10	Fresno
G-141886-A	-	Diesel	1994	250	-	2024	315	-	0	9436	-	10	Fresno
G-141888-A	-	Diesel	1994	275	-	2024	315	-	0	9436	-	10	Fresno
G-141890-A	-	Diesel	1994	275	-	2024	315	-	0	9436	-	10	Fresno
G-141891-A	-	Diesel	1994	250	-	2024	315	-	0	9436	-	10	Fresno
G-141896-A	-	Diesel	1995	250	-	2024	315	-	0	9436	-	10	Fresno

Project Type School Bus

SJVAPCD Project Data 2026

Description Vehicle Replacement

G-149156-A'	-	Diesel	2007	300	-	2025	315	-	0	69624	-	10	Tulare
G-180130-A'	-	Diesel	2007	360	-	2025	342	-	0	12948	-	10	Tulare
G-201946-A'	-	Diesel	1992	250	-	2025	315	-	0	9915	-	10	Fresno
G-201947-A'	-	Diesel	1994	210	-	2025	315	-	0	9915	-	10	Fresno
G-205946-A'	-	Diesel	2001	330	-	2023	255	-	0	4724	-	10	Tulare

Description Ag UTV Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-136304-A1	Ag UTV	Diesel	1995	16	Tier 0		24		100	-	-	5	Tulare
G-136308-A1	Ag UTV	Diesel	2015	22	Tier 4 Final		24		100	-	-	5	Tulare
G-136475-A1	Ag UTV	Gasoline	2017	13	Control Technology		15		500	-	-	5	Merced
G-136971-A1	Ag UTV	Gasoline	2006	16	Control Technology		24		50	-	-	5	San Joaquin
G-137420-A1	Ag UTV	Gasoline	2002	16	Uncontrolled Technology		7		1000	-	-	5	Tulare
G-137566-A1	Ag UTV	Gasoline	2001	11	Uncontrolled Technology		30		600	-	-	5	Merced
G-137712-A1	Ag UTV	Gasoline	2013	13	Control Technology		14		100	-	-	5	Stanislaus
G-138599-A1	Ag UTV	Diesel	2005	24	Tier 2		6		500	-	-	5	Kings
G-138639-A1	Ag UTV	Gasoline	2007	7	Control Technology		15		200	-	-	5	Fresno
G-138938-A1	Ag UTV	Gasoline	2004	23	Control Technology		12		500	-	-	5	San Joaquin
G-139414-A1	Ag UTV	Gasoline	2016	13	Control Technology		15		550	-	-	5	Madera
G-139509-A1	Ag UTV	Gasoline	2006	22	Control Technology		15		850	-	-	5	Madera
G-139511-A1	Ag UTV	Gasoline	2006	22	Control Technology		15		850	-	-	5	Madera
G-139514-A1	Ag UTV	Gasoline	2006	22	Control Technology		15		850	-	-	5	Madera
G-139515-A1	Ag UTV	Gasoline	2009	13	Control Technology		15		950	-	-	5	Madera
G-139522-A1	Ag UTV	Gasoline	2016	28	Control Technology		15		920	-	-	5	Madera
G-139623-A1	Ag UTV	Gasoline	1999	10	Control Technology		30		150	-	-	5	Fresno
G-139835-A1	Ag UTV	Gasoline	2006	22	Control Technology		6		200	-	-	5	Fresno
G-139861-A1	Ag UTV	Gasoline	2007	26	Control Technology		15		850	-	-	5	Madera
G-139864-A1	Ag UTV	Gasoline	2002	10	Uncontrolled Technology		25		600	-	-	5	Fresno
G-140935-A1	Ag UTV	Gasoline	2010	23	Control Technology		7		1500	-	-	5	Tulare
G-141843-A1	Ag UTV	Diesel	2011	22	Tier 4 Final		17		750	-	-	5	Kings
G-143354-A1	Ag UTV	Gasoline	1983	18	Uncontrolled Technology		8		250	-	-	5	Fresno
G-144529-A1	Ag UTV	Gasoline	2007	28	Control Technology		24		300	-	-	5	Stanislaus
G-147052-A1	Ag UTV	Diesel	2008	25	Tier 4 Final		30		1500	-	-	5	Fresno
G-147888-A1	Ag UTV	Gasoline	2004	22	Control Technology		24		150	-	-	5	Merced
G-148589-A1	Ag UTV	Gasoline	1998	40	Uncontrolled Technology		14		700	-	-	5	Stanislaus
G-150971-A1	Ag UTV	Diesel	2017	18	Tier 4 Final		30		2400	-	-	5	Merced
G-155853-A1	Ag UTV	Gasoline	1990	10	Uncontrolled Technology		16		150	-	-	5	Tulare
G-157338-A1	Ag UTV	Gasoline	2006	16	Control Technology		30		1000	-	-	5	Fresno
G-157412-A1	Ag UTV	Diesel	2007	22	Tier 2		110		300	-	-	5	Stanislaus

Project Type Off-Road

SJVAPCD Project Data 2026

Description Ag UTV Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-158085-A1	Ag UTV	Gasoline	1981	13	Uncontrolled Technology		16		200	-	-	5	Kings
G-171695-A1	Ag UTV	Diesel	2012	24	Tier 4 Final		6		377	-	-	5	Fresno
G-173602-A1	Ag UTV	Diesel	2015	25	Tier 4 Final		24		1267	-	-	5	San Joaquin
G-173936-A1	Ag UTV	Gasoline	2014	14	Control Technology		16		50	-	-	5	Tulare
G-180000-A1	Ag UTV	Gasoline	1983	6	Uncontrolled Technology		12		100	-	-	5	Fresno
G-180609-A1	Ag UTV	Gasoline	2004	10	Control Technology		25		300	-	-	5	Merced
G-180791-A1	Ag UTV	Gasoline	1983	18	Uncontrolled Technology		7		500	-	-	5	Madera
G-182303-A1	Ag UTV	Gasoline	2001	8	Uncontrolled Technology		25		150	-	-	5	Fresno
G-183821-A1	Ag UTV	Diesel	2004	18	Tier 1		6		960	-	-	5	Madera
G-183872-A1	Ag UTV	Gasoline	2004	13	Control Technology		31		600	-	-	5	Stanislaus
G-184115-A1	Ag UTV	Gasoline	2003	41	Uncontrolled Technology		110		200	-	-	5	Stanislaus
G-184775-A1	Ag UTV	Gasoline	2018	18	Control Technology		17		150	-	-	5	Tulare
G-185578-A1	Ag UTV	Gasoline	2022	28	Control Technology		15		1300	-	-	5	San Joaquin
G-188213-A1	Ag UTV	Gasoline	1997	19	Uncontrolled Technology		30		832	-	-	5	Merced
G-189109-A1	Ag UTV	Gasoline	2006	46	Control Technology		12		200	-	-	5	Fresno
G-189391-A1	Ag UTV	Gasoline	1999	19	Uncontrolled Technology		24		175	-	-	5	Tulare
G-195638-A1	Ag UTV	Gasoline	2006	24	Control Technology		24		175	-	-	5	Tulare
G-196098-A1	Ag UTV	Gasoline	2013	13	Control Technology		24		100	-	-	5	Stanislaus
G-196427-A1	Ag UTV	Gasoline	2001	10	Uncontrolled Technology		6		350	-	-	5	Fresno
G-196555-A1	Ag UTV	Gasoline	2012	13	Control Technology		24		100	-	-	5	Stanislaus
G-198078-A1	Ag UTV	Gasoline	1980	8	Uncontrolled Technology		12		300	-	-	5	Fresno
G-199864-A1	Ag UTV	Gasoline	2015	38	Control Technology		14		200	-	-	5	San Joaquin
G-202763-A1	Ag UTV	Gasoline	1993	19	Uncontrolled Technology		25		300	-	-	5	Merced
G-203092-A1	Ag UTV	Gasoline	2014	19	Control Technology		25		200	-	-	5	Tulare
G-203160-A1	Ag UTV	Gasoline	2004	22	Control Technology		24		500	-	-	5	Kern
G-203161-A1	Ag UTV	Gasoline	2004	22	Control Technology		24		500	-	-	5	Kern
G-204411-A1	Ag UTV	Gasoline	2010	12	Control Technology		24		700	-	-	5	Tulare
G-204519-A1	Ag UTV	Gasoline	1996	19	Uncontrolled Technology		6		1000	-	-	5	Merced
G-205357-A1	Ag UTV	Gasoline	2003	19	Uncontrolled Technology		25		250	-	-	5	Merced
G-206186-A1	Ag UTV	Diesel	2015	24	Tier 4 Final		25		100	-	-	5	Merced
G-206462-A1	Ag UTV	Gasoline	2009	28	Control Technology		25		650	-	-	5	Fresno

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-206463-A1	Ag UTV	Gasoline	2005	16	Control Technology		25		650	-	-	5	Fresno
G-207778-A1	Ag UTV	Gasoline	2006	50	Control Technology		24		600	-	-	5	Fresno
G-207779-A1	Ag UTV	Gasoline	2006	28	Control Technology		24		600	-	-	5	Fresno
G-207780-A1	Ag UTV	Gasoline	2006	13	Control Technology		6		120	-	-	5	Tulare
G-207896-A1	Ag UTV	Gasoline	2007	32	Control Technology		25		100	-	-	5	San Joaquin
G-208199-A1	Ag UTV	Gasoline	2004	16	Control Technology		8		1000	-	-	5	Tulare
G-212578-A1	Ag UTV	Gasoline	2003	18	Uncontrolled Technology		24		250	-	-	5	Kings
G-212906-A1	Ag UTV	Gasoline	2004	20	Control Technology		110		100	-	-	5	Tulare
G-213474-A1	Ag UTV	Gasoline	2007	27	Control Technology		25		50	-	-	5	Stanislaus
G-213664-A1	Ag UTV	Diesel	2004	24	Uncontrolled Technology		24		200	-	-	5	Tulare
G-213665-A1	Ag UTV	Gasoline	1999	18	Uncontrolled Technology		25		200	-	-	5	Tulare
G-214286-A1	Ag UTV	Diesel	2017	25	Tier 4 Final		24		500	-	-	5	Merced
G-214287-A1	Ag UTV	Gasoline	2016	16	Control Technology		24		500	-	-	5	Merced
G-214288-A1	Ag UTV	Diesel	2011	22	Tier 4 Final		24		500	-	-	5	Merced
G-214289-A1	Ag UTV	Diesel	2007	22	Tier 2		25		500	-	-	5	Merced
G-214290-A1	Ag UTV	Diesel	2020	22	Tier 4 Final		25		500	-	-	5	Merced
G-216315-A1	Ag UTV	Gasoline	1987	9	Uncontrolled Technology		25		150	-	-	5	Tulare
G-219513-A1	Ag UTV	Gasoline	2013	10	Control Technology		25		1000	-	-	5	Fresno
G-219522-A1	Ag UTV	Gasoline	2014	15	Control Technology		25		1000	-	-	5	Fresno
G-219523-A1	Ag UTV	Gasoline	2012	15	Control Technology		25		1000	-	-	5	Fresno
G-219529-A1	Ag UTV	Gasoline	2006	43	Control Technology		25		1000	-	-	5	Fresno
G-219594-A1	Ag UTV	Gasoline	2019	44	Control Technology		25		1000	-	-	5	Fresno
G-219930-A1	Ag UTV	Gasoline	2008	24	Control Technology		8		250	-	-	5	Tulare
G-226273-A1	Ag UTV	Gasoline	2016	31	Control Technology		30		500	-	-	5	Fresno
G-226686-A1	Ag UTV	Gasoline	1996	10	Uncontrolled Technology		24		125	-	-	5	Merced
G-227016-A1	Ag UTV	Gasoline	1984	13	Uncontrolled Technology		25		100	-	-	5	Fresno
G-227137-A1	Ag UTV	Gasoline	2011	15	Control Technology		15		225	-	-	5	Tulare
G-227403-A1	Ag UTV	Diesel	2004	22	Tier 1		7		350	-	-	5	Tulare
G-228829-A1	Ag UTV	Gasoline	1987	15	Uncontrolled Technology		8		400	-	-	5	Tulare
G-229117-A1	Ag UTV	Gasoline	2008	6	Control Technology		24		200	-	-	5	Madera
G-229118-A1	Ag UTV	Gasoline	2008	6	Control Technology		24		200	-	-	5	Madera

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-229192-A1	Ag UTV	Gasoline	2011	13	Control Technology		25		1700	-	-	5	Madera
G-229194-A1	Ag UTV	Gasoline	2013	15	Control Technology		25		1700	-	-	5	Madera
G-229612-A1	Ag UTV	Diesel	2016	16	Tier 4 Final		24		500	-	-	5	Merced
G-229613-A1	Ag UTV	Diesel	2016	16	Tier 4 Final		24		500	-	-	5	Merced
G-229628-A1	Ag UTV	Gasoline	1988	22	Uncontrolled Technology		24		300	-	-	5	San Joaquin
G-229632-A1	Ag UTV	Diesel	2013	24	Tier 4 Final		31		250	-	-	5	Kern
G-229861-A1	Ag UTV	Gasoline	2018	13	Control Technology		8		150	-	-	5	Fresno
G-230017-A1	Ag UTV	Gasoline	1980	7	Uncontrolled Technology		12		730	-	-	5	Tulare
G-230823-A1	Ag UTV	Gasoline	2007	28	Control Technology		12		150	-	-	5	San Joaquin
G-230834-A1	Ag UTV	Gasoline	1984	13	Uncontrolled Technology		7		300	-	-	5	Stanislaus
G-230844-A1	Ag UTV	Gasoline	2009	20	Control Technology		24		100	-	-	5	Stanislaus
G-230845-A1	Ag UTV	Gasoline	2003	10	Uncontrolled Technology		25		500	-	-	5	Merced
G-230932-A1	Ag UTV	Gasoline	2014	22	Control Technology		13		150	-	-	5	Fresno
G-231326-A1	Ag UTV	Gasoline	2008	6	Control Technology		8		50	-	-	5	Tulare
G-231377-A1	Ag UTV	Gasoline	2014	38	Control Technology		31		300	-	-	5	Fresno
G-231379-A1	Ag UTV	Gasoline	2017	33	Control Technology		31		300	-	-	5	Fresno
G-231380-A1	Ag UTV	Gasoline	2018	33	Control Technology		31		300	-	-	5	Fresno
G-231381-A1	Ag UTV	Gasoline	2015	38	Control Technology		31		300	-	-	5	Fresno
G-231985-A1	Ag UTV	Gasoline	2011	11	Control Technology		6		300	-	-	5	Fresno
G-231986-A1	Ag UTV	Gasoline	1986	8	Uncontrolled Technology		6		300	-	-	5	Fresno
G-231988-A1	Ag UTV	Gasoline	2010	29	Uncontrolled Technology		6		300	-	-	5	Fresno
G-231989-A1	Ag UTV	Gasoline	2011	29	Control Technology		6		300	-	-	5	Fresno
G-231992-A1	Ag UTV	Gasoline	2014	15	Control Technology		24		200	-	-	5	Merced
G-231994-A1	Ag UTV	Gasoline	1992	23	Uncontrolled Technology		25		200	-	-	5	Fresno
G-231997-A1	Ag UTV	Gasoline	2013	16	Control Technology		24		150	-	-	5	Stanislaus
G-233421-A1	Ag UTV	Gasoline	1990	19	Uncontrolled Technology		13		30	-	-	5	Fresno
G-234568-A1	Ag UTV	Gasoline	2001	19	Uncontrolled Technology		24		100	-	-	5	Merced
G-234812-A1	Ag UTV	Gasoline	1986	17	Uncontrolled Technology		8		120	-	-	5	Kings
G-234864-A1	Ag UTV	Gasoline	1991	17	Uncontrolled Technology		24		156	-	-	5	Merced
G-235695-A1	Ag UTV	Gasoline	1980	7	Uncontrolled Technology		12		20	-	-	5	Fresno
G-236002-A1	Ag UTV	Gasoline	1987	9	Uncontrolled Technology		24		300	-	-	5	Stanislaus

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-236360-A1	Ag UTV	Gasoline	2000	16	Uncontrolled Technology		20		500	-	-	5	Madera
G-236757-A1	Ag UTV	Gasoline	2006	14	Control Technology		6		260	-	-	5	Fresno
G-236965-A1	Ag UTV	Gasoline	2016	13	Control Technology		24		200	-	-	5	Merced
G-238733-A1	Ag UTV	Diesel	2008	22	Tier 4 Final		13		300	-	-	5	San Joaquin
G-238792-A1	Ag UTV	Gasoline	2010	13	Control Technology		24		500	-	-	5	Tulare
G-239266-A1	Ag UTV	Diesel	2007	22	Tier 2		31		200	-	-	5	Fresno
G-239449-A1	Ag UTV	Gasoline	1986	25	Uncontrolled Technology		15		200	-	-	5	San Joaquin
G-239471-A1	Ag UTV	Gasoline	2002	16	Uncontrolled Technology		14		180	-	-	5	Merced
G-239523-A1	Ag UTV	Gasoline	1988	15	Uncontrolled Technology		5		140	-	-	5	Merced
G-239562-A1	Ag UTV	Gasoline	2002	19	Uncontrolled Technology		12		150	-	-	5	Merced
G-240215-A1	Ag UTV	Gasoline	2007	16	Control Technology		8		650	-	-	5	Kern
G-240216-A1	Ag UTV	Gasoline	2000	15	Uncontrolled Technology		7		500	-	-	5	Kern
G-240297-A1	Ag UTV	Diesel	2006	22	Tier 2		25		208	-	-	5	Merced
G-240782-A1	Ag UTV	Gasoline	1991	15	Uncontrolled Technology		31		350	-	-	5	Kern
G-240873-A1	Ag UTV	Gasoline	2000	28	Uncontrolled Technology		13		630	-	-	5	Madera
G-242860-A1	Ag UTV	Gasoline	2007	42	Control Technology		20		250	-	-	5	Fresno
G-242861-A1	Ag UTV	Gasoline	2006	22	Control Technology		30		300	-	-	5	Fresno
G-242895-A1	Ag UTV	Diesel	2009	7	Tier 4 Final		6		60	-	-	5	Tulare
G-243199-A1	Ag UTV	Gasoline	1986	9	Uncontrolled Technology		24		15	-	-	5	Tulare
G-243205-A1	Ag UTV	Gasoline	1986	9	Uncontrolled Technology		24		100	-	-	5	Fresno
G-243360-A1	Ag UTV	Gasoline	2010	23	Uncontrolled Technology		24		250	-	-	5	Fresno
G-243491-A1	Ag UTV	Gasoline	2001	16	Uncontrolled Technology		24		120	-	-	5	Tulare
G-243736-A1	Ag UTV	Gasoline	2007	13	Control Technology		30		90	-	-	5	Fresno
G-243971-A1	Ag UTV	Gasoline	2002	10	Uncontrolled Technology		25		140	-	-	5	Merced
G-243975-A1	Ag UTV	Gasoline	1996	10	Uncontrolled Technology		25		140	-	-	5	Merced
G-243980-A1	Ag UTV	Gasoline	1990	13	Uncontrolled Technology		8		150	-	-	5	Fresno
G-244073-A1	Ag UTV	Diesel	2015	22	Tier 4 Final		31		1880	-	-	5	Tulare
G-244278-A1	Ag UTV	Gasoline	2004	16	Control Technology		25		300	-	-	5	San Joaquin
G-244638-A1	Ag UTV	Gasoline	1991	19	Uncontrolled Technology		16		150	-	-	5	San Joaquin
G-247716-A1	Ag UTV	Gasoline	2017	8	Control Technology		15		250	-	-	5	Madera
G-247740-A1	Ag UTV	Gasoline	2012	33	Control Technology		24		600	-	-	5	Tulare

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-247742-A1	Ag UTV	Gasoline	2007	33	Control Technology		24		600	-	-	5	Tulare
G-247744-A1	Ag UTV	Gasoline	1984	14	Uncontrolled Technology		24		520	-	-	5	Stanislaus
G-247772-A1	Ag UTV	Gasoline	1997	28	Uncontrolled Technology		7		220	-	-	5	Fresno
G-247890-A1	Ag UTV	Gasoline	2006	7	Control Technology		13		28	-	-	5	Fresno
G-248125-A1	Ag UTV	Gasoline	2005	10	Control Technology		24		200	-	-	5	San Joaquin
G-248139-A1	Ag UTV	Gasoline	2002	10	Uncontrolled Technology		11		250	-	-	5	Fresno
G-248148-A1	Ag UTV	Gasoline	2011	16	Control Technology		24		255	-	-	5	Tulare
G-248149-A1	Ag UTV	Gasoline	2010	52	Control Technology		24		255	-	-	5	Tulare
G-248175-A1	Ag UTV	Gasoline	2002	10	Uncontrolled Technology		24		260	-	-	5	Tulare
G-248180-A1	Ag UTV	Gasoline	2007	12	Control Technology		24		200	-	-	5	Fresno
G-248182-A1	Ag UTV	Gasoline	2011	15	Control Technology		24		215	-	-	5	Tulare
G-248208-A1	Ag UTV	Gasoline	1992	10	Uncontrolled Technology		30		100	-	-	5	Fresno
G-248309-A1	Ag UTV	Gasoline	2000	10	Uncontrolled Technology		6		312	-	-	5	Fresno
G-249640-A1	Ag UTV	Gasoline	1988	23	Uncontrolled Technology		24		200	-	-	5	Fresno
G-249661-A1	Ag UTV	Gasoline	2019	15	Control Technology		31		500	-	-	5	Kern
G-249723-A1	Ag UTV	Gasoline	1985	19	Uncontrolled Technology		24		100	-	-	5	Stanislaus
G-249788-A1	Ag UTV	Gasoline	2000	33	Uncontrolled Technology		14		30	-	-	5	San Joaquin
G-250176-A1	Ag UTV	Gasoline	2006	10	Control Technology		22		380	-	-	5	Stanislaus
G-250581-A1	Ag UTV	Gasoline	2018	13	Control Technology		24		500	-	-	5	Kern
G-250582-A1	Ag UTV	Gasoline	2016	13	Control Technology		24		500	-	-	5	Kern
G-250583-A1	Ag UTV	Gasoline	2015	13	Control Technology		24		500	-	-	5	Kern
G-250710-A1	Ag UTV	Gasoline	1985	18	Uncontrolled Technology		31		200	-	-	5	Kern
G-250712-A1	Ag UTV	Gasoline	2002	19	Uncontrolled Technology		8		200	-	-	5	Kern
G-251285-A1	Ag UTV	Gasoline	1999	15	Uncontrolled Technology		7		120	-	-	5	Kings
G-251607-A1	Ag UTV	Gasoline	1983	13	Uncontrolled Technology		24		200	-	-	5	Stanislaus
G-251613-A1	Ag UTV	Gasoline	2008	18	Control Technology		11		325	-	-	5	Stanislaus
G-252724-A1	Ag UTV	Gasoline	2018	44	Control Technology		24		200	-	-	5	Tulare
G-252725-A1	Ag UTV	Gasoline	2006	43	Control Technology		8		200	-	-	5	Tulare
G-252816-A1	Ag UTV	Gasoline	2002	19	Uncontrolled Technology		15		350	-	-	5	Stanislaus
G-252847-A1	Ag UTV	Gasoline	2005	41	Control Technology		24		200	-	-	5	Tulare
G-252915-A1	Ag UTV	Diesel	2012	13	Tier 4 Final		24		500	-	-	5	Kings

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-253085-A1	Ag UTV	Gasoline	1988	16	Uncontrolled Technology		7		500	-	-	5	Fresno
G-253178-A1	Ag UTV	Gasoline	1997	16	Uncontrolled Technology		25		450	-	-	5	Stanislaus
G-253214-A1	Ag UTV	Gasoline	2006	13	Control Technology		13		400	-	-	5	San Joaquin
G-253276-A1	Ag UTV	Gasoline	2014	15	Control Technology		24		200	-	-	5	Merced
G-253305-A1	Ag UTV	Gasoline	2003	26	Uncontrolled Technology		8		295	-	-	5	Fresno
G-253480-A1	Ag UTV	Gasoline	2012	15	Control Technology		6		200	-	-	5	Fresno
G-253573-A1	Ag UTV	Gasoline	1948	12	Uncontrolled Technology		31		250	-	-	5	San Joaquin
G-253586-A1	Ag UTV	Gasoline	2006	22	Control Technology		6		200	-	-	5	Fresno
G-253587-A1	Ag UTV	Gasoline	1991	10	Uncontrolled Technology		24		300	-	-	5	Fresno
G-253618-A1	Ag UTV	Gasoline	1996	19	Uncontrolled Technology		24		300	-	-	5	Fresno
G-253634-A1	Ag UTV	Gasoline	2005	22	Control Technology		24		300	-	-	5	Fresno
G-253636-A1	Ag UTV	Gasoline	1997	30	Uncontrolled Technology		24		300	-	-	5	Fresno
G-253640-A1	Ag UTV	Gasoline	2009	15	Control Technology		13		200	-	-	5	Fresno
G-253642-A1	Ag UTV	Gasoline	2002	25	Uncontrolled Technology		24		100	-	-	5	Merced
G-253731-A1	Ag UTV	Diesel	2009	24	Tier 4 Final		14		250	-	-	5	Stanislaus
G-253732-A1	Ag UTV	Diesel	2011	24	Tier 4 Final		14		250	-	-	5	Stanislaus
G-253779-A1	Ag UTV	Gasoline	2006	22	Control Technology		24		250	-	-	5	Stanislaus
G-253827-A1	Ag UTV	Gasoline	2019	10	Control Technology		22		125	-	-	5	Merced
G-253829-A1	Ag UTV	Gasoline	2019	8	Control Technology		22		125	-	-	5	Merced
G-253830-A1	Ag UTV	Gasoline	2019	8	Control Technology		22		125	-	-	5	Merced
G-253870-A1	Ag UTV	Gasoline	1999	15	Uncontrolled Technology		24		250	-	-	5	Madera
G-253883-A1	Ag UTV	Gasoline	2002	22	Uncontrolled Technology		16		300	-	-	5	Stanislaus
G-253891-A1	Ag UTV	Gasoline	1984	14	Uncontrolled Technology		8		100	-	-	5	Fresno
G-253978-A1	Ag UTV	Gasoline	2007	27	Control Technology		24		250	-	-	5	Madera
G-254400-A1	Ag UTV	Gasoline	2001	19	Uncontrolled Technology		30		104	-	-	5	Fresno
G-254410-A1	Ag UTV	Gasoline	1994	13	Uncontrolled Technology		24		300	-	-	5	Madera
G-254411-A1	Ag UTV	Gasoline	2005	20	Control Technology		24		400	-	-	5	Madera
G-255612-A1	Ag UTV	Gasoline	2007	44	Control Technology		8		290	-	-	5	Merced
G-255697-A1	Ag UTV	Gasoline	1995	26	Uncontrolled Technology		24		800	-	-	5	San Joaquin
G-255758-A1	Ag UTV	Gasoline	2001	9	Uncontrolled Technology		25		250	-	-	5	Tulare
G-255759-A1	Ag UTV	Gasoline	2015	45	Control Technology		25		250	-	-	5	Tulare

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-255760-A1	Ag UTV	Gasoline	2002	28	Uncontrolled Technology		25		250	-	-	5	Tulare
G-255942-A1	Ag UTV	Gasoline	2014	33	Control Technology		30		500	-	-	5	Madera
G-256534-A1	Ag UTV	Gasoline	1982	13	Uncontrolled Technology		8		500	-	-	5	Fresno
G-256536-A1	Ag UTV	Gasoline	2014	32	Control Technology		8		400	-	-	5	Tulare
G-256540-A1	Ag UTV	Gasoline	2017	37	Control Technology		25		250	-	-	5	Stanislaus
G-256604-A1	Ag UTV	Gasoline	2010	6	Control Technology		7		525	-	-	5	Kern
G-256605-A1	Ag UTV	Gasoline	2005	6	Control Technology		7		515	-	-	5	Kern
G-256607-A1	Ag UTV	Gasoline	1991	9	Uncontrolled Technology		7		700	-	-	5	Fresno
G-256692-A1	Ag UTV	Diesel	2000	25	Tier 1		24		200	-	-	5	Stanislaus
G-256815-A1	Ag UTV	Diesel	2008	21	Tier 4 Final		24		550	-	-	5	Fresno
G-256915-A1	Ag UTV	Gasoline	2003	22	Uncontrolled Technology		14		500	-	-	5	San Joaquin
G-256925-A1	Ag UTV	Gasoline	2004	22	Control Technology		14		500	-	-	5	San Joaquin
G-257062-A1	Ag UTV	Gasoline	2017	13	Control Technology		25		250	-	-	5	Stanislaus
G-257064-A1	Ag UTV	Gasoline	2005	27	Control Technology		7		100	-	-	5	Madera
G-257157-A1	Ag UTV	Gasoline	2002	22	Uncontrolled Technology		15		400	-	-	5	San Joaquin
G-257290-A1	Ag UTV	Gasoline	2007	16	Control Technology		24		250	-	-	5	Tulare
G-257334-A1	Ag UTV	Gasoline	2006	6	Control Technology		24		400	-	-	5	Fresno
G-257443-A1	Ag UTV	Gasoline	2016	14	Control Technology		24		400	-	-	5	Fresno
G-257562-A1	Ag UTV	Gasoline	2017	13	Control Technology		31		300	-	-	5	Stanislaus
G-257563-A1	Ag UTV	Gasoline	2014	16	Control Technology		31		500	-	-	5	Merced
G-257626-A1	Ag UTV	Gasoline	2000	13	Uncontrolled Technology		24		250	-	-	5	Tulare
G-259699-A1	Ag UTV	Gasoline	2003	19	Uncontrolled Technology		8		2400	-	-	5	Tulare
G-259835-A1	Ag UTV	Gasoline	1996	19	Uncontrolled Technology		25		300	-	-	5	Fresno
G-260528-A1	Ag UTV	Gasoline	2012	16	Control Technology		7		84	-	-	5	Tulare
G-260702-A1	Ag UTV	Gasoline	1985	18	Uncontrolled Technology		24		60	-	-	5	Stanislaus
G-261195-A1	Ag UTV	Gasoline	2004	3	Control Technology		8		50	-	-	5	Stanislaus
G-263218-A1	Ag UTV	Diesel	2012	22	Tier 4 Final		25		1500	-	-	5	Stanislaus
G-265570-A1	Ag UTV	Gasoline	2014	10	Control Technology		24		270	-	-	5	Fresno
G-265632-A1	Ag UTV	Gasoline	1994	20	Uncontrolled Technology		13		400	-	-	5	Stanislaus
G-265747-A1	Ag UTV	Gasoline	2006	20	Control Technology		8		200	-	-	5	Kings
G-265784-A1	Ag UTV	Gasoline	2022	33	Uncontrolled Technology		12		800	-	-	5	Kern

Project Type Off-Road

SJVAPCD Project Data 2026

Description Ag UTV Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-268106-A1	Ag UTV	Gasoline	2008	45	Control Technology		6		1500	-	-	5	Merced
G-268602-A1	Ag UTV	Gasoline	2007	40	Control Technology		24		100	-	-	5	San Joaquin
G-268616-A1	Ag UTV	Gasoline	1988	13	Uncontrolled Technology		24		225	-	-	5	Merced
G-269726-A1	Ag UTV	Gasoline	2009	15	Control Technology		8		850	-	-	5	Tulare
G-270830-A1	Ag UTV	Gasoline	2003	22	Uncontrolled Technology		5		600	-	-	5	Tulare
G-271128-A1	Ag UTV	Gasoline	2003	19	Uncontrolled Technology		24		500	-	-	5	Merced
G-271267-A1	Ag UTV	Gasoline	2006	27	Control Technology		16		150	-	-	5	Tulare
G-271268-A1	Ag UTV	Gasoline	2018	41	Control Technology		25		300	-	-	5	Merced
G-272270-A1	Ag UTV	Gasoline	2003	13	Uncontrolled Technology		11		365	-	-	5	Kings
G-272301-A1	Ag UTV	Gasoline	2012	15	Control Technology		30		500	-	-	5	Fresno
G-272341-A1	Ag UTV	Gasoline	2014	15	Control Technology		30		500	-	-	5	Fresno
G-272460-A1	Ag UTV	Gasoline	2012	16	Control Technology		15		500	-	-	5	Kern
G-272461-A1	Ag UTV	Gasoline	2007	9	Uncontrolled Technology		15		375	-	-	5	Kern
G-272462-A1	Ag UTV	Gasoline	2008	9	Control Technology		15		425	-	-	5	Kern
G-273771-A1	Ag UTV	Gasoline	2006	15	Control Technology		7		150	-	-	5	Tulare
G-273773-A1	Ag UTV	Gasoline	2005	16	Control Technology		24		250	-	-	5	Fresno
G-273817-A1	Ag UTV	Gasoline	1998	33	Uncontrolled Technology		8		200	-	-	5	Tulare
G-273825-A1	Ag UTV	Diesel	2004	22	Tier 1		24		540	-	-	5	Tulare
G-273930-A1	Ag UTV	Gasoline	2015	33	Control Technology		8		360	-	-	5	Tulare
G-273935-A1	Ag UTV	Gasoline	2004	26	Control Technology		24		100	-	-	5	San Joaquin
G-273950-A1	Ag UTV	Gasoline	2004	6	Control Technology		8		425	-	-	5	Fresno
G-273999-A1	Ag UTV	Gasoline	1989	16	Uncontrolled Technology		6		550	-	-	5	Kern
G-274000-A1	Ag UTV	Gasoline	1994	15	Control Technology		6		600	-	-	5	Kern
G-274119-A1	Ag UTV	Diesel	2016	24	Tier 4 Final		25		180	-	-	5	Merced
G-274154-A1	Ag UTV	Gasoline	2000	20	Uncontrolled Technology		7		220	-	-	5	Fresno
G-274156-A1	Ag UTV	Gasoline	2003	22	Uncontrolled Technology		25		300	-	-	5	Stanislaus
G-274158-A1	Ag UTV	Gasoline	2016	16	Control Technology		25		300	-	-	5	Stanislaus
G-274234-A1	Ag UTV	Gasoline	1999	24	Uncontrolled Technology		25		100	-	-	5	Stanislaus
G-274789-A1	Ag UTV	Gasoline	2000	14	Uncontrolled Technology		7		832	-	-	5	Fresno
G-274815-A1	Ag UTV	Diesel	2020	25	Tier 4 Final		24		300	-	-	5	Merced
G-274816-A1	Ag UTV	Diesel	2013	22	Tier 4 Final		24		300	-	-	5	Merced

Project Type Off-Road

SJVAPCD Project Data 2026

Description Ag UTV Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-275992-A1	Ag UTV	Gasoline	2011	15	Control Technology		24		300	-	-	5	Merced
G-276021-A1	Ag UTV	Gasoline	2003	16	Uncontrolled Technology		22		100	-	-	5	Fresno
G-277210-A1	Ag UTV	Gasoline	2012	28	Control Technology		30		300	-	-	5	Madera
G-277300-A1	Ag UTV	Gasoline	2015	68	Control Technology		12		270	-	-	5	Fresno
G-277449-A1	Ag UTV	Gasoline	2004	15	Control Technology		27		500	-	-	5	Kern
G-277715-A1	Ag UTV	Gasoline	2002	16	Uncontrolled Technology		25		150	-	-	5	Tulare
G-277819-A1	Ag UTV	Gasoline	2007	15	Control Technology		15		200	-	-	5	Tulare
G-277903-A1	Ag UTV	Gasoline	2006	20	Control Technology		6		100	-	-	5	San Joaquin
G-277925-A1	Ag UTV	Gasoline	2018	14	Control Technology		24		500	-	-	5	Fresno
G-277926-A1	Ag UTV	Gasoline	2017	14	Control Technology		24		500	-	-	5	Fresno
G-277927-A1	Ag UTV	Gasoline	2019	14	Control Technology		24		500	-	-	5	Fresno
G-277928-A1	Ag UTV	Gasoline	2019	14	Control Technology		24		500	-	-	5	Fresno
G-277976-A1	Ag UTV	Gasoline	2005	33	Control Technology		8		100	-	-	5	Merced
G-278047-A1	Ag UTV	Gasoline	2002	19	Uncontrolled Technology		13		225	-	-	5	Fresno
G-278400-A1	Ag UTV	Diesel	2008	22	Tier 4 Final		24		250	-	-	5	Stanislaus
G-278404-A1	Ag UTV	Gasoline	2007	26	Control Technology		12		1100	-	-	5	Merced
G-278405-A1	Ag UTV	Gasoline	2019	14	Control Technology		24		500	-	-	5	Fresno
G-278434-A1	Ag UTV	Gasoline	2006	16	Control Technology		8		100	-	-	5	Tulare
G-278435-A1	Ag UTV	Gasoline	2014	30	Control Technology		8		100	-	-	5	Tulare
G-278440-A1	Ag UTV	Gasoline	2014	9	Control Technology		15		60	-	-	5	Stanislaus
G-278474-A1	Ag UTV	Gasoline	1990	13	Uncontrolled Technology		7		120	-	-	5	Fresno
G-278514-A1	Ag UTV	Diesel	2013	24	Tier 4 Final		7		300	-	-	5	Fresno
G-278877-A1	Ag UTV	Gasoline	2007	45	Control Technology		24		150	-	-	5	Tulare
G-280873-A1	Ag UTV	Gasoline	1996	13	Uncontrolled Technology		8		250	-	-	5	Fresno
G-280876-A1	Ag UTV	Gasoline	2012	28	Control Technology		8		500	-	-	5	Madera
G-280895-A1	Ag UTV	Gasoline	1984	13	Uncontrolled Technology		24		225	-	-	5	San Joaquin
G-280899-A1	Ag UTV	Gasoline	1997	8	Uncontrolled Technology		30		215	-	-	5	Tulare
G-280904-A1	Ag UTV	Gasoline	1995	27	Uncontrolled Technology		110		200	-	-	5	Tulare
G-281436-A1	Ag UTV	Gasoline	2005	15	Control Technology		25		150	-	-	5	Tulare
G-281462-A1	Ag UTV	Gasoline	1997	26	Uncontrolled Technology		25		500	-	-	5	Fresno
G-281469-A1	Ag UTV	Gasoline	2006	44	Control Technology		24		200	-	-	5	Merced

Project Type Off-Road

SJVAPCD Project Data 2026

Description Ag UTV Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-281475-A1	Ag UTV	Gasoline	2006	44	Control Technology		24		200	-	-	5	Merced
G-281496-A1	Ag UTV	Gasoline	2014	15	Control Technology		27		500	-	-	5	Kern
G-281504-A1	Ag UTV	Gasoline	2014	15	Control Technology		27		500	-	-	5	Kern
G-281509-A1	Ag UTV	Gasoline	2014	15	Control Technology		27		500	-	-	5	Kern
G-281531-A1	Ag UTV	Gasoline	1996	27	Uncontrolled Technology		8		800	-	-	5	Kings
G-281656-A1	Ag UTV	Gasoline	1982	6	Uncontrolled Technology		24		200	-	-	5	Stanislaus
G-281684-A1	Ag UTV	Gasoline	1984	9	Uncontrolled Technology		24		150	-	-	5	Merced
G-281707-A1	Ag UTV	Gasoline	2014	30	Control Technology		25		150	-	-	5	Tulare
G-281841-A1	Ag UTV	Diesel	1984	19	Tier 0		24		100	-	-	5	Stanislaus
G-281905-A1	Ag UTV	Gasoline	2004	33	Control Technology		25		150	-	-	5	Merced
G-281926-A1	Ag UTV	Gasoline	2012	26	Control Technology		24		250	-	-	5	Merced
G-282153-A1	Ag UTV	Gasoline	1987	19	Uncontrolled Technology		24		170	-	-	5	Merced
G-282260-A1	Ag UTV	Gasoline	2005	17	Control Technology		4		350	-	-	5	Fresno
G-282343-A1	Ag UTV	Diesel	2013	22	Tier 4 Final		25		100	-	-	5	Stanislaus
G-282435-A1	Ag UTV	Gasoline	2018	14	Control Technology		24		500	-	-	5	Fresno
G-282437-A1	Ag UTV	Gasoline	2008	13	Control Technology		24		500	-	-	5	Fresno
G-282679-A1	Ag UTV	Gasoline	2002	9	Uncontrolled Technology		8		400	-	-	5	Kings
G-283140-A1	Ag UTV	Gasoline	2007	7	Control Technology		25		50	-	-	5	Tulare
G-283384-A1	Ag UTV	Gasoline	2007	40	Control Technology		24		350	-	-	5	Kings
G-283925-A1	Ag UTV	Gasoline	2017	7	Control Technology		7		250	-	-	5	Madera
G-284292-A1	Ag UTV	Gasoline	2002	14	Uncontrolled Technology		7		420	-	-	5	Madera
G-284644-A1	Ag UTV	Gasoline	1998	15	Uncontrolled Technology		15		1800	-	-	5	Merced
G-284649-A1	Ag UTV	Gasoline	1991	19	Uncontrolled Technology		24		195	-	-	5	Tulare
G-285902-A1	Ag UTV	Gasoline	1999	22	Uncontrolled Technology		24		200	-	-	5	San Joaquin
G-288335-A1	Ag UTV	Gasoline	1992	23	Uncontrolled Technology		25		500	-	-	5	Stanislaus
G-288460-A1	Ag UTV	Gasoline	2001	33	Uncontrolled Technology		15		55	-	-	5	San Joaquin
G-288938-A1	Ag UTV	Gasoline	2002	22	Uncontrolled Technology		27		850	-	-	5	Tulare
G-290610-A1	Ag UTV	Gasoline	1985	9	Uncontrolled Technology		25		150	-	-	5	Stanislaus
G-290958-A1	Ag UTV	Gasoline	2007	13	Control Technology		15		750	-	-	5	Fresno
G-292205-A1	Ag UTV	Gasoline	2004	6	Control Technology		8		695	-	-	5	Fresno
G-292662-A1	Ag UTV	Diesel	2004	21	Tier 1		27		242	-	-	5	San Joaquin

Project Type Off-Road

SJVAPCD Project Data 2026

Description Ag UTV Replacement

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
G-293639-A1	Ag UTV	Gasoline	2007	22	Control Technology		31		150	-	-	5	Tulare
G-293773-A1	Ag UTV	Gasoline	2016	34	Control Technology		24		300	-	-	5	Madera
G-294250-A1	Ag UTV	Gasoline	1990	19	Uncontrolled Technology		24		210	-	-	5	Merced
G-294302-A1	Ag UTV	Gasoline	2003	33	Control Technology		7		180	-	-	5	Fresno
G-294305-A1	Ag UTV	Gasoline	2013	27	Control Technology		5		300	-	-	5	Tulare
G-294572-A1	Ag UTV	Gasoline	1983	8	Uncontrolled Technology		15		20	-	-	5	Fresno
G-295422-A1	Ag UTV	Gasoline	1985	18	Uncontrolled Technology		25		100	-	-	5	Kings

Appendix B
NRCS Combustion System Improvement Program Project Information

Project Type NRCS EQIP
Description Vehicle Replacement

NRCS Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
5831	Rough Terrain Forklift	Diesel	1994	69	Non-Tier	2021	74	Tier 4 Final	550			10	San Joaquin
5832	Backhoe Loader	Diesel	2003	78	Tier 1	2023	74	Tier 4 Final	600			10	San Joaquin
5785	Tractor	Diesel	1980	97	Non-Tier	2023	74	Tier 4 Final	1000			10	Stanislaus
4446	Tractor	Diesel	1990	97	Non-Tier	2022	115	Tier 4 Final	600			10	Fresno
5816	Tractor	Diesel	1972	64	Non-Tier	2022	75	Tier 4 Final	520			10	Merced
5780	Tractor	Diesel	1983	280	Non-Tier	2022	326	Tier 4 Final	1000			10	Stanislaus
4445	Forklift	Diesel	1998	80	Tier 1	2023	63	Tier 4 Final	2500			10	Fresno
5811	Tractor	Diesel	2006	64	Tier 2	2023	75	Tier 4 Final	980			10	Tulare
5770	Backhoe Loader	Diesel	1978	83	Non-Tier	2021	100	Tier 4 Final	150			10	San Joaquin
5786	Tractor	Diesel	1975	58	Non-Tier	2023	74	Tier 4 Final	100			10	Stanislaus
5787	Nut Harvester	Diesel	1980	73	Non-Tier	2023	74	Tier 4 Final	100			10	Stanislaus
5693	Tractor	Diesel	1964	114	Non-Tier	2022	125	Tier 4 Final	400			10	San Joaquin
5694	Tractor	Diesel	1977	175	Non-Tier	2022	125	Tier 4 Final	400			10	San Joaquin
5720	Tractor	Diesel	1969	40	Non-Tier	2022	50	Tier 4 Final	100			10	Merced
5815	Tractor	Diesel	2001	95	Tier 1	2021	106	Tier 4 Final	375			10	San Joaquin
5824	Tractor	Diesel	2005	92	Tier 2	2023	118	Tier 4 Final	400			10	Tulare
5779	Tractor	Diesel	1984	204	Non-Tier	2023	163	Tier 4 Final	975			10	San Joaquin
5789	Tractor	Diesel	1992	95	Non-Tier	2023	105	Tier 4 Final	350			10	Madera
4463	Tractor	Diesel	2004	31	Tier 2	2023	34	Tier 4 Final	200			10	Fresno
4448	Tractor	Diesel	1972	46	Non-Tier	2022	55	Tier 4 Final	150			10	Fresno
4449	Tractor	Diesel	2007	63	Tier 2	2022	74	Tier 4 Final	150			10	Fresno
5800	Tractor	Diesel	1994	350	Non-Tier	2021	430	Tier 4 Final	1000			10	Tulare
5784	Tractor	Diesel	1973	76	Non-Tier	2023	74	Tier 4 Final	350			10	Stanislaus
5765	Tractor	Diesel	1972	173	Non-Tier	2022	181	Tier 4 Final	800			10	San Joaquin
5781	Tractor	Diesel	2002	305	Tier 2	2023	360	Tier 4 Final	550			10	San Joaquin
5771	Tractor	Diesel	1972	145	Non-Tier	2022	120	Tier 4 Final	131			10	San Joaquin
5778	Tractor	Diesel	1995	100	Non-Tier	2023	106	Tier 4 Final	350			10	San Joaquin
5794	Tractor	Diesel	1948	93	Non-Tier	2023	105	Tier 4 Final	250			10	San Joaquin
5716	Tractor	Diesel	1989	76	Non-Tier	2023	76	Tier 4 Final	400			10	Tulare
5776	Forklift	Diesel	1984	69	Non-Tier	2023	74	Tier 4 Final	250			10	San Joaquin
5674	Tractor	Diesel	1964	55	Non-Tier	2023	48	Tier 4 Final	350			10	Madera

Project Type NRCS EQIP
Description Vehicle Replacement

NRCS Project Data 2026

Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
5714	Tractor	Diesel	1970	69	Non-Tier	2022	71	Tier 4 Final	150			10	Tulare
5769	Tractor	Diesel	1982	72	Non-Tier	2024	71	Tier 4 Final	210			10	San Joaquin
5708	Tractor	Diesel	1983	62	Non-Tier	2023	70	Tier 4 Final	720			10	Merced
5719	Loader	Diesel	1990	60	Non-Tier	2022	64	Tier 4 Final	205			10	Merced
5808	Tractor	Diesel	1998	83	Non-Tier	2023	106	Tier 4 Final	120			10	Stanislaus
5768	Tractor	Diesel	1978	275	Non-Tier	2023	335	Tier 4 Final	250			10	San Joaquin
5705	Tractor	Diesel	1972	39	Non-Tier	2022	39	Tier 4 Final	300			10	Fresno
5710	Tractor	Diesel	1978	69	Non-Tier	2022	74	Tier 4 Final	300			10	San Joaquin
5809	Tractor	Diesel	1958	32	Non-Tier	2022	38	Tier 4 Final	625			10	Fresno
5810	Tractor	Diesel	1974	60	Non-Tier	2023	38	Tier 4 Final	300			10	Fresno
5797	Tractor	Diesel	1979	100	Non-Tier	2022	115	Tier 4 Final	550			10	Fresno
5822	Backhoe Loader	Diesel	1968	52	Non-Tier	2022	63	Tier 4 Final	300			10	San Joaquin
5823	Tractor	Diesel	1971	55	Non-Tier	2023	48	Tier 4 Final	300			10	San Joaquin
5804	Tractor	Diesel	1978	57	Non-Tier	2023	70	Tier 4 Final	475			10	San Joaquin
5680	Tractor	Diesel	1990	97	Non-Tier	2022	120	Tier 4 Final	400			10	Fresno
5699	Tractor	Diesel	1968	46	Non-Tier	2022	58	Tier 4 Final	2000			10	Fresno
5803	Tractor	Diesel	1984	33	Non-Tier	2022	40	Tier 4 Final	250			10	Madera
5707	Tractor	Diesel	2004	92	Non-Tier	2022	115	Tier 4 Final	300			10	Merced
5813	Tractor	Diesel	1963	45	Non-Tier	2023	48	Tier 4 Final	300			10	San Joaquin
5791	Tractor	Diesel	2003	148	Tier 2	2023	168	Tier 4 Final	3000			10	Kings
5792	Tractor	Diesel	2009	135	Tier 3	2024	135	Tier 4 Final	1000			10	Kings
5696	Tractor	Diesel	1980	160	Non-Tier	2022	147	Tier 4 Final	500			10	Fresno
5805	Tractor	Diesel	1987	88	Non-Tier	2023	105	Tier 4 Final	300			10	San Joaquin
5807	Backhoe Loader	Diesel	1985	63	Non-Tier	2023	74	Tier 4 Final	300			10	San Joaquin
5806	Skidder	Diesel	2000	56	Tier 1	2024	68	Tier 4 Final	300			10	San Joaquin
5814	Tractor	Diesel	1968	64	Non-Tier	2022	66	Tier 4 Final	300			10	San Joaquin
5821	Tractor	Diesel	1967	380	Non-Tier	2023	470	Tier 4 Final	650			10	San Joaquin
5677	Nut Harvester	Diesel	1978	174	Non-Tier	2022	174	Tier 4 Final	400			10	Fresno
5818	Tractor	Diesel	1975	46	Tier 1	2020	55	Tier 4 Final	100			10	San Joaquin
5830	Tractor	Diesel	1970	163	Non-Tier	2023	200	Tier 4 Final	700			10	San Joaquin
5673	Tractor	Diesel	1964	100	Non-Tier	2021	120	Tier 4 Interim	350			10	Fresno

Project Type NRCS EQIP
Description Vehicle Replacement

NRCS Project Data 2026

Project #	Primary Function	Fuel	Baseline	Old HP	Old Tier	New	New	New Tier	Annual	Annual	Annual	Project Life	Location (County)
		Type	Yr			Eng Yr	HP		Usage	Usage	Usage		
									(Hours)	(Miles)	(Fuel)	(Yrs)	
5795	Tractor	Diesel	1977	192	Non-Tier	2023	230	Tier 4 Final	250			10	San Joaquin
5812	Tractor	Diesel	1998	162	Tier 1	2021	90	Tier 4 Final	300			10	San Joaquin
5662	Tractor	Diesel	1987	81	Non-Tier	2022	106	Tier 4 Final	1200			10	Fresno
5668	Tractor	Diesel	1965	69	Non-Tier	2022	106	Tier 4 Final	200			10	Fresno
5675	Tractor	Diesel	1976	58	Non-Tier	2024	67	Tier 4 Final	400			10	Fresno
5717	Tractor	Diesel	2005	38	Tier 2	2024	35	Tier 4 Final	400			10	Tulare
5788	Skidder	Diesel	1998	46	Non-Tier	2023	55	Tier 4 Final	300			10	San Joaquin
5695	Tractor	Diesel	1988	96	Non-Tier	2023	115	Tier 4 Final	500			10	Fresno
5715	Tractor	Diesel	1958	55	Non-Tier	2024	65	Tier 4 Final	400			10	Tulare
5772	Tractor	Diesel	1993	72	Non-Tier	2024	90	Tier 4 Final	300			10	San Joaquin
5801	Sweeper	Diesel	1992	80	Non-Tier	2022	74	Tier 4 Final	200			10	San Joaquin
5829	Tractor	Diesel	1997	110	Tier 1	2024	125	Tier 4 Final	700			10	San Joaquin
5777	Tractor	Diesel	1967	75	Non-Tier	2023	71	Tier 4 Final	250			10	San Joaquin
5820	Tractor	Diesel	1976	126	Non-Tier	2024	130	Tier 4 Final	250			10	Madera
5688	Tractor	Diesel	1950	82	Non-Tier	2023	95	Tier 4 Final	250			10	San Joaquin
5826	Tractor	Diesel	1998	76	Tier 1	2024	74	Tier 4 Final	400			10	Fresno
5703	Tractor	Diesel	1981	62	Non-Tier	2024	75	Tier 4 Final	300			10	Fresno
5700	Tractor	Diesel	1964	100	Non-Tier	2024	120	Tier 4 Final	400			10	Fresno
5702	Tractor	Diesel	1972	80	Non-Tier	2023	75	Tier 4 Final	550			10	Fresno
5698	Tractor	Diesel	2005	72	Tier 2	2022	74	Tier 4 Final	300			10	Fresno
5782	Tractor	Diesel	1968	75	Non-Tier	2023	90	Tier 4 Final	100			10	Fresno
5827	Tractor	Diesel	2001	174	Tier 1	2024	175	Tier 4 Final	500			10	Kings
5783	Tractor	Diesel	1975	58	Non-Tier	2023	74	Tier 4 Final	250			10	Stanislaus
5825	Tractor	Diesel	2001	174	Tier 1	2024	175	Tier 4 Final	500			10	Kings
5711	Tractor	Diesel	1998	77	Tier 1	2022	92	Tier 4 Final	250			10	San Joaquin
5682	Tractor	Diesel	1979	38	Non-Tier	2022	45	Tier 4 Final	300			10	Madera
5790	Tractor	Diesel	1979	38	Non-Tier	2022	45	Tier 4 Final	300			10	Madera
5712	Tractor	Diesel	1975	75	Non-Tier	2023	75	Tier 4 Final	300			10	San Joaquin
5663	Tractor	Diesel	1980	57	Non-Tier	2023	57	Tier 4 Final	400			10	Tulare
5672	Tractor	Diesel	1974	35	Non-Tier	2022	35	Tier 4 Final	500			10	San Joaquin
5764	Tractor	Diesel	1986	139	Non-Tier	2022	115	Tier 4 Final	350			10	San Joaquin

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Project #	Primary Function	Fuel	Baseline	Old HP	Old Tier	New	New	New Tier	Annual	Annual	Annual	Project Life	Location (County)
		Type	Yr			Eng Yr	HP		Usage	Usage	Usage		
									(Hours)	(Miles)	(Fuel)	(Yrs)	
5709	Tractor	Diesel	1992	76	Non-Tier	2024	90	Tier 4 Final	300			10	San Joaquin
5690	Tractor	Diesel	1976	215	Non-Tier	2023	243	Tier 4 Final	300			10	San Joaquin
5775	Tractor	Diesel	1996	240	Tier 1	2023	290	Tier 4 Final	350			10	San Joaquin
5796	Tractor	Diesel	1979	69	Non-Tier	2022	73	Tier 4 Final	450			10	San Joaquin
5793	Excavator	Diesel	2004	110	Tier 2	2023	130	Tier 4 Final	300			10	San Joaquin
5679	Tractor	Diesel	1980	30	Non-Tier	2024	37	Tier 4 Final	400			10	Madera
5773	Tractor	Diesel	1967	174	Non-Tier	2024	120	Tier 4 Final	300			10	San Joaquin
5774	Tractor	Diesel	1967	134	Non-Tier	2022	120	Tier 4 Final	300			10	San Joaquin
5766	Tractor	Diesel	2001	115	Tier 1	2022	125	Tier 4 Final	300			10	San Joaquin
5767	Tractor	Diesel	1983	125	Non-Tier	2022	100	Tier 4 Final	300			10	San Joaquin
5670	Tractor	Diesel	1971	68	Non-Tier	2024	75	Tier 4 Final	315			10	Madera
5650	Tractor	Diesel	1970	58	Non-Tier	2025	68	Tier 4 Final	400			10	Tulare
5595	Tractor	Diesel	1981	64	Non-Tier	2023	71	Tier 4 Final	500			10	Fresno
5669	Tractor	Diesel	1970	67	Non-Tier	2023	75	Tier 4 Final	350			10	Madera
5701	Tractor	Diesel	1974	58	Non-Tier	2023	70	Tier 4 Final	500			10	Fresno
5585	Tractor	Diesel	1987	96	Non-Tier	2022	115	Tier 4 Final	1700			10	Fresno
5678	Tractor	Diesel	1981	72	Non-Tier	2024	74	Tier 4 Final	300			10	Fresno
5748	Tractor	Diesel	1958	100	Non-Tier	2024	118	Tier 4 Final	250			10	San Joaquin
5601	Tractor	Diesel	1990	92	Non-Tier	2023	114	Tier 4 Final	450			10	Fresno
5609	Tractor	Diesel	1968	95	Non-Tier	2024	114	Tier 4 Final	200			10	Merced
5611	Tractor	Diesel	1984	81	Non-Tier	2024	100	Tier 4 Final	300			10	Merced
5657	Tractor	Diesel	1975	57	Non-Tier	2023	57	Tier 4 Final	360			10	Tulare
5588	Tractor	Diesel	1986	96	Non-Tier	2024	105	Tier 4 Final	300			10	Fresno
5591	Nut Harvester	Diesel	1992	160	Non-Tier	2025	174	Tier 4 Final	800			10	Fresno
5617	Tractor	Diesel	1982	75	Non-Tier	2023	76	Tier 4 Final	200			10	Merced
5634	Tractor	Diesel	1992	84	Non-Tier	2024	72	Tier 4 Final	500			10	San Joaquin
5744	Loader	Diesel	1988	205	Non-Tier	2024	170	Tier 4 Final	730			10	San Joaquin
5697	Tractor	Diesel	1982	84	Non-Tier	2024	100	Tier 4 Final	500			10	Fresno
5596	Tractor	Diesel	1995	64	Non-Tier	2025	75	Tier 4 Final	500			10	Fresno
5584	Tractor	Diesel	1996	67	Non-Tier	2024	74	Tier 4 Final	1000			10	Fresno
5590	Tractor	Diesel	1993	31	Non-Tier	2024	37	Tier 4 Final	150			10	Fresno

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
5605	Tractor	Diesel	1973	75	Non-Tier	2023	74	Tier 4 Final	150			10	Fresno
5589	Tractor	Diesel	1966	58	Non-Tier	2024	70	Tier 4 Final	400			10	Fresno
5618	Tractor	Diesel	1990	90	Non-Tier	2023	92	Tier 4 Final	200			10	Merced
5762	Tractor	Diesel	1986	30	Non-Tier	2023	37	Tier 4 Final	300			10	San Joaquin
5583	Tractor	Diesel	1975	78	Non-Tier	2023	105	Tier 4 Final	350			10	Fresno
5600	Tractor	Diesel	1990	99	Non-Tier	2024	114	Tier 4 Final	300			10	Fresno
5614	Tractor	Diesel	1976	62	Non-Tier	2024	71	Tier 4 Final	200			10	Merced
5739	Loader	Diesel	1971	48	Non-Tier	2023	55	Tier 4 Final	500			10	San Joaquin
5727	Tractor	Diesel	1981	60	Non-Tier	2024	75	Tier 4 Final	600			10	San Joaquin
5610	Tractor	Diesel	1986	87	Non-Tier	2023	100	Tier 4 Final	300			10	Merced
5612	Tractor	Diesel	1975	60	Non-Tier	2024	71	Tier 4 Final	300			10	Merced
5625	Tractor	Diesel	1976	159	Non-Tier	2022	120	Tier 4 Final	240			10	Merced
5745	Tractor	Diesel	1979	310	Non-Tier	2021	310	Tier 4 Final	150			10	San Joaquin
5613	Loader	Diesel	1978	270	Non-Tier	2024	272	Tier 4 Final	1600			10	Merced
5731	Tractor	Diesel	1997	250	Tier 1	2021	310	Tier 4 Final	1000			10	San Joaquin
5752	Tractor	Diesel	1975	135	Non-Tier	2022	135	Tier 4 Final	1000			10	San Joaquin
5644	Tractor	Diesel	1964	104	Non-Tier	2024	105	Tier 4 Final	300			10	San Joaquin
5758	Tractor	Diesel	1970	96	Non-Tier	2024	130	Tier 4 Final	300			10	Stanislaus
5592	Tractor	Diesel	1965	60	Non-Tier	2023	75	Tier 4 Final	200			10	Fresno
5653	Tractor	Diesel	1980	66	Non-Tier	202	66	Tier 4 Final	3000			10	Tulare
5706	Tractor	Diesel	1982	78	Non-Tier	2023	90	Tier 4 Final	500			10	Merced
5730	Tractor	Diesel	1974	385	Non-Tier	2023	380	Tier 4 Final	700			10	San Joaquin
5660	Tractor	Diesel	1980	99	Non-Tier	2024	99	Tier 4 Final	300			10	Tulare
5760	Tractor	Diesel	1977	220	Non-Tier	2022	250	Tier 4 Final	400			10	San Joaquin
5619	Tractor	Diesel	1996	135	Non-Tier	2024	117	Tier 4 Final	180			10	Merced
5621	Sweeper	Diesel	1998	70	Non-Tier	2022	74	Tier 4 Final	50			10	Merced
5608	Tractor	Diesel	1998	95	Non-Tier	2024	114	Tier 4 Final	400			10	Merced
5746	Tractor	Diesel	2001	81	Non-Tier	2022	94	Tier 4 Final	150			10	San Joaquin
5722	Tractor	Diesel	2001	450	Tier 2	2024	400	Tier 4 Final	300			10	Tulare
5723	Tractor	Diesel	2000	425	Tier 1	2024	400	Tier 4 Final	3000			10	Tulare
5724	Tractor	Diesel	2001	425	Tier 1	2024	400	Tier 4 Final	2080			10	Tulare

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
5586	Tractor	Diesel	1975	62	Non-Tier	2024	71	Tier 4 Final	300			10	Fresno
5667	Tractor	Diesel	1968	77	Non-Tier	2025	75	Tier 4 Final	250			10	Fresno
5594	Tractor	Diesel	1998	80	Tier 1	2021	110	Tier 4 Final	700			10	Fresno
5597	Tractor	Diesel	1973	68	Non-Tier	2023	71	Tier 4 Final	30			10	Fresno
5598	Tractor	Diesel	1971	47	Non-Tier	2023	57	Tier 4 Final	350			10	Fresno
5607	Tractor	Diesel	1975	73	Non-Tier	2022	95	Tier 4 Final	400			10	Madera
5638	Tractor	Diesel	1975	75	Non-Tier	2023	75	Tier 4 Final	200			10	San Joaquin
5661	Tractor	Diesel	1977	113	Non-Tier	2020	113	Tier 4 Final	150			10	Tulare
5646	Tractor	Diesel	1973	125	Non-Tier	2022	100	Tier 4 Final	500			10	San Joaquin
5629	Tractor	Diesel	1987	270	Non-Tier	2024	310	Tier 4 Final	500			10	San Joaquin
5733	Tractor	Diesel	1961	47	Non-Tier	2024	55	Tier 4 Final	360			10	Tulare
5652	Tractor	Diesel	1972	55	Non-Tier	2024	55	Tier 4 Final	400			10	Tulare
5656	Tractor	Diesel	1980	80	Non-Tier	2024	74	Tier 4 Final	320			10	Tulare
5620	Forklift	Diesel	1982	69	Non-Tier	2024	72	Tier 4 Final	300			10	Merced
5665	Tractor	Diesel	1967	112	Non-Tier	2022	95	Tier 4 Final	400			10	San Joaquin
5639	Tractor	Diesel	1983	310	Non-Tier	2024	375	Tier 4 Final	2200			10	San Joaquin
5633	Tractor	Diesel	2004	114	Tier 2	2025	130	Tier 4 Final	300			10	San Joaquin
5704	Tractor	Diesel	1971	75	Non-Tier	2024	75	Tier 4 Final	500			10	Fresno
5622	Tractor	Diesel	1997	27	Non-Tier	2024	34	Tier 4 Final	500			10	Merced
5658	Tractor	Diesel	2003	100	Tier 1	2023	100	Tier 4 Final	300			10	Tulare
5616	Tractor	Diesel	1980	120	Non-Tier	2024	114	Tier 4 Final	500			10	Merced
5631	Tractor	Diesel	1990	79	Non-Tier	2025	98	Tier 4 Final	300			10	San Joaquin
5636	Tractor	Diesel	1998	90	Tier 1	2023	130	Tier 4 Final	600			10	San Joaquin
5637	Tractor	Diesel	1995	129	Non-Tier	2023	140	Tier 4 Final	600			10	San Joaquin
5632	Tractor	Diesel	1948	98	Non-Tier	2024	120	Tier 4 Final	300			10	San Joaquin
5649	Tractor	Diesel	2004	31	Tier 2	2023	37	Tier 4 Final	45			10	Stanislaus
5603	Tractor	Diesel	1989	63	Non-Tier	2023	72	Tier 4 Final	150			10	Fresno
5643	Sprayer	Diesel	1996	200	Non-Tier	2024	173	Tier 4 Final	500			10	San Joaquin
5654	Forklift	Diesel	1997	74	Non-Tier	2023	74	Tier 4 Final	300			10	Tulare
5655	Tractor	Diesel	2003	85	Tier 1	2023	85	Tier 4 Final	400			10	Tulare
5615	Backhoe Loader	Diesel	1985	69	Non-Tier	2023	74	Tier 4 Final	200			10	Merced

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Project #	Primary Function	Fuel	Baseline	Old HP	Old Tier	New	New	New Tier	Annual	Annual	Annual	Project Life	Location (County)
		Type	Yr			Eng Yr	HP		Usage	Usage	Usage		
									(Hours)	(Miles)	(Fuel)	(Yrs)	
5624	Sweeper	Diesel	1984	78	Non-Tier	2025	74	Tier 4 Final	220			10	Merced
5641	Tractor	Diesel	1952	118	Non-Tier	2024	130	Tier 4 Final	150			10	San Joaquin
5642	Tractor	Diesel	1953	118	Non-Tier	2024	130	Tier 4 Final	150			10	San Joaquin
5606	Tractor	Diesel	2001	145	Tier 1	2024	173	Tier 4 Final	500			10	Kings
5645	Tractor	Diesel	1981	175	Non-Tier	2023	203	Tier 4 Final	400			10	San Joaquin
5713	Tractor	Diesel	1997	135	Tier 1	2022	123	Tier 4 Final	400			10	Tulare
5587	Tractor	Diesel	1989	50	Non-Tier	2024	60	Tier 4 Final	350			10	Fresno
5593	Tractor	Diesel	1986	69	Non-Tier	2025	75	Tier 4 Final	350			10	Fresno
5648	Tractor	Diesel	1963	55	Non-Tier	2025	74	Tier 4 Final	200			10	Stanislaus
5582	Tractor	Diesel	1982	63	Non-Tier	2025	71	Tier 4 Final	500			10	Fresno
5630	Tractor	Diesel	1995	80	Non-Tier	2022	100	Tier 4 Final	400			10	San Joaquin
5647	Tractor	Diesel	1980	75	Non-Tier	2024	86	Tier 4 Final	200			10	Stanislaus
5659	Tractor	Diesel	2004	60	Tier 1	2025	60	Tier 4 Final	400			10	Tulare
5635	Tractor	Diesel	2006	85	Tier 2	2025	105	Tier 4 Final	400			10	San Joaquin
5604	Tractor	Diesel	1970	76	Non-Tier	2025	67	Tier 4 Final	200			10	Fresno
5599	Tractor	Diesel	1974	61	Non-Tier	2022	168	Tier 4 Final	350			10	Fresno
5602	Tractor	Diesel	1973	62	Non-Tier	2023	60	Tier 4 Final	200			10	Fresno
5640	Tractor	Diesel	1983	261	Non-Tier	2025	130	Tier 4 Final	219			10	San Joaquin
5623	Tractor	Diesel	1988	89	Non-Tier	2025	105	Tier 4 Final	500			10	Merced
4431	Tractor	Diesel	1982	98	Non-Tier	2021	123	Tier 4 Final	385			10	San Joaquin
4429	Swather	Diesel	1979	190	Non-Tier	2022	221	Tier 4 Final	250			10	Merced
4421	Tractor	Diesel	2004	92	Tier 2	2022	114	Tier 4 Final	500			10	Merced
4420	Tractor	Diesel	1977	180	Non-Tier	2021	124	Tier 4 Final	325			10	San Joaquin
4400	Tractor	Diesel	1973	120	Non-Tier	2021	114	Tier 4 Final	450			10	Merced
4356	Tractor	Diesel	1977	80	Non-Tier	2022	99	Tier 4 Final	1000			10	Merced
4352	Tractor	Diesel	2002	46	Tier 1	2023	49	Tier 4 Final	700			10	San Joaquin
4348	Tractor	Diesel	1969	67	Non-Tier	2022	74	Tier 4 Final	50			10	Stanislaus
4346	Tractor	Diesel	1965	74	Non-Tier	2023	74	Tier 4 Final	300			10	Stanislaus
4347	Tractor	Diesel	1972	64	Non-Tier	2023	74	Tier 4 Final	350			10	Stanislaus
4331	Tractor	Diesel	1979	96	Non-Tier	2023	120	Tier 4 Final	720			10	Tulare
4447	Tractor	Diesel	2000	120	Tier 1	2022	123	Tier 4 Final	900			10	Fresno

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Project #	Primary Function	Fuel Type	Baseline Yr	Old HP	Old Tier	New Eng Yr	New HP	New Tier	Annual Usage (Hours)	Annual Usage (Miles)	Annual Usage (Fuel)	Project Life (Yrs)	Location (County)
4441	Backhoe Loader	Diesel	2001	78	Tier 1	2022	74	Tier 4 Final	1000			10	Tulare
4444	Tractor	Diesel	1978	66	Non-Tier	2023	75	Tier 4 Final	300			10	Fresno
4272	Tractor	Diesel	1993	1993	Non-Tier	2022	99	Tier 4 Final	1000			10	San Joaquin
4438	Tractor	Diesel	1991	1991	Non-Tier	2022	123	Tier 4 Final	300			10	Tulare
4450	Backhoe Loader	Diesel	1993	1993	Non-Tier	2020	63	Tier 4 Final	425			10	Madera
4451	Tractor	Diesel	1966	1966	Non-Tier	2021	70	Tier 4 Interim	216			10	Fresno
4452	Tractor	Diesel	1959	1959	Non-Tier	2021	70	Tier 4 Final	700			10	Fresno
4453	Tractor	Diesel	1963	1963	Non-Tier	2021	58	Tier 4 Final	500			10	Fresno
4455	Tractor	Diesel	1967	1967	Non-Tier	2021	74	Tier 4 Final	500			10	Fresno
4456	Tractor	Diesel	1977	1977	Non-Tier	2021	90	Tier 4 Final	125			10	Fresno
4457	Tractor	Diesel	1977	1977	Non-Tier	2021	101	Tier 4 Final	1500			10	Fresno
4458	Tractor	Diesel	1980	1980	Non-Tier	2021	117	Tier 4 Final	800			10	Fresno
4459	Tractor	Diesel	2002	2002	Tier 1	2021	115	Tier 4 Final	1000			10	Fresno
4460	Tractor	Diesel	2001	2001	Tier 1	2020	105	Tier 4 Final	1000			10	Fresno
4461	Tractor	Diesel	1971	1971	Non-Tier	2021	114	Tier 4 Final	1000			10	Kings
4462	Tractor	Diesel	1987	1987	Non-Tier	2018	75	Tier 4 Final	1000			10	Fresno
4464	Tractor	Diesel	1993	1993	Non-Tier	2021	37	Tier 4 Final	150			10	Fresno