

Appendix F

Economic Analysis Methodology

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A. Determination of Number of Affected Diesel Engines Per Business

Until recently, the affected engines were not tracked as to their quantities, sizes, and operating locations. The 2003 Farm and Ranch Irrigation Survey (FRIS) mentioned elsewhere in this staff report provides the best known data available on the affected engines and the businesses that own and operate them. However, the FRIS does not have direct data regarding the numbers of diesel engines per business and their size, as measured by gross sales revenue. For cost discussion and analysis purposes, an average number of affected engines per business was determined. Simplifying assumptions were used and are stated in the following discussion, which determined that one to three affected engines per business is an appropriate range.

It should be noted that many factors influence the number of affected diesel engines per business; although a range average was determined, some businesses may have none, thus resulting in no cost impact to those businesses, while others may have an above-average number of affected engines and may thus incur higher-than-average compliance costs. Some of the main factors that influence the number of affected engines per business include:

- Types of crop(s) raised (will dictate water needs; may also vary from year-to-year due to crop rotation, anticipated crop prices, etc.);
- Irrigation water availability, sources, and cost;
- Type of irrigation water distribution system used (gravity feed, pressure-fed); and
- Cost/proximity to available pump power sources (non-diesel power sources with favorable conditions may mean fewer or no diesel engines).

FRIS Table 14 shows that most (64 percent) farms have one well; for analysis purposes, this was considered the low end of the range, as an affected business would have at least one affected diesel engine. It was considered more meaningful to use a range for the number of affected engines per business, as this would cover a wide range of affected businesses. For readers with a specific number of affected engines and their size(s) in mind, costs can be estimated by using Table VI-1 in Chapter VI.

From FRIS Table 20, the number of diesel-powered pumps reported in California is 12,535, operated by 3,895 farms and/or ranches. It should be noted that this number includes those smaller than 50 horsepower (hp), which are not affected by the proposed amendments. Dividing the number of farms by the number of engines reported yields an average of 3.22 or 3 engines per business, rounded. Note that this is not the number of irrigation wells or pumps per business, which is much larger (only 15 percent of all pumps are reported to be diesel engine powered); the predominant (at 83 percent) power source is electricity (USDA, 2002b).

B. Estimation of Local Air District Fee Range

Since only two of the 35 local air districts have established or are in the process of establishing permit or registration programs for the affected engines, use of an accurate range of district fees for cost estimation purposes was not possible. For cost estimation purposes, a range of fees was established using actual district fees for the low end and a variation of ARB's Portable Equipment Registration Program (PERP) for the high end. The variation to the PERP fee schedule involves converting their triennial and quinquennial fees to annual fees; inspections are assumed to occur triennially.

Because the fee range is used to estimate the costs to affected businesses and not the amount of anticipated revenue for the districts, an allowance is added to the initial registration fee only (for both low- and high-end scenarios) for the cost to an affected business of preparing and submitting the initial registration application. An allowance of two hours at \$50.00/hour (for a total of \$100) has been estimated for the initial registration for each affected engine. Since most registration renewals will primarily involve payment of fees and no submittal of the detailed information required for an initial registration, no cost allowance for a business renewing a registration has been made.

Where local air districts already have sufficient information on an affected engine (engines replaced with Moyer incentive funding assistance or otherwise subject to district permitting), discounted fee schedules may be used in some cases. The degree to which affected engines may qualify for discounted fees is unknown and for the purposes of this analysis it is assumed that none of the affected engines qualify for discounted fees.

In addition, affected engines qualifying for the remote location exemption would not have to meet the proposed stricter emission standards, but would still be required to register with the local air districts and pay fees. The number of eligible engines is undetermined at this time; therefore, this economic analysis does consider the impacts of registration fees paid for these engines.

C. Loss-of-Use Calculation

For the purposes of calculating an in-use engine's loss-of-use costs due to the proposed amendments, the affected engines are separated into size (horsepower) categories and subcategories by emission standard (Tier 0 through Tier 2) and model year. The left-hand columns of Table F-2 list all size categories and subcategories of affected engines. A subcategory may contain one or more model year engines; for analysis purposes, the latest model year in a subcategory is considered the model year for the subcategory. For example, a subcategory containing 2001, 2002, and 2003 model year engines would be considered all model year 2003 engines for analysis purposes.

With the model year of a subcategory, an assumed 20-year engine life, and the proposed amendment compliance date, the loss-of-use amount for the subcategory may be calculated by Equation 1.

$$(1) \quad \text{Loss of use (engine)} = \text{New Engine Cost} \times (20 - (\text{compliance year} - \text{engine model year}))/20$$

The engines are typically rebuilt ten years after being placed in service; the rebuild cost is also counted in the loss of use cost for the engines. This is a conservative estimate, as in situations where the engine owner/operator knows that the in-use engine must meet the proposed standards shortly after the anticipated rebuild date, many owner/operators will not rebuild the engine. The rebuild cost will vary significantly, depending upon the exact condition of the in-use engine at the time of rebuild. For the purposes of this analysis, the rebuild cost is assumed to be 50 percent of the new engine cost. Using the Equation 2, the loss-of-use cost for an engine rebuild can be calculated.

$$(2) \quad \text{Loss-of-use (rebuild)} = \text{Rebuild Cost} \times (10 - (\text{compliance year} - \text{rebuild year}))/10$$

The loss-of-use costs (engine & rebuild) are then multiplied by the appropriate amortization factors to apportion the cost over the appropriate time period. These amortized (annual) costs are then multiplied by the number of engines of the affected model year(s) (MY) at the start of the amortization period to give a total amortized cost for the subcategory. The start of the amortization period is the year after the compliance deadline for the subcategory; since all deadlines fall on December 31st of a given year, the next year is the day after, or January 1st.

D. Total Cost Calculation

Per engine subcategory, the component costs of the total cost are as follows:

Table F-1. Component Costs Per Engine Subcategory

Effective Year	Cost Type	Amount (\$)
2008	Initial Local Air District Registration Fees Start	145 to 190
2009	Annual Registration Renewal Fees Start (low-end cost scenario)	26
2009	Annual Registration Renewal (non-inspection) Fees Start (high-end cost scenario)	75
Emission Standard Compliance Date - Varies by Specific Subcategory	Annual Registration Renewal (inspection) Fees Start (high-end cost scenario)	242
Emission Standard Compliance Date - Varies by Specific Subcategory	Engine Loss-of-Use Costs; duration: amortization period (see Table F-2)	Varies by Engine Subcategory

These costs are multiplied by the appropriate affected engine subcategory population as explained in Section F below, to produce a total cost for the subcategory. Using a low-and high-end cost for local air district fees produces a cost range for each subcategory. This process is performed for all 41 subcategories and the sum of the subcategories is the total cost range for the proposed amendments. These calculations are shown on the “Reg Cost” worksheet; a year-by-year summary table is provided on the “Reg Cost Summary” worksheet in this appendix.

E. Analysis Period Selection

While the standard economic analysis period for proposed regulations is typically the current State fiscal year (July 1 to June 30) and the following two fiscal years (DOF, 2006), the proposed amendments have rolling implementation dates from 2011 to 2022, where the majority of the cost attributable to the amendments will occur. As explained in Chapter VI, the amortization periods for these costs range from one to eight years, depending upon the engine size category and model year. To capture all of the engine standard costs, the analysis period must encompass all of the amortization periods; the first engine category to meet the proposed standards must comply by December 31, 2010, with the last category having a compliance deadline of December 31, 2021, and an amortization period of eight years.

The local air district fees are expected to take effect in 2008; thus, the analysis period starts in 2008 and extends to 2029. While this is an unusually long analysis period, it does capture nearly all of the costs of the proposed amendments. The only costs not captured are the local air district fees for affected engines, which will continue for as long as applicable stationary diesel engines are kept in service.

F. Affected Engine Population

The engine population data used for the cost analysis is based upon the data and methodologies used elsewhere in this report. However, the affected engine population figures used for the cost analysis, including the cost-effectiveness figures, do not include compliance costs and emission reductions for the San Joaquin Valley Unified Air Pollution Control District and the South Coast Air Quality Management District, due to district rules affecting the same in-use agricultural engine categories as these proposed amendments.

However, because the population of each subcategory in its respective compliance year differs (is less than) from its value in 2008 (earlier than the compliance year), the appropriate 2008 population figure was developed. The 2008 population figure for each subcategory was used when calculating the initial local air district fees and renewal fee amounts. Starting in the compliance year, the appropriate affected engine population figure for that year was used from that point onward in the cost calculations.

Table F-2. Time Points and Amortization Periods for Affected Engines

Engine Size (horsepower) Category	Emission Tier	Compliance Date (start of amortization period)	Affected Engine Model Year (MY)	Assumed Rebuild Year	In-Use Engine Loss-of-Use Period (years)	Rebuild Loss-of-Use Period (years)
50 – 74	0	12/31/2011 (2012)	-1996	2006	4	4
“	1	12/31/2015 (2016)	-2003	2013	7	7
“	2	12/31/2015 (2016)	2004	2014	8	8
“	2	12/31/2016 (2017)	2005	2015	8	8
“	2	12/31/2017 (2018)	2006	2016	8	8
“	2	12/31/2018 (2019)	2007	2017	8	8
75 – 99	0	12/31/2011 (2012)	-1996	2006	4	4
“	1	12/31/2015 (2016)	-2003	2013	7	7
“	2	12/31/2015 (2016)	2004	2014	8	8
“	2	12/31/2016 (2017)	2005	2015	8	8
“	2	12/31/2017 (2018)	2006	2016	8	8
“	2	12/31/2018 (2019)	2007	2017	8	8
100 – 174	0	12/31/2010 (2011)	-1996	2006	5	5
“	1	12/31/2015 (2016)	-2002	2012	6	6
“	2	12/31/2015 (2016)	2003 - 2004	2014	8	8
“	2	12/31/2016 (2017)	2005	2015	8	8
“	2	12/31/2017 (2018)	2006	2016	8	8
175 – 299	0	12/31/2010 (2011)	-1996	2006	5	5
“	1	12/31/2014 (2015)	-2002	2012	7	7
“	2	12/31/2014 (2015)	2003	2013	8	8
“	2	12/31/2015 (2016)	2004	2014	8	8
“	2	12/31/2016 (2017)	2005	2015	8	8
300 – 599	0	12/31/2010 (2011)	-1996	2006	5	5
“	1	12/31/2014 (2015)	-2000	2010	5	5
“	2	12/21/2014 (2015)	-2003	2013	8	8
“	2	12/31/2015 (2016)	2004	2014	8	8
“	2	12/31/2016 (2017)	2005	2015	8	8

Table F-2 continues on the next page.

Table F-2. Time Points and Amortization Periods for Affected Engines (continued)

Engine Size (horsepower) Category	Emission Tier	Compliance Date (start of amortization period)	Affected Engine Model Year (MY)	Assumed Rebuild Year	In-Use Engine Loss-of-Use Period (years)	Rebuild Loss-of-Use Period (years)
600 – 750	0	12/31/2010 (2011)	-1996	2006	5	5
“	1	12/31/2014 (2015)	-2001	2011	6	6
“	2	12/31/2014 (2015)	2003	2013	8	8
“	2	12/31/2015 (2016)	2004	2014	8	8
“	2	12/31/2016 (2017)	2005	2015	8	8
> 750	0	12/31/2014 (2015)	-1996	2006	1	1
“	1	12/31/2014 (2015)	-2003	2013	8	8
“	1	12/31/2015 (2016)	2004	2014	8	8
“	1	12/31/2016 (2017)	2005	2015	8	8
“	2	12/31/2017 (2018)	2006	2016	8	8
“	2	12/31/2018 (2019)	2007	2017	8	8
“	2	12/31/2019 (2020)	2008	2018	8	8
“	2	12/31/2020 (2021)	2009	2019	8	8
“	2	12/31/2021 (2022)	2010	2020	8	8

REFERENCES FOR APPENDIX F

DOF, 2006. State of California, Department of Finance, State Administrative Manual, Section 6622, Cost Estimating Format and Methodology (Revised 2/98). September, 2006. www.dof.ca.gov/fisa/bag/SAM6000.htm

Keddie, 2006. April 7, 2006 e-mail from Elise Keddie, PhD, ARB, to Jon Manji, ARB.

USDA, 2002b. United States Department of Agriculture National Agricultural Statistics Service. 2002 Census of Agriculture: Farm and Ranch Irrigation Survey (2003). Volume 3, Special Studies, Part 1. November 2004.

Walter, 2005-2006. Confidential. Personal Communication (telephone and in-person conversations) with engine dealers and distributors to Ron Walter, ARB, Stationary Source Division, November, 2005 to February, 2006.

"Engine Population" worksheet

8/25/2006

Note: These numbers take into account the 20% reduction due to electrification incentive programs and "electrification effect" of proposed amendments.
 This worksheet takes the engine population figures used in the emission inventory and adjusts them as necessary.

Source: ARB PTSD 8/16/2006 file

Key to Abbreviations:

Engine Horsepower (hp) Categories:

5074 = 50 to 74 hp
 7599 = 75 to 99 hp
 100174 = 100 to 174 hp
 175199 = 175 to 199 hp
 300599 = 300 to 599 hp
 600750 = 600 to 750 hp
 GT750 = Greater Than 750 hp

SW = Statewide Total Engine Population Minus San Joaquin Subtotal
 SJ = San Joaquin District Engine Population
 SC = South Coast District Engine Population

2005, etc. = Calendar Year (Year After Horsepower/Engine Model Year Category Compliance Deadline)

T0 = EPA Tier 0 Engine
 T1 = EPA Tier 1 Engine
 T2 = EPA Tier 2 Engine

NOTE: SJV Subtotals Subtracted From Statewide Figures (including 2008 engine pop.)

Engine Horsepower Category	Number of Engines	Adjustment Factor	Status	Adjusted Eng. Popul.	Status	2008 Affected Engine Population ^a	Engine Tiers as a % of Total:	Air District as a % of Total:	
5074SW2012T0	68	1	Final	32	Final	54	Subtotal- All Tier 0 SW:	792	35
5074SW2016T1	104	1	Final	49	Final	71	Subtotal- All Tier 1 SW:	963	43
5074SW2016T2	7	1	Final	3	Final	5	Subtotal- All Tier 2 SW:	489	22
5074SW2017T2	7	1	Final	3	Final	5	Total- All Tiers SW:	2244	
5074SW2018T2	8	1	Final	4	Final	5			
5074SW2019T2	9	1	Final	4	Final	5			
						145	Subtotal- All Tier 0 SJ:	1051	35
5074SJ2012T0	36	1	Final	36	Final	60	Subtotal- All Tier 1 SJ:	1258	42
5074SJ2016T1	55	1	Final	55	Final	82	Subtotal- All Tier 2 SJ:	704	23
5074SJ2016T2	4	1	Final	4	Final	5	Total- All Tiers SJ:	3013	
5074SJ2017T2	4	1	Final	4	Final	5			
5074SJ2018T2	4	1	Final	4	Final	6	Subtotal- All Tier 0 SC:	2	50
5074SJ2019T2	5	1	Final	5	Final	6	Subtotal- All Tier 1 SC:	1	25
						164	Subtotal- All Tier 2 SC:	1	25
5074SC2012T0	0	1	Final	0	Final	1	Total- All Tiers SC:	4	
5074SC2016T1	0	1	Final	0	Final	0			
5074SC2016T2	0	1	Final	0	Final	0	Subtotal- All Tier 0 SC:	2	50
5074SC2017T2	0	1	Final	0	Final	0	Subtotal- All Tier 1 SC:	1	25
5074SC2018T2	0	1	Final	0	Final	0	Subtotal- All Tier 2 SC:	1	25
5074SC2019T2	0	1	Final	0	Final	0	Total- All Tiers SC:	4	
						1	Total- All SW (ex. SJV) 2008	3333	
7599SW2012T0	68	1	Final	32	Final	54			
7599SW2016T1	104	1	Final	49	Final	71			
7599SW2016T2	7	1	Final	3	Final	5			
7599SW2017T2	7	1	Final	3	Final	5			
7599SW2018T2	8	1	Final	4	Final	5			
7599SW2019T2	9	1	Final	4	Final	5			
						145			
7599SJ2012T0	36	1	Final	36	Final	60			
7599SJ2016T1	55	1	Final	55	Final	82			
7599SJ2016T2	4	1	Final	4	Final	5			
7599SJ2017T2	4	1	Final	4	Final	5			
7599SJ2018T2	4	1	Final	4	Final	6			
7599SJ2019T2	5	1	Final	5	Final	6			
						164			
7599SC2012T0	0	1	Final	0	Final	1			
7599SC2016T1	0	1	Final	0	Final	0			
7599SC2016T2	0	1	Final	0	Final	0			
7599SC2017T2	0	1	Final	0	Final	0			
7599SC2018T2	0	1	Final	0	Final	0			
7599SC2019T2	0	1	Final	0	Final	0			
						1			
100174SW2011T0	895	1	Final	447	Final	689			
100174SW2016T1	1106	1	Final	553	Final	829			
100174SW2016T2	349	1	Final	174	Final	242			
100174SW2017T2	94	1	Final	47	Final	65			
100174SW2018T2	98	1	Final	49	Final	68			
						1893			
100174SJ2011T0	448	1	Final	448	Final	689			
100174SJ2016T1	553	1	Final	553	Final	829			
100174SJ2016T2	175	1	Final	175	Final	245			
100174SJ2017T2	47	1	Final	47	Final	66			
100174SJ2018T2	49	1	Final	49	Final	69			
						1898			
100174SC2011T0	0	1	Final	0	Final	0			
100174SC2016T1	0	1	Final	0	Final	0			
100174SC2016T2	0	1	Final	0	Final	0			
100174SC2017T2	0	1	Final	0	Final	0			
100174SC2018T2	0	1	Final	0	Final	0			
						0			
175299SW2011T0	539	1	Final	199	Final	310			
175299SW2015T1	757	1	Final	268	Final	387			
175299SW2015T2	188	1	Final	66	Final	88			
175299SW2016T2	60	1	Final	22	Final	30			
175299SW2017T2	61	1	Final	23	Final	31			
						846			
175299SJ2011T0	340	1	Final	340	Final	529			
175299SJ2015T1	489	1	Final	489	Final	705			
175299SJ2015T2	122	1	Final	122	Final	167			

175299SJ2016T2	38	1 Final	38 Final	52	
175299SJ2017T2	38	1 Final	38 Final	53	
					1506
175299SC2011T0	1	1 Final	1 Final	1	
175299SC2015T1	1	1 Final	1 Final	1	
175299SC2015T2	0	1 Final	0 Final	0	
175299SC2016T2	0	1 Final	0 Final	0	
175299SC2017T2	0	1 Final	0 Final	0	
					2
300599SW2011T0	255	1 Final	76 Final	119	
300599SW2015T1	139	1 Final	40 Final	58	
300599SW2015T2	215	1 Final	59 Final	82	
300599SW2016T2	27	1 Final	8 Final	12	
300599SW2017T2	28	1 Final	9 Final	11	
					282
300599SJ2011T0	179	1 Final	179 Final	278	
300599SJ2015T1	99	1 Final	99 Final	148	
300599SJ2015T2	156	1 Final	156 Final	216	
300599SJ2016T2	19	1 Final	19 Final	26	
300599SJ2017T2	19	1 Final	19 Final	27	
					695
300599SC2010T0	1	1 Final	1 Final	1	
300599SC2015T1	0	1 Final	0 Final	1	
300599SC2015T2	1	1 Final	1 Final	1	
300599SC2016T2	0	1 Final	0 Final	0	
300599SC2017T2	0	1 Final	0 Final	0	
					3
600750SW2015T0	17	1 Final	6 Final	10	
600750SW2015T1	11	1 Final	4 Final	6	
600750SW2015T2	7	1 Final	2 Final	4	
600750SW2016T2	2	1 Final	1 Final	1	
600750SW2017T2	2	1 Final	1 Final	1	
					22
600750SJ2015T0	11	1 Final	11 Final	16	
600750SJ2015T1	7	1 Final	7 Final	10	
600750SJ2015T2	5	1 Final	5 Final	6	
600750SJ2016T2	1	1 Final	1 Final	2	
600750SJ2017T2	1	1 Final	1 Final	2	
					36
600750SC2015T0	0	1 Final	0 Final	0	
600750SC2015T1	0	1 Final	0 Final	0	
600750SC2015T2	0	1 Final	0 Final	0	
600750SC2016T2	0	1 Final	0 Final	0	
600750SC2017T2	0	1 Final	0 Final	0	
					0
GT750SW2015T0	1	1 Final	0 Final	0	
GT750SW2015T1	0	1 Final	0 Final	0	
GT750SW2016T1	0	1 Final	0 Final	0	
GT750SW2017T1	0	1 Final	0 Final	0	
GT750SW2018T2	0	1 Final	0 Final	0	
GT750SW2019T2	0	1 Final	0 Final	0	
GT750SW2020T2	0	1 Final	0 Final	0	
GT750SW2021T2	0	1 Final	0 Final	0	
GT750SW2022T2	0	1 Final	0 Final	0	
					0
GT750SJ2015T0	1	1 Final	1 Est.	1	
GT750SJ2015T1	0	1 Final	0 Est.	2	
GT750SJ2016T1	0	1 Final	0 Est.	0	
GT750SJ2017T1	0	1 Final	0 Est.	0	
GT750SJ2018T2	0	1 Final	0 Est.	0	
GT750SJ2019T2	0	1 Final	0 Est.	0	
GT750SJ2020T2	0	1 Final	0 Est.	0	
GT750SJ2021T2	0	1 Final	0 Est.	0	
GT750SJ2022T2	0	1 Final	0 Est.	0	
					3
GT750SC2015T0	0	1 Final	0 Est.	0	
GT750SC2015T1	0	1 Final	0 Est.	0	
GT750SC2016T1	0	1 Final	0 Est.	0	
GT750SC2017T1	0	1 Final	0 Est.	0	
GT750SC2018T2	0	1 Final	0 Est.	0	
GT750SC2019T2	0	1 Final	0 Est.	0	
GT750SC2020T2	0	1 Final	0 Est.	0	
GT750SC2021T2	0	1 Final	0 Est.	0	
GT750SC2022T2	0	1 Final	0 Est.	0	
					0

^a Used for initial engine registration calculations; registration assumed to start in 2008

"Engine&Motor Costs" worksheet

9/1/2006

This worksheet compiles the diesel engine and electric motor cost figures and adjusts them as necessary.

Diesel Engine Costs⁵

Engine HP Category	Power Unit Cost (2005 \$) ¹	Installation Cost (2005 \$) ²	Rebuild Cost (2005 \$) ³	New Compliant Engine Cost	Remanufactured Engine Cost	Adjusted Engine Cost (2005 \$)	Adjusted Rebuild Cost (? \$) ⁶	Adjusted Reman. Cost	Adjusted New Engine Cost
50 - 74	\$9,000.00	\$2,000.00	\$4,500.00	\$9,000.00	\$0.00	\$11,000.00	\$4,500.00	\$0.00	\$9,000.00
75 - 99	\$10,700.00	\$2,000.00	\$5,350.00	\$10,700.00	\$0.00	\$12,700.00	\$5,350.00	\$0.00	\$10,700.00
100 - 174	\$14,600.00	\$2,000.00	\$7,300.00	\$14,600.00	\$0.00	\$16,600.00	\$7,300.00	\$0.00	\$14,600.00
175 - 299	\$21,200.00	\$2,000.00	\$10,600.00	\$21,200.00	\$0.00	\$23,200.00	\$10,600.00	\$0.00	\$21,200.00
300 - 599	\$31,100.00	\$3,500.00	\$15,550.00	\$31,100.00	\$0.00	\$34,600.00	\$15,550.00	\$0.00	\$31,100.00
600 - 750	\$38,900.00	\$3,500.00	\$19,450.00	\$38,900.00	\$0.00	\$42,400.00	\$19,450.00	\$0.00	\$38,900.00
>750 (1720) ⁴	\$215,625.00	\$14,500.00	\$100,000.00	\$215,625.00	\$0.00	\$230,125.00	\$100,000.00	\$0.00	\$215,625.00

¹ Includes cost of base engine and basic accessory equipment (air cleaner, exhaust system, cooling system, & basic control panel. Typically referred to as a "power unit."

No weatherproofing enclosures or concrete mounting pad included, assumes existing enclosures (if any) and mounting pad are reused.

² Includes standard installation, average dealer-to-installation site distance.

³ Avg. rebuild price of this size engine by dealer-- will vary considerably depending upon extent of work needed and engine condition at time of rebuild. Assumed to be 50% of power unit cost (slightly less than 50% for >750 hp cat.

⁴ Since this is an open-ended category, an assumed size had to be used for estimation purposes. Air District records showed this size engine as the largest in this application category. A rate of \$125/hp was to estimate the cost.

⁵ References: Keddie, 2006; Walter, 2005-2006

Electric Motor Costs

Basis: Table 3-1, Installed Cost Estimates for IC Engine Electrification, Electrification of IC Engines Within the SCE Service Territory, AUS-20074, Final Report - June 1989

Engine HP Category	Capital Cost ^a	Installation Cost (2005 \$) ^b	Line Extension Cost (2005 \$) ^c	Total Cap. Elect. Cost (2005 \$) ^e
50 - 74	\$15,455.64	\$0.00	\$1,600.00	\$17,055.64
75 - 99	\$17,955.18	\$0.00	\$1,600.00	\$19,555.18
100 - 174	\$25,890.38	\$0.00	\$1,600.00	\$27,490.38
175 - 299	\$46,170.45	\$0.00	\$1,600.00	\$47,770.45
300 - 599	\$117,685.53	\$0.00	\$1,600.00	\$119,285.53
600 - 750	\$147,352.50	\$0.00	\$1,600.00	\$148,952.50
>750 (1720) ^f	\$281,607.00	\$0.00	\$1,600.00	\$283,207.00

^a Capital cost for electric motor and accessories needed for installation; includes installation cost.

^b Installation costs included in individual component costs

^c Assumed average cost; actual is site-specific, depending upon electrical service size and distance from existing suitable supply to motor site.

^d Air district fees for initial installation and application, plus owner/operator time to prepare application. Renewal fees are listed on Reg Cost worksheet.

^e Total estimated capital cost of switching from diesel engine to electric motor (used on Reg Cost and Reg Cost + Replacement Cost worksheets in this Excel file.)

^f 1720 HP used for this category as it is the largest known in-use engine in this category

Breakout of Estimated Component Costs

Source: Table 3-1, Installed Cost Estimates for IC Engine Electrification, Electrification of IC Engines Within the SCE Service Territory, AUS-20074, Final Report - June 1989

Note: Costs in Table 3-1 expressed on a per-horsepower basis; the maximum horsepower in each diesel engine category was multiplied by the component cost (\$/HP) to given an estimated cost.

Because this report was published in 1989, the subtotal is expressed in 1989 dollars; the Total column gives the estimated cost in 2005 dollars (assumed interest rate of 5%.)

Diesel Engine HP	Motor/Starter Cost (2005 \$) ^a	Drive & Coupling	Instrumentation & Controls	Switchgear & Metering	Adjustable Spd. Drive	Isolation Transformer	Sub Total (1989 \$)	Total in 2005 \$
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74	\$7,080.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,080.00	\$15,455.64
99	\$8,225.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,225.00	\$17,955.18
174	\$11,860.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,860.00	\$25,890.38
299	\$21,150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,150.00	\$46,170.45
599	\$53,910.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$53,910.00	\$117,685.53
750	\$67,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$67,500.00	\$147,352.50
1720	\$129,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$129,000.00	\$281,607.00

Quoted/Scaled Electric Motor Costs Installed w/accessories + line ext. charge of \$1600

Engine HP Category	Diesel Engine HP	Electric Motor Equiv. HP	\$/HP	Avg. Line Ext. Charge ¹	Adjustable Spd. Drive	Total Cost	Comments
50-74	74	55	59.2	\$4,817.18	\$0.00	\$10,417.18	Use 50 HP Costs
75-99	99	74	77.8	\$6,444.61	\$0.00	\$13,524.61	Use 75 HP Costs
100-174	174	130	55.36	\$11,326.89	\$0.00	\$20,351.89	Use 125 HP Costs
175-299	299	223	67.22	\$19,464.02	\$0.00	\$38,659.02	Use 250 HP Costs
300-599	599	447	\$65.93	\$38,993.14	\$0.00	\$68,432.24	Use scaled-up costs from 400 HP motor
600-750	750	559	\$65.93	\$48,822.80	\$0.00	\$85,683.11	Use scaled-up costs from 400 HP motor
>750	1720	1282	\$65.93	\$111,966.94	\$0.00	\$196,499.93	Use scaled-up costs from 400 HP motor

¹ AUS-20074 Ref. \$40/hp * 2.183 PV conversion

Quoted Prices - Electric Motors (from Ron W.)

Motor Size (HP)	Motor	Control Panel	Service or Installation	Poss. Add'l Labor	Total
50	\$2,200.00	\$1,600.00	\$1,800.00	\$0.00	\$5,600.00
75	\$3,680.00	\$1,600.00	\$1,800.00	\$0.00	\$7,080.00
100	\$3,925.00	\$1,800.00	\$2,500.00	\$800.00	\$9,025.00
125	\$4,740.00	\$3,100.00	\$2,500.00	\$800.00	\$11,140.00
150	\$5,760.00	\$3,100.00	\$3,000.00	\$800.00	\$12,660.00
200	\$7,828.00	\$3,300.00	\$3,500.00	\$800.00	\$15,428.00
250	\$11,395.00	\$3,300.00	\$3,500.00	\$1,000.00	\$19,195.00
300	\$13,650.00	\$3,500.00	\$4,000.00	\$1,000.00	\$22,150.00
350	\$15,780.00	\$3,500.00	\$4,000.00	\$1,000.00	\$24,280.00
400	\$17,870.00	\$3,500.00	\$4,000.00	\$1,000.00	\$26,370.00

"Reg Cost" Worksheet

8/17/2006

This worksheet calculates the cost figures and adjusts them as necessary.

Key to Abbreviations:

Loss of Use Calculation

Since the ATCM is structured to require the replacement of in-use engines with new engines, and new engines will already be compliant with standards, the cost of complying with the ATCM will be the amount of engine life lost by early replacement of the engine.

Assumptions:

20-year engine life (median life is 20 years in emission inventory calculations as is a 40-year total life; a 20-year period is used here because nearly all farms would not be paying for an engine for 40 years.)

SV Engine = 0

SV Rebuild = 0

Diesel Engine Lost Use Cost = (Installed Engine Price x Adjustment Factor 1) + (Rebuild Price x Adjustment Factor 2 x Present Value Factor)

Adjustment Factor 1 = Prorating of Remaining Useful Engine Life
(20 Yr. Life - Engine Age @ ATCM Compliance Yr.) / 20

Adjustment Factor 2 = PV Engine Lost Use

Adjustment Factor 3 = Prorating for Rebuild Lost Use

Present Value Factor = From Table, I = 5%, brings back to first year the rebuild cost \$.

Engine Category (Compl. Yr + 1)	# of In-Use Engines	2008 Eng. Pop.	In-Use Engine MY	Adjustment Factor 1	Rebuild MY	Adjustment Factor 2	Adjustment Factor 3	Total (eng+reb.) Engine Lost Use Cost (Engine (2005\$))	Total This Engine Category	Per-Engine Annualized Cost	Total Annualized Amount (\$)	Initial Air Dist. Fee Engine *	Annual Air Dist. Fee Engine *	Init. Air Dist. Fee Compliant Engine *	Init. Air Dist. Fee Compliant Engine *	Year			
																2008	2009	2010	2011
Low-End District Fees Scenario																			
50 - 74 hp																			
Statewide Total, Tier 0 (2012)	32	54	1996	0.2	2005	0.282	1	\$6,700.00	\$214,400.00	\$1,889.40	\$60,460.80	\$145.00	\$26.00	\$26.00	\$26.00	\$7,830.00	\$1,404.00	\$1,404.00	\$1,404.00
Statewide Total, Tier 1 (2016)	49	71	2003	0.35	2013	0.1728	0.7	\$7,000.00	\$343,000.00	\$1,209.60	\$59,270.40	\$145.00	\$26.00	\$26.00	\$26.00	\$10,295.00	\$1,846.00	\$1,846.00	\$1,846.00
Statewide Total, Tier 2 (2016)	3	5	2004	0.4	2014	0.1547	0.8	\$8,000.00	\$24,000.00	\$1,237.60	\$3,712.80	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Statewide Total, Tier 2 (2017)	3	5	2005	0.4	2015	0.1547	0.8	\$8,000.00	\$24,000.00	\$1,237.60	\$3,712.80	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Statewide Total, Tier 2 (2018)	4	5	2006	0.4	2016	0.1547	0.8	\$8,000.00	\$32,000.00	\$1,237.60	\$4,950.40	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Statewide Total, Tier 2 (2019)	4	5	2007	0.4	2017	0.1547	0.8	\$8,000.00	\$32,000.00	\$1,237.60	\$4,950.40	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Engine Subtotals (in 2005 \$):									\$669,400.00		\$137,057.60					\$0.00	\$0.00	\$0.00	\$0.00
Fee Subtotals (in 2005\$):																\$21,025.00	\$3,770.00	\$3,770.00	\$3,770.00
75 - 99 hp																			
Statewide Total, Tier 0 (2012)	32	54	1996	0.2	2005	0.282	0.3	\$4,145.00	\$132,640.00	\$1,168.89	\$37,404.48	\$145.00	\$26.00	\$26.00	\$26.00	\$7,830.00	\$1,404.00	\$1,404.00	\$1,404.00
Statewide Total, Tier 1 (2016)	49	71	2003	0.35	2013	0.1728	0.7	\$8,190.00	\$401,310.00	\$1,415.23	\$69,346.37	\$145.00	\$26.00	\$26.00	\$26.00	\$10,295.00	\$1,846.00	\$1,846.00	\$1,846.00
Statewide Total, Tier 2 (2016)	3	5	2004	0.4	2014	0.1547	0.8	\$9,360.00	\$28,080.00	\$1,447.99	\$4,343.98	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Statewide Total, Tier 2 (2017)	3	5	2005	0.4	2015	0.1547	0.8	\$9,360.00	\$28,080.00	\$1,447.99	\$4,343.98	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Statewide Total, Tier 2 (2018)	4	5	2006	0.4	2016	0.1547	0.8	\$9,360.00	\$37,440.00	\$1,447.99	\$5,791.97	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Statewide Total, Tier 2 (2019)	4	5	2007	0.4	2017	0.1547	0.8	\$9,360.00	\$37,440.00	\$1,447.99	\$5,791.97	\$145.00	\$26.00	\$26.00	\$26.00	\$725.00	\$130.00	\$130.00	\$130.00
Engine Subtotals (in 2005 \$):									\$664,990.00		\$127,022.74					\$0.00	\$0.00	\$0.00	\$0.00
Fee Subtotals (in 2005\$):																\$21,025.00	\$3,770.00	\$3,770.00	\$3,770.00
100 - 174 hp																			
Statewide Total, Tier 0 (2011)	447	689	1996	0.25	2006	0.231	0.5	\$7,800.00	\$3,486,600.00	\$1,801.80	\$805,404.60	\$145.00	\$26.00	\$26.00	\$26.00	\$99,905.00	\$17,914.00	\$17,914.00	\$805,404.60
Statewide Total, Tier 1 (2016)	553	829	2002	0.3	2012	0.197	0.6	\$9,360.00	\$5,176,080.00	\$1,843.92	\$1,019,687.76	\$145.00	\$26.00	\$26.00	\$26.00	\$120,205.00	\$21,554.00	\$21,554.00	\$21,554.00
Statewide Total, Tier 2 (2016)	174	242	2004	0.4	2014	0.1547	0.8	\$12,480.00	\$2,171,520.00	\$1,930.66	\$335,934.14	\$145.00	\$26.00	\$26.00	\$26.00	\$35,090.00	\$6,292.00	\$6,292.00	\$6,292.00
Statewide Total, Tier 2 (2017)	47	65	2005	0.4	2015	0.1547	0.8	\$12,480.00	\$586,560.00	\$1,930.66	\$90,740.83	\$145.00	\$26.00	\$26.00	\$26.00	\$9,425.00	\$1,690.00	\$1,690.00	\$1,690.00
Statewide Total, Tier 2 (2018)	49	68	2006	0.4	2016	0.1547	0.8	\$12,480.00	\$611,520.00	\$1,930.66	\$94,602.14	\$145.00	\$26.00	\$26.00	\$26.00	\$9,860.00	\$1,768.00	\$1,768.00	\$1,768.00
Engine Subtotals (in 2005 \$):									\$12,032,280.00		\$2,346,369.48					\$0.00	\$0.00	\$0.00	\$805,404.60
Fee Subtotals (in 2005\$):																\$274,485.00	\$49,218.00	\$49,218.00	\$42,926.00
175 - 299 hp																			
Statewide Total, Tier 0 (2011)	199	310	1996	0.25	2006	0.231	0.5	\$11,100.00	\$2,208,900.00	\$2,564.10	\$510,255.90	\$145.00	\$26.00	\$26.00	\$26.00	\$44,950.00	\$8,060.00	\$8,060.00	\$510,255.90
Statewide Total, Tier 1 (2015)	268	387	2003	0.4	2013	0.1728	0.8	\$17,760.00	\$4,759,680.00	\$3,068.93	\$822,472.70	\$145.00	\$26.00	\$26.00	\$26.00	\$56,115.00	\$10,062.00	\$10,062.00	\$10,062.00
Statewide Total, Tier 2 (2015)	66	88	2003	0.4	2013	0.1547	0.8	\$17,760.00	\$1,172,160.00	\$2,747.47	\$181,333.15	\$145.00	\$26.00	\$26.00	\$26.00	\$12,760.00	\$2,288.00	\$2,288.00	\$2,288.00
Statewide Total, Tier 2 (2016)	22	30	2004	0.4	2014	0.1547	0.8	\$17,760.00	\$390,720.00	\$2,747.47	\$60,444.38	\$145.00	\$26.00	\$26.00	\$26.00	\$4,350.00	\$780.00	\$780.00	\$780.00
Statewide Total, Tier 2 (2017)	23	31	2005	0.4	2015	0.1547	0.8	\$17,760.00	\$408,480.00	\$2,747.47	\$63,191.86	\$145.00	\$26.00	\$26.00	\$26.00	\$4,495.00	\$806.00	\$806.00	\$806.00

Statewide Total, Tier 2 (2019)	4	5	2007	0.4	2017	0.1547	0.8	\$9,360.00	\$37,440.00	\$1,447.99	\$5,791.97	\$190.00	\$75.00	\$242.00	\$242.00	\$950.00	\$375.00	\$375.00	\$375.00
Engine Subtotals (in 2005 \$):																			
Fee Subtotals (in 2005\$):								\$664,990.00		\$127,022.74						\$0.00	\$0.00	\$0.00	\$0.00
100 - 174 hp																			
Statewide Total, Tier 0 (2011)	447		1996	0.25	2006	0.231	0.5	\$7,800.00	\$3,486,600.00	\$1,801.80	\$805,404.60	\$190.00	\$75.00	\$242.00	\$242.00	\$130,910.00	\$51,675.00	\$51,675.00	\$805,404.60
Statewide Total, Tier 1 (2016)	553	689	2002	0.3	2012	0.197	0.6	\$9,360.00	\$5,176,080.00	\$1,843.92	\$1,019,687.76	\$190.00	\$75.00	\$242.00	\$242.00	\$157,510.00	\$62,175.00	\$62,175.00	\$108,174.00
Statewide Total, Tier 2 (2016)	174	829	2004	0.4	2014	0.1547	0.8	\$12,480.00	\$2,171,520.00	\$1,930.66	\$335,934.14	\$190.00	\$75.00	\$242.00	\$242.00	\$45,980.00	\$18,150.00	\$18,150.00	\$62,175.00
Statewide Total, Tier 2 (2017)	47	242	2005	0.4	2015	0.1547	0.8	\$12,480.00	\$586,560.00	\$1,930.66	\$90,740.83	\$190.00	\$75.00	\$242.00	\$242.00	\$12,350.00	\$4,875.00	\$4,875.00	\$18,150.00
Statewide Total, Tier 2 (2018)	49	65	2006	0.4	2016	0.1547	0.8	\$12,480.00	\$611,520.00	\$1,930.66	\$94,602.14	\$190.00	\$75.00	\$242.00	\$242.00	\$12,350.00	\$4,875.00	\$4,875.00	\$4,875.00
Engine Subtotals (in 2005 \$):		68						\$12,032,280.00		\$2,346,369.48						\$0.00	\$0.00	\$0.00	\$805,404.60
Fee Subtotals (in 2005\$):																\$359,670.00	\$141,975.00	\$141,975.00	\$198,474.00
175 - 299 hp																			
Statewide Total, Tier 0 (2011)	199		1996	0.25	2006	0.231	0.5	\$11,100.00	\$2,208,900.00	\$2,564.10	\$510,255.90	\$190.00	\$75.00	\$242.00	\$242.00	\$58,900.00	\$23,250.00	\$23,250.00	\$510,255.90
Statewide Total, Tier 1 (2015)	268	310	2003	0.4	2013	0.1728	0.8	\$17,760.00	\$4,759,680.00	\$3,068.93	\$822,472.70	\$190.00	\$75.00	\$242.00	\$242.00	\$73,530.00	\$29,025.00	\$29,025.00	\$48,158.00
Statewide Total, Tier 2 (2015)	66	387	2003	0.4	2013	0.1547	0.8	\$17,760.00	\$1,172,160.00	\$2,747.47	\$181,333.15	\$190.00	\$75.00	\$242.00	\$242.00	\$16,720.00	\$6,600.00	\$6,600.00	\$29,025.00
Statewide Total, Tier 2 (2016)	22	88	2004	0.4	2014	0.1547	0.8	\$17,760.00	\$390,720.00	\$2,747.47	\$60,444.38	\$190.00	\$75.00	\$242.00	\$242.00	\$5,700.00	\$2,250.00	\$2,250.00	\$6,600.00
Statewide Total, Tier 2 (2017)	23	30	2005	0.4	2015	0.1547	0.8	\$17,760.00	\$408,480.00	\$2,747.47	\$63,191.86	\$190.00	\$75.00	\$242.00	\$242.00	\$5,890.00	\$2,325.00	\$2,325.00	\$2,250.00
Engine Subtotals (in 2005 \$):		31						\$8,939,940.00		\$1,637,698.00						\$0.00	\$0.00	\$0.00	\$510,255.90
Fee Subtotals (in 2005\$):																\$160,740.00	\$63,450.00	\$63,450.00	\$88,358.00
300 - 599 hp																			
Statewide Total, Tier 0 (2011)	76		1996	0.25	2006	0.231	0.5	\$16,425.00	\$1,248,300.00	\$3,794.18	\$288,357.30	\$190.00	\$75.00	\$242.00	\$242.00	\$22,610.00	\$8,925.00	\$8,925.00	\$288,357.30
Statewide Total, Tier 1 (2015)	40	119	2000	0.25	2010	0.231	0.5	\$16,425.00	\$657,000.00	\$3,794.18	\$151,767.00	\$190.00	\$75.00	\$242.00	\$242.00	\$11,020.00	\$4,350.00	\$4,350.00	\$18,392.00
Statewide Total, Tier 2 (2015)	59	58	2003	0.4	2013	0.1547	0.8	\$26,280.00	\$1,550,520.00	\$4,065.52	\$239,865.44	\$190.00	\$75.00	\$242.00	\$242.00	\$15,580.00	\$6,150.00	\$6,150.00	\$4,350.00
Statewide Total, Tier 2 (2016)	8	82	2004	0.4	2014	0.1547	0.8	\$26,280.00	\$210,240.00	\$4,065.52	\$32,524.13	\$190.00	\$75.00	\$242.00	\$242.00	\$2,280.00	\$900.00	\$900.00	\$6,150.00
Statewide Total, Tier 2 (2017)	9	12	2005	0.4	2015	0.1547	0.8	\$26,280.00	\$236,520.00	\$4,065.52	\$36,589.64	\$190.00	\$75.00	\$242.00	\$242.00	\$2,090.00	\$825.00	\$825.00	\$900.00
Engine Subtotals (in 2005 \$):		11						\$3,902,580.00		\$749,103.52						\$0.00	\$0.00	\$0.00	\$288,357.30
Fee Subtotals (in 2005\$):																\$53,580.00	\$21,150.00	\$21,150.00	\$30,617.00
600 - 750 hp																			
Statewide Total, Tier 0 (2011)	6		1996	0.25	2006	0.231	0.5	\$20,325.00	\$121,950.00	\$4,695.08	\$28,170.45	\$190.00	\$75.00	\$242.00	\$242.00	\$1,900.00	\$750.00	\$750.00	\$28,170.45
Statewide Total, Tier 1 (2015)	4	10	2001	0.3	2011	0.197	0.6	\$24,390.00	\$97,560.00	\$4,804.83	\$19,219.32	\$190.00	\$75.00	\$242.00	\$242.00	\$1,140.00	\$450.00	\$450.00	\$1,452.00
Statewide Total, Tier 2 (2015)	2	6	2003	0.4	2013	0.1547	0.8	\$32,520.00	\$65,040.00	\$5,030.84	\$10,061.69	\$190.00	\$75.00	\$242.00	\$242.00	\$760.00	\$300.00	\$300.00	\$450.00
Statewide Total, Tier 2 (2016)	1	4	2004	0.4	2014	0.1547	0.8	\$32,520.00	\$32,520.00	\$5,030.84	\$5,030.84	\$190.00	\$75.00	\$242.00	\$242.00	\$190.00	\$75.00	\$75.00	\$300.00
Statewide Total, Tier 2 (2017)	1	1	2005	0.4	2015	0.1547	0.8	\$32,520.00	\$32,520.00	\$5,030.84	\$5,030.84	\$190.00	\$75.00	\$242.00	\$242.00	\$190.00	\$75.00	\$75.00	\$75.00
Engine Subtotals (in 2005 \$):		1						\$349,590.00		\$67,513.15						\$0.00	\$0.00	\$0.00	\$28,170.45
Fee Subtotals (in 2005\$):																\$4,180.00	\$1,650.00	\$1,650.00	\$2,352.00
Greater Than 750 hp																			
Statewide Total, Tier 0 (2015)	0		1996	0.05	2006	1	0.1	\$21,506.25	\$0.00	\$21,506.25	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 1 (2015)	0	0	2003	0.4	2013	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 1 (2016)	0	0	2004	0.4	2014	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 1 (2017)	0	0	2005	0.4	2015	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 2 (2018)	0	0	2006	0.4	2016	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 2 (2019)	0	0	2007	0.4	2017	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 2 (2020)	0	0	2008	0.4	2018	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 2 (2021)	0	0	2009	0.4	2019	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Statewide Total, Tier 2 (2022)	0	0	2010	0.4	2020	0.1547	0.8	\$172,050.00	\$0.00	\$26,616.14	\$0.00	\$190.00	\$75.00	\$242.00	\$242.00	\$0.00	\$0.00	\$0.00	\$0.00
Engine Subtotals (in 2005 \$):								\$0.00		\$0.00						\$0.00	\$0.00	\$0.00	\$0.00
Fee Subtotals (in 2005\$):																\$0.00	\$0.00	\$0.00	\$0.00
Ann. Totals- All EHP Cat. (in 2005 \$):																\$0.00	\$0.00	\$0.00	\$1,632,188.25
Ann. Totals- All Fee Cat. (in 2005 \$):																\$633,270.00	\$249,975.00	\$249,975.00	\$341,651.00
Total # Affected Engines:	2244	3333																	\$633,270.00
(all yrs.)	(2008 pop.)																		

¹ affected engine population in year after compliance deadline

² includes operator owner cost to complete and submit application; 2hrs. @ \$50/hr.

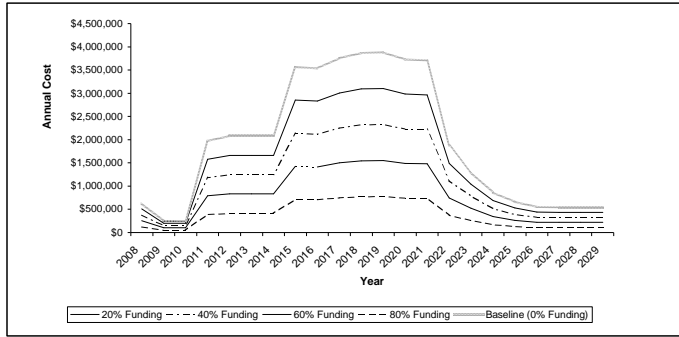
(2005 \$):

" Incentive Prog. Funding Effect" worksheet

9/5/2006

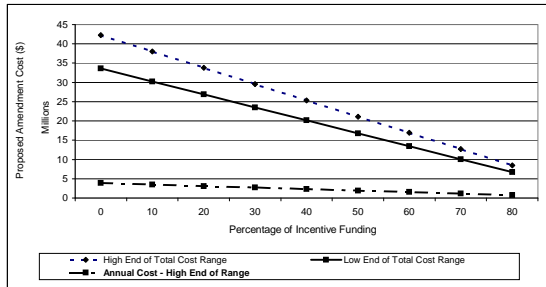
Calculations and chart for staff report (Figure VI-1).

		Year																											
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total (all yrs)					
All Categories Cost Range (in 2005 \$):	Low	\$487,780	\$87,464	\$87,464	\$1,708,446	\$1,805,168	\$1,805,168	\$1,805,168	\$3,225,051	\$3,074,788	\$3,277,566	\$3,382,365	\$3,393,055	\$3,241,288	\$3,222,069	\$1,379,908	\$820,031	\$378,041	\$174,431	\$69,086	\$58,344	\$58,344	\$58,344	\$33,599,367					
Baseline	High	\$633,270	\$249,975	\$249,975	\$1,973,739	\$2,078,993	\$2,078,993	\$2,078,993	\$3,563,075	\$3,536,970	\$3,752,542	\$3,865,831	\$3,877,759	\$3,725,992	\$3,706,773	\$1,864,612	\$1,304,735	\$862,745	\$659,135	\$553,790	\$543,048	\$543,048	\$543,048	\$42,247,039					
All Categories Cost Range (in 2005 \$):	Low	\$439,002	\$78,718	\$78,718	\$1,537,602	\$1,624,651	\$1,624,651	\$1,624,651	\$2,902,546	\$2,767,309	\$2,949,809	\$3,044,128	\$3,053,749	\$2,917,159	\$2,899,862	\$1,241,917	\$738,028	\$340,237	\$156,988	\$62,178	\$52,510	\$52,510	\$52,510	\$30,239,431					
w/ 10% incentive funding	High	\$569,943	\$224,978	\$224,978	\$1,776,365	\$1,871,093	\$1,871,093	\$1,871,093	\$3,206,767	\$3,163,273	\$3,377,288	\$3,479,248	\$3,489,983	\$3,353,993	\$3,336,095	\$1,678,151	\$1,174,262	\$776,470	\$593,221	\$498,411	\$488,743	\$488,743	\$488,743	\$38,022,335					
All Categories Cost Range (in 2005 \$):	Low	\$390,224	\$69,971	\$69,971	\$1,366,757	\$1,444,134	\$1,444,134	\$1,444,134	\$2,580,041	\$2,459,830	\$2,622,053	\$2,705,892	\$2,714,444	\$2,593,030	\$2,577,655	\$1,103,927	\$656,025	\$302,433	\$139,545	\$55,269	\$46,675	\$46,675	\$46,675	\$26,879,494					
w/ 20% incentive funding	High	\$506,616	\$199,980	\$199,980	\$1,578,991	\$1,663,194	\$1,663,194	\$1,663,194	\$2,850,460	\$2,829,576	\$3,002,034	\$3,092,664	\$3,102,207	\$2,980,794	\$2,965,418	\$1,491,690	\$1,043,788	\$690,196	\$527,308	\$443,032	\$434,438	\$434,438	\$434,438	\$33,797,631					
All Categories Cost Range (in 2005 \$):	Low	\$341,446	\$61,225	\$61,225	\$1,195,912	\$1,263,617	\$1,263,617	\$1,263,617	\$2,257,536	\$2,152,352	\$2,294,296	\$2,367,655	\$2,375,138	\$2,268,902	\$2,255,448	\$965,036	\$574,022	\$264,629	\$122,102	\$48,360	\$40,841	\$40,841	\$40,841	\$23,519,557					
w/ 30% incentive funding	High	\$443,289	\$174,983	\$174,983	\$1,381,617	\$1,455,295	\$1,455,295	\$1,455,295	\$2,494,152	\$2,475,879	\$2,626,779	\$2,706,081	\$2,714,431	\$2,608,194	\$2,594,741	\$1,305,229	\$913,315	\$603,921	\$461,394	\$387,653	\$380,134	\$380,134	\$380,134	\$29,572,928					
All Categories Cost Range (in 2005 \$):	Low	\$292,668	\$52,478	\$52,478	\$1,025,068	\$1,083,101	\$1,083,101	\$1,083,101	\$1,935,031	\$1,844,873	\$1,966,540	\$2,029,419	\$2,035,833	\$1,944,773	\$1,933,241	\$827,945	\$492,019	\$226,824	\$104,659	\$41,452	\$35,006	\$35,006	\$35,006	\$20,159,620					
w/ 40% incentive funding	High	\$379,962	\$149,985	\$149,985	\$1,184,244	\$1,247,396	\$1,247,396	\$1,247,396	\$2,137,845	\$2,122,182	\$2,251,525	\$2,319,498	\$2,326,655	\$2,235,595	\$2,224,064	\$1,118,767	\$782,841	\$517,647	\$395,481	\$332,274	\$325,829	\$325,829	\$325,829	\$25,348,224					
All Categories Cost Range (in 2005 \$):	Low	\$243,890	\$43,732	\$43,732	\$854,223	\$902,584	\$902,584	\$902,584	\$1,612,525	\$1,537,394	\$1,638,783	\$1,691,182	\$1,696,527	\$1,620,644	\$1,611,034	\$689,954	\$410,016	\$189,020	\$87,215	\$34,543	\$29,172	\$29,172	\$29,172	\$16,799,684					
w/ 50% incentive funding	High	\$316,635	\$124,988	\$124,988	\$986,870	\$1,039,496	\$1,039,496	\$1,039,496	\$1,781,537	\$1,768,485	\$1,876,271	\$1,932,915	\$1,938,879	\$1,862,996	\$1,853,386	\$932,306	\$652,368	\$431,372	\$329,567	\$276,895	\$271,524	\$271,524	\$271,524	\$21,123,520					
All Categories Cost Range (in 2005 \$):	Low	\$195,112	\$34,986	\$34,986	\$683,379	\$722,067	\$722,067	\$722,067	\$1,290,020	\$1,229,915	\$1,311,026	\$1,352,946	\$1,357,222	\$1,296,515	\$1,288,827	\$551,963	\$328,012	\$151,216	\$69,772	\$27,635	\$23,338	\$23,338	\$23,338	\$13,439,747					
w/ 60% incentive funding	High	\$253,308	\$99,990	\$99,990	\$789,496	\$831,597	\$831,597	\$831,597	\$1,425,230	\$1,414,788	\$1,501,017	\$1,546,332	\$1,551,104	\$1,490,397	\$1,482,709	\$745,845	\$521,894	\$345,098	\$263,654	\$221,516	\$217,219	\$217,219	\$217,219	\$16,898,816					
All Categories Cost Range (in 2005 \$):	Low	\$146,334	\$26,239	\$26,239	\$512,534	\$541,550	\$541,550	\$541,550	\$967,515	\$922,436	\$983,270	\$1,014,709	\$1,017,916	\$972,386	\$966,621	\$413,972	\$246,009	\$113,412	\$52,329	\$20,726	\$17,503	\$17,503	\$17,503	\$10,079,810					
w/ 70% incentive funding	High	\$189,981	\$74,993	\$74,993	\$592,122	\$623,698	\$623,698	\$623,698	\$1,068,922	\$1,061,091	\$1,125,763	\$1,159,749	\$1,163,328	\$1,117,798	\$1,112,032	\$559,384	\$391,421	\$258,823	\$197,740	\$166,137	\$162,914	\$162,914	\$162,914	\$12,674,112					
All Categories Cost Range (in 2005 \$):	Low	\$97,556	\$17,493	\$17,493	\$341,689	\$361,034	\$361,034	\$361,034	\$645,010	\$614,958	\$655,513	\$676,473	\$678,611	\$648,258	\$644,414	\$275,982	\$164,006	\$75,608	\$34,886	\$13,817	\$11,669	\$11,669	\$11,669	\$6,719,873					
w/ 80% incentive funding	High	\$126,654	\$49,995	\$49,995	\$394,748	\$415,799	\$415,799	\$415,799	\$712,615	\$707,394	\$750,508	\$773,166	\$775,552	\$745,198	\$741,355	\$372,922	\$260,947	\$172,549	\$131,827	\$110,758	\$108,610	\$108,610	\$108,610	\$8,448,408					



Costs w/ Incentives

	% Incentives	0	10	20	30	40	50	60	70	80
Total Cost	Low	\$33,599,367	\$30,239,431	\$26,879,494	\$23,519,557	\$20,159,620	\$16,799,684	\$13,439,747	\$10,079,810	\$6,719,873
	High	\$42,247,039	\$38,022,335	\$33,797,631	\$29,572,928	\$25,348,224	\$21,123,520	\$16,898,816	\$12,674,112	\$8,448,408
Annual Cost (high end of range)	Low	\$249,975	\$224,978	\$199,980	\$174,983	\$149,985	\$124,988	\$99,990	\$74,993	\$49,995
	High	\$3,877,759	\$3,489,983	\$3,102,207	\$2,714,431	\$2,326,655	\$1,938,879	\$1,551,104	\$1,163,328	\$775,552



Alternative #2 Worksheet

8/10/2006

8/10/2006

Comparison of Diesel vs. Electric Operating Costs

Analysis Assumptions:

- 1000 Hours/Year Operation
20 Year Amortization Period for Diesel Engine
40 Year Amortization Period for Electric Motor
3.1 \$/Gallon Diesel Fuel Cost (on-road retail: spreadsheet will delete taxes)
BE=\$1.21
BE=\$0.25
0.11 \$/Kilowatt-Hour (Kwh) Electricity Cost (PG&E AGSB Average)

Table with columns: Diesel Engine, HP Range, Upper Limit, Equiv. Electric Motor Size, Diesel Engine Cost, Diesel Motor Cost, Diesel Fuel Cost, Diesel Ann. Capital, Ann. Oper. Cost, Total (\$), Electric Motor Cost, Electric Motor Cost, Electric Power Cost, Ann. Capital, Ann. Oper. Cost, Total Electric Cost, Motor vs. Electric Differential, Capital Differential, Annual Cost Differential.

* Since this category is open-ended, an assumed HP of 1,725 was used. Based on district permit data, this is likely the largest irrigation pump engine in use.

Cost Calculations for Alternative #2 (100% Switch to Electric Motors) (Low End of Range)

Main cost calculation table with columns: Engine Category (Compl. Yr + 1), # of In-Use Engines, Equivalent Motor Size (kW), Annual Capital Cost, Annual Motor/Oper Cost, Initial Air District Fee, Air District Renewal Fee, 2008 Affected Engine Population, Year 2008-2024, 2016-2024.

Ann. Totals- All Cat. (in 2005 \$) \$0 \$0 \$0 \$12,824,531 \$13,209,463 \$13,209,463 \$24,446,876 \$34,541,556 \$36,028,949 \$36,659,250 \$36,707,367 \$36,707,367 \$36,707,367 \$36,707,367 \$36,707,367 \$36,707,367 \$36,707,367

* includes operator owner cost to complete and submit application; 2hrs. @ \$50/hr.

Cost Calculations for Alternative #2 (100% Switch to Electric Motors) (High End of Range)

Summary table for High End of Range with columns: Engine Category (Compl. Yr + 1), # of In-Use Engines, Equivalent Motor Size (kW), Annual Capital Cost, Annual Motor/Oper Cost, Initial Air District Fee, Air District Renewal Fee, Year 2008-2024, 2016-2024.

2025	2026	2027	2028	2029
\$164,981.99	\$164,981.99	\$164,981.99	\$164,981.99	\$164,981.99
\$252,628.68	\$252,628.68	\$252,628.68	\$252,628.68	\$252,628.68
\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06
\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06
\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75
\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75
\$489,790.30	\$489,790.30	\$489,790.30	\$489,790.30	\$489,790.30
\$219,950.73	\$219,950.73	\$219,950.73	\$219,950.73	\$219,950.73
\$336,799.55	\$336,799.55	\$336,799.55	\$336,799.55	\$336,799.55
\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38
\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38
\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84
\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84
\$652,978.73	\$652,978.73	\$652,978.73	\$652,978.73	\$652,978.73
\$5,310,950.35	\$5,310,950.35	\$5,310,950.35	\$5,310,950.35	\$5,310,950.35
\$8,570,370.34	\$8,570,370.34	\$8,570,370.34	\$8,570,370.34	\$8,570,370.34
\$2,067,349.80	\$2,067,349.80	\$2,067,349.80	\$2,067,349.80	\$2,067,349.80
\$558,422.07	\$558,422.07	\$558,422.07	\$558,422.07	\$558,422.07
\$582,184.71	\$582,184.71	\$582,184.71	\$582,184.71	\$582,184.71
\$15,089,277.28	\$15,089,277.28	\$15,089,277.28	\$15,089,277.28	\$15,089,277.28
\$4,105,703.63	\$4,105,703.63	\$4,105,703.63	\$4,105,703.63	\$4,105,703.63
\$5,529,289.31	\$5,529,289.31	\$5,529,289.31	\$5,529,289.31	\$5,529,289.31
\$1,361,690.65	\$1,361,690.65	\$1,361,690.65	\$1,361,690.65	\$1,361,690.65
\$453,896.88	\$453,896.88	\$453,896.88	\$453,896.88	\$453,896.88
\$474,528.56	\$474,528.56	\$474,528.56	\$474,528.56	\$474,528.56
\$11,925,109.03	\$11,925,109.03	\$11,925,109.03	\$11,925,109.03	\$11,925,109.03
\$3,101,314.93	\$3,101,314.93	\$3,101,314.93	\$3,101,314.93	\$3,101,314.93
\$1,632,271.02	\$1,632,271.02	\$1,632,271.02	\$1,632,271.02	\$1,632,271.02
\$2,407,599.75	\$2,407,599.75	\$2,407,599.75	\$2,407,599.75	\$2,407,599.75
\$326,454.20	\$326,454.20	\$326,454.20	\$326,454.20	\$326,454.20
\$367,260.98	\$367,260.98	\$367,260.98	\$367,260.98	\$367,260.98
\$7,834,900.89	\$7,834,900.89	\$7,834,900.89	\$7,834,900.89	\$7,834,900.89
\$306,561.75	\$306,561.75	\$306,561.75	\$306,561.75	\$306,561.75
\$204,374.50	\$204,374.50	\$204,374.50	\$204,374.50	\$204,374.50
\$102,187.25	\$102,187.25	\$102,187.25	\$102,187.25	\$102,187.25
\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63
\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63
\$715,310.75	\$715,310.75	\$715,310.75	\$715,310.75	\$715,310.75
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$36,707.367	\$36,707.367	\$36,707.367	\$36,707.367	\$36,707.367
Total:				\$587,910,589
2025	2026	2027	2028	2029

\$164,981.99	\$164,981.99	\$164,981.99	\$164,981.99	\$164,981.99
\$252,628.68	\$252,628.68	\$252,628.68	\$252,628.68	\$252,628.68
\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06
\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06	\$15,467.06
\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75
\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75	\$20,622.75
\$489,790.30	\$489,790.30	\$489,790.30	\$489,790.30	\$489,790.30

\$219,950.73	\$219,950.73	\$219,950.73	\$219,950.73	\$219,950.73
\$336,799.55	\$336,799.55	\$336,799.55	\$336,799.55	\$336,799.55
\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38
\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38	\$20,620.38
\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84
\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84	\$27,493.84
\$652,978.73	\$652,978.73	\$652,978.73	\$652,978.73	\$652,978.73

\$5,310,950.35	\$5,310,950.35	\$5,310,950.35	\$5,310,950.35	\$5,310,950.35
\$6,570,370.34	\$6,570,370.34	\$6,570,370.34	\$6,570,370.34	\$6,570,370.34
\$2,067,349.80	\$2,067,349.80	\$2,067,349.80	\$2,067,349.80	\$2,067,349.80
\$558,422.07	\$558,422.07	\$558,422.07	\$558,422.07	\$558,422.07
\$582,184.71	\$582,184.71	\$582,184.71	\$582,184.71	\$582,184.71
\$15,089,277.28	\$15,089,277.28	\$15,089,277.28	\$15,089,277.28	\$15,089,277.28

\$4,105,703.63	\$4,105,703.63	\$4,105,703.63	\$4,105,703.63	\$4,105,703.63
\$5,529,289.31	\$5,529,289.31	\$5,529,289.31	\$5,529,289.31	\$5,529,289.31
\$1,361,690.65	\$1,361,690.65	\$1,361,690.65	\$1,361,690.65	\$1,361,690.65
\$453,896.89	\$453,896.89	\$453,896.89	\$453,896.89	\$453,896.89
\$474,528.56	\$474,528.56	\$474,528.56	\$474,528.56	\$474,528.56
\$11,925,109.03	\$11,925,109.03	\$11,925,109.03	\$11,925,109.03	\$11,925,109.03

\$3,101,314.93	\$3,101,314.93	\$3,101,314.93	\$3,101,314.93	\$3,101,314.93
\$1,632,271.02	\$1,632,271.02	\$1,632,271.02	\$1,632,271.02	\$1,632,271.02
\$2,407,599.75	\$2,407,599.75	\$2,407,599.75	\$2,407,599.75	\$2,407,599.75
\$326,454.20	\$326,454.20	\$326,454.20	\$326,454.20	\$326,454.20
\$367,260.98	\$367,260.98	\$367,260.98	\$367,260.98	\$367,260.98
\$7,834,900.89	\$7,834,900.89	\$7,834,900.89	\$7,834,900.89	\$7,834,900.89

\$306,561.75	\$306,561.75	\$306,561.75	\$306,561.75	\$306,561.75
\$204,374.50	\$204,374.50	\$204,374.50	\$204,374.50	\$204,374.50
\$102,187.25	\$102,187.25	\$102,187.25	\$102,187.25	\$102,187.25
\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63
\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63	\$51,093.63
\$715,310.75	\$715,310.75	\$715,310.75	\$715,310.75	\$715,310.75

\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

\$36,707.367	\$36,707.367	\$36,707.367	\$36,707.367	\$36,707.367
Total:				\$587,910.589

2025	2026	2027	2028	2029
\$360,811.25	\$360,811.25	\$360,811.25	\$360,811.25	\$360,811.25
\$552,492.22	\$552,492.22	\$552,492.22	\$552,492.22	\$552,492.22
\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05
\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05
\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41
\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41
\$1,071,158.39	\$1,071,158.39	\$1,071,158.39	\$1,071,158.39	\$1,071,158.39

\$477,532.52	\$477,532.52	\$477,532.52	\$477,532.52	\$477,532.52
\$731,221.68	\$731,221.68	\$731,221.68	\$731,221.68	\$731,221.68
\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67
\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67
\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57
\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57
\$1,417,674.68	\$1,417,674.68	\$1,417,674.68	\$1,417,674.68	\$1,417,674.68

\$11,518,864.06	\$11,518,864.06	\$11,518,864.06	\$11,518,864.06	\$11,518,864.06
\$14,250,406.76	\$14,250,406.76	\$14,250,406.76	\$14,250,406.76	\$14,250,406.76
\$4,483,853.12	\$4,483,853.12	\$4,483,853.12	\$4,483,853.12	\$4,483,853.12
\$1,211,155.73	\$1,211,155.73	\$1,211,155.73	\$1,211,155.73	\$1,211,155.73
\$1,262,694.27	\$1,262,694.27	\$1,262,694.27	\$1,262,694.27	\$1,262,694.27
\$32,726,973.94	\$32,726,973.94	\$32,726,973.94	\$32,726,973.94	\$32,726,973.94

\$8,727,063.40	\$8,727,063.40	\$8,727,063.40	\$8,727,063.40	\$8,727,063.40
\$11,753,030.11	\$11,753,030.11	\$11,753,030.11	\$11,753,030.11	\$11,753,030.11
\$2,894,402.94	\$2,894,402.94	\$2,894,402.94	\$2,894,402.94	\$2,894,402.94
\$964,800.98	\$964,800.98	\$964,800.98	\$964,800.98	\$964,800.98
\$1,009,655.57	\$1,009,655.57	\$1,009,655.57	\$1,009,655.57	\$1,009,655.57
\$25,347,953.00	\$25,347,953.00	\$25,347,953.00	\$25,347,953.00	\$25,347,953.00

\$6,604,648.36	\$6,604,648.36	\$6,604,648.36	\$6,604,648.36	\$6,604,648.36
\$3,476,130.72	\$3,476,130.72	\$3,476,130.72	\$3,476,130.72	\$3,476,130.72
\$5,127,292.81	\$5,127,292.81	\$5,127,292.81	\$5,127,292.81	\$5,127,292.81
\$695,226.14	\$695,226.14	\$695,226.14	\$695,226.14	\$695,226.14
\$782,129.41	\$782,129.41	\$782,129.41	\$782,129.41	\$782,129.41
\$16,685,427.44	\$16,685,427.44	\$16,685,427.44	\$16,685,427.44	\$16,685,427.44

\$652,418.85	\$652,418.85	\$652,418.85	\$652,418.85	\$652,418.85
\$434,945.90	\$434,945.90	\$434,945.90	\$434,945.90	\$434,945.90
\$217,472.95	\$217,472.95	\$217,472.95	\$217,472.95	\$217,472.95
\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47
\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47
\$1,522,310.65	\$1,522,310.65	\$1,522,310.65	\$1,522,310.65	\$1,522,310.65

\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

\$78,771,498 \$78,771,498 \$78,771,498 \$78,771,498 \$78,771,498

Total: \$1,261,333,972

2025	2026	2027	2028	2029
\$360,811.25	\$360,811.25	\$360,811.25	\$360,811.25	\$360,811.25
\$552,492.22	\$552,492.22	\$552,492.22	\$552,492.22	\$552,492.22
\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05
\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05	\$33,826.05
\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41
\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41	\$45,101.41
\$1,071,158.39	\$1,071,158.39	\$1,071,158.39	\$1,071,158.39	\$1,071,158.39

\$477,532.52	\$477,532.52	\$477,532.52	\$477,532.52	\$477,532.52
\$731,221.68	\$731,221.68	\$731,221.68	\$731,221.68	\$731,221.68
\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67
\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67	\$44,768.67
\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57
\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57	\$59,691.57
\$1,417,674.68	\$1,417,674.68	\$1,417,674.68	\$1,417,674.68	\$1,417,674.68

\$11,518,864.06	\$11,518,864.06	\$11,518,864.06	\$11,518,864.06	\$11,518,864.06
\$14,250,406.76	\$14,250,406.76	\$14,250,406.76	\$14,250,406.76	\$14,250,406.76
\$4,483,853.12	\$4,483,853.12	\$4,483,853.12	\$4,483,853.12	\$4,483,853.12
\$1,211,155.73	\$1,211,155.73	\$1,211,155.73	\$1,211,155.73	\$1,211,155.73
\$1,262,694.27	\$1,262,694.27	\$1,262,694.27	\$1,262,694.27	\$1,262,694.27
\$32,726,973.94	\$32,726,973.94	\$32,726,973.94	\$32,726,973.94	\$32,726,973.94

\$8,727,063.40	\$8,727,063.40	\$8,727,063.40	\$8,727,063.40	\$8,727,063.40
\$11,753,030.11	\$11,753,030.11	\$11,753,030.11	\$11,753,030.11	\$11,753,030.11
\$2,894,402.94	\$2,894,402.94	\$2,894,402.94	\$2,894,402.94	\$2,894,402.94
\$964,800.98	\$964,800.98	\$964,800.98	\$964,800.98	\$964,800.98
\$1,008,655.57	\$1,008,655.57	\$1,008,655.57	\$1,008,655.57	\$1,008,655.57
\$25,347,953.00	\$25,347,953.00	\$25,347,953.00	\$25,347,953.00	\$25,347,953.00

\$6,604,648.36	\$6,604,648.36	\$6,604,648.36	\$6,604,648.36	\$6,604,648.36
\$3,476,130.72	\$3,476,130.72	\$3,476,130.72	\$3,476,130.72	\$3,476,130.72
\$5,127,292.81	\$5,127,292.81	\$5,127,292.81	\$5,127,292.81	\$5,127,292.81
\$695,226.14	\$695,226.14	\$695,226.14	\$695,226.14	\$695,226.14
\$782,129.41	\$782,129.41	\$782,129.41	\$782,129.41	\$782,129.41
\$16,685,427.44	\$16,685,427.44	\$16,685,427.44	\$16,685,427.44	\$16,685,427.44

\$652,418.85	\$652,418.85	\$652,418.85	\$652,418.85	\$652,418.85
\$434,945.90	\$434,945.90	\$434,945.90	\$434,945.90	\$434,945.90
\$217,472.95	\$217,472.95	\$217,472.95	\$217,472.95	\$217,472.95
\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47
\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47	\$108,736.47
\$1,522,310.65	\$1,522,310.65	\$1,522,310.65	\$1,522,310.65	\$1,522,310.65

\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

\$78,771,498 \$78,771,498 \$78,771,498 \$78,771,498 \$78,771,498

Total: \$1,261,333,972

"Cost Effectiveness" Worksheet

9/5/2006

NOTE: Emission reductions are from PTSD 8/15/06 report and are for all air districts except San Joaquin Valley and South Coast (SJV & SC deleted)

This worksheet calculates the cost-effectiveness figures for the following scenarios (reporting basis):

- 1) PM cost-effectiveness, using loss-of-use engine costs only (for comparison to the cost-effectiveness of other ATCMs) (annual, for analysis period)
- 2) PM + NO_x Cost-Effectiveness, where 50 percent of loss-of-use engine cost is divided by each of the PM + NO_x emission reductions to arrive at a cost-effectiveness figure for each pollutant (annual, for analysis period)
- 3) Overall cost-effectiveness, where both engine loss-of-use and air district fees are summed and divided by the PM reductions attributable to the proposed amendments (annual, for analysis period; overall)

NOT USED **NOT USED** **NOT USED**

1) For DPM (use for comparison to other ATCMs):

Does not include local air district fees and owner/operator application prep & submittal time allowance.

Year	Emission Benefits ^a (tpd)	Not Used	Loss-of-Use Engine Costs ^c (2005 \$)	Cost Effectiveness (2005 \$/lb.)	DPM Reduced (lbs./yr.)
2011	0.25664	1	\$1,632,188	\$8.71	187,347
2012	0.24815	1	\$1,730,054	\$9.55	181,150
2013	0.22521	1	\$1,730,054	\$10.52	164,403
2014	0.20246	1	\$1,730,054	\$11.71	147,796
2015	0.24459	1	\$3,154,773	\$17.67	178,551
2016	0.34055	1	\$3,015,014	\$12.13	248,602 High
2017	0.32251	1	\$3,218,624	\$13.67	235,432
2018	0.30215	1	\$3,323,969	\$15.07	220,570
2019	0.27918	1	\$3,334,711	\$16.36	203,801
2020	0.25445	1	\$3,182,944	\$17.14	185,749
2021	0.22779	1	\$3,163,725	\$19.03 High	166,287
2022	0.2024	1	\$1,321,564	\$8.94	147,752
2023	0.17936	1	\$761,687	\$5.82	130,933
2024	0.1588	1	\$319,697	\$2.76	115,924
2025	0.14095	1	\$116,087	\$1.13	102,894
2026	0.12448	1	\$10,742	\$0.12 Low	90,870 Low
2027	0.10978	1	- ^b	- ^b	80,139
2028	0.09696	1	- ^b	- ^b	70,781
2029	0.08572	1	- ^b	- ^b	62,576
Total	4.00213				2,921,555 Reduction

^a from ARB PTSD 8/15/2006 report

^b cost effectiveness not calculated for this year due to zero loss-of-use engine costs

2) For DPM & NO_x:

For DPM:

Year	Emission Benefits (tpd)	Not Used	Low End of Range		High End of Range	
			Loss-of-Use & Fee Costs (2005 \$)	Cost Effectiveness (2005 \$/lb.)	Loss-of-Use & Fee Costs (2005 \$)	Cost Effectiveness (2005 \$/lb.)
2011	0.25664	1	\$854,223	\$4.56	\$986,870	\$5.27
2012	0.24815	1	\$902,584	\$4.98	\$1,039,496	\$5.74
2013	0.22521	1	\$902,584	\$5.49	\$1,039,496	\$6.32
2014	0.20246	1	\$902,584	\$6.11	\$1,039,496	\$7.03
2015	0.24459	1	\$1,612,525	\$9.03	\$1,781,537	\$9.98
2016	0.34055	1	\$1,537,394	\$6.18	\$1,768,485	\$7.11
2017	0.32251	1	\$1,638,783	\$6.96	\$1,876,271	\$7.97
2018	0.30215	1	\$1,691,182	\$7.67	\$1,932,915	\$8.76
2019	0.27918	1	\$1,696,527	\$8.32	\$1,938,879	\$9.51
2020	0.25445	1	\$1,620,644	\$8.72	\$1,862,996	\$10.03
2021	0.22779	1	\$1,611,034	\$9.69	\$1,853,386	\$11.15
2022	0.20240	1	\$689,954	\$4.67	\$932,306	\$6.31
2023	0.17936	1	\$410,016	\$3.13	\$652,368	\$4.98
2024	0.15880	1	\$189,020	\$1.63	\$431,372	\$3.72
2025	0.14095	1	\$87,215	\$0.85	\$329,567	\$3.20
2026	0.12448	1	\$34,543	\$0.38	\$276,895	\$3.05
2027	0.10978	1	\$29,172	\$0.36	\$271,524	\$3.39

For NO_x:

Year	Emission Benefits (tpd)	Not Used	Low End of Range		High End of Range	
			Loss-of-Use Engine Costs (2005 \$)	Cost Effectiveness (2005 \$/lb.)	Loss-of-Use Engine Costs (2005 \$)	Cost Effectiveness (2005 \$/lb.)
2011	4.39639	1	\$854,223	\$0.2662	\$986,870	\$0.31
2012	4.21205	1	\$902,584	\$0.2935	\$1,039,496	\$0.34
2013	3.85754	1	\$902,584	\$0.3205	\$1,039,496	\$0.37
2014	3.51092	1	\$902,584	\$0.3522	\$1,039,496	\$0.41
2015	4.34782	1	\$1,612,525	\$0.5081	\$1,781,537	\$0.56
2016	5.61729	1	\$1,537,394	\$0.3749	\$1,768,485	\$0.43
2017	5.34573	1	\$1,638,783	\$0.4199	\$1,876,271	\$0.48
2018	5.03513	1	\$1,691,182	\$0.4601	\$1,932,915	\$0.53
2019	4.69737	1	\$1,696,527	\$0.4947	\$1,938,879	\$0.57
2020	4.25861	1	\$1,620,644	\$0.5213	\$1,862,996	\$0.60
2021	3.80522	1	\$1,611,034	\$0.5800	\$1,853,386	\$0.67
2022	3.37838	1	\$689,954	\$0.2798	\$932,306	\$0.38
2023	2.98789	1	\$410,016	\$0.1880	\$652,368	\$0.30
2024	2.64261	1	\$189,020	\$0.0980	\$431,372	\$0.22
2025	2.34319	1	\$87,215	\$0.0510	\$329,567	\$0.19
2026	2.06553	1	\$34,543	\$0.0229	\$276,895	\$0.18
2027	1.81746	1	\$29,172	\$0.0220	\$271,524	\$0.20

2028	0.09696	1	\$29,172	\$0.41	\$271,524	\$3.84
2029	0.08572	1	\$29,172	\$0.47	\$271,524	\$4.34

Total: 4.00213 Avg.: \$6 /lb. DPM

^b cost effectiveness not calculated for this year due to zero loss-of-use engine costs

2028	1.60027	1	\$29,172	\$0.0250	\$271,524	\$0.23
2029	1.40811	1	\$29,172	\$0.0284	\$271,524	\$0.26

Total: 67.33 Avg.: \$0.33 /lb. Nox

^b cost effectiveness not calculated for this year due to zero loss-of-use engine costs

3) Overall Cost Effectiveness for DPM

Year	Emission Benefits ^a		Emission Benefits (lbs./year)	Low End of Range		High End of Range	
	(tpd)	Not Used		Loss-of-Use & Fee Costs (2005 \$)	Cost Effectiveness (2005 \$/lb.)	Loss-of-Use & Fee Costs (2005 \$)	Cost Effectiveness (2005 \$/lb.)
2008			0	\$487,780		\$633,270	
2009			0	\$87,464		\$249,975	
2010			0	\$87,464		\$249,975	
2011	0.25664	1	187,347	\$1,708,446	\$9.12	\$1,973,739	\$10.54
2012	0.24815	1	181,150	\$1,805,168	\$9.97	\$2,078,993	\$11.48
2013	0.22521	1	164,403	\$1,805,168	\$10.98	\$2,078,993	\$12.65
2014	0.20246	1	147,796	\$1,805,168	\$12.21	\$2,078,993	\$14.07
2015	0.24459	1	178,551	\$3,225,051	\$18.06	\$3,563,075	\$19.96
2016	0.34055	1	248,602	\$3,074,788	\$12.37	\$3,536,970	\$14.23
2017	0.32251	1	235,432	\$3,277,566	\$13.92	\$3,752,542	\$15.94
2018	0.30215	1	220,570	\$3,382,365	\$15.33	\$3,865,831	\$17.53
2019	0.27918	1	203,801	\$3,393,055	\$16.65	\$3,877,759	\$19.03
2020	0.25445	1	185,749	\$3,241,288	\$17.45	\$3,725,992	\$20.06
2021	0.22779	1	166,287	\$3,222,069	\$19.38	\$3,706,773	\$22.29
2022	0.20240	1	147,752	\$1,379,908	\$9.34	\$1,864,612	\$12.62
2023	0.17936	1	130,933	\$820,031	\$6.26	\$1,304,735	\$9.96
2024	0.15880	1	115,924	\$378,041	\$3.26	\$862,745	\$7.44
2025	0.14095	1	102,894	\$174,431	\$1.70	\$659,135	\$6.41
2026	0.12448	1	90,870	\$69,086	\$0.76	\$553,790	\$6.09
2027	0.10978	1	80,139	\$58,344	\$0.73	\$543,048	\$6.78
2028	0.09696	1	70,781	\$58,344	\$0.82	\$543,048	\$7.67
2029	0.08572	1	62,576	\$58,344	\$0.93	\$543,048	\$8.68
Overall	4.00	1	2,921,555	\$33,599,367		\$42,247,039	

Average C/E: \$11.12 /lb. DPM (for period from 2011 to 2029)

^a from ARB PTSD 8/15/2006 report

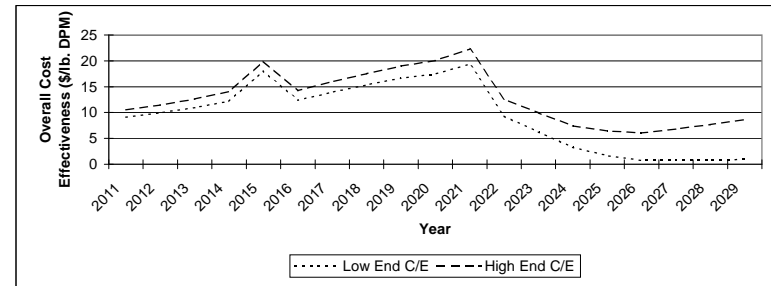
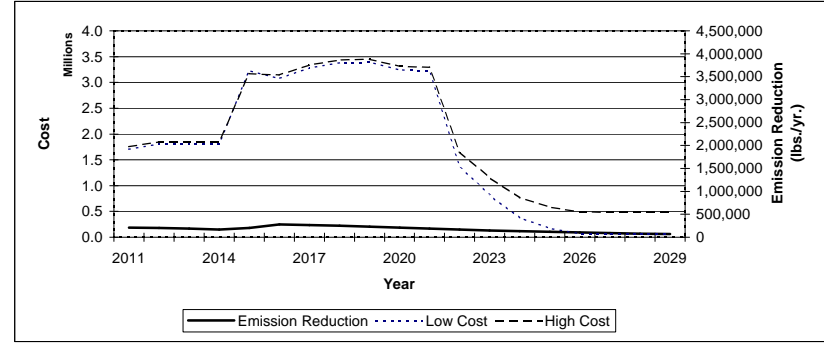
4) Cost Effectiveness Calculation for Alternative #2

For Alternative #2 (100% Replacement w/ Electric Motors):

For PM:

Note: In this example, annual costs include capital, maintenance, & operation. Assumed 96 percent reduction in emissions for this scenario.

Year	Baseline Emissions (tpd)	Adj. Em. Red. (tpd)	Low End of	High End of	Low End of	High End of
			Range - Annual Cost (2005 \$)	Range - Annual Cost (2005 \$)	Range - Cost Effectiveness (2005 \$/lb.)	Range - Cost Effectiveness (2005 \$/lb.)
2011	1.307083	1.254799	\$12,824,531	\$12,824,531	\$14.00	\$14.00
2012	1.267662	1.216955	\$13,209,463	\$13,209,463	\$14.87	\$14.87
2013	1.226530	1.177469	\$13,209,463	\$13,209,463	\$15.37	\$15.37
2014	1.183932	1.136575	\$13,209,463	\$13,209,463	\$15.92	\$15.92
2015	1.140861	1.095227	\$24,446,876	\$24,446,876	\$30.58	\$30.58
2016	1.099738	1.055748	\$34,541,556	\$34,541,556	\$44.82	\$44.82
2017	1.060355	1.017941	\$36,028,949	\$36,028,949	\$48.48	\$48.48
2018	1.019006	0.978246	\$36,659,250	\$36,659,250	\$51.33	\$51.33
2019	0.975904	0.936868	\$36,707,367	\$36,707,367	\$53.67	\$53.67
2020	0.928595	0.891451	\$36,707,367	\$36,707,367	\$56.41	\$56.41
2021	0.877051	0.841969	\$36,707,367	\$36,707,367	\$59.72	\$59.72
2022	0.827918	0.794801	\$36,707,367	\$36,707,367	\$63.27	\$63.27
2023	0.783684	0.752337	\$36,707,367	\$36,707,367	\$66.84	\$66.84
2024	0.744623	0.714838	\$36,707,367	\$36,707,367	\$70.34	\$70.34
2025	0.711195	0.682748	\$36,707,367	\$36,707,367	\$73.65	\$73.65
2026	0.680175	0.652968	\$36,707,367	\$36,707,367	\$77.01	\$77.01
2027	0.652192	0.626104	\$36,707,367	\$36,707,367	\$80.31	\$80.31
2028	0.626865	0.601790	\$36,707,367	\$36,707,367	\$83.56	\$83.56
2029	0.603611	0.579467	\$36,707,367	\$36,707,367	\$86.78	\$86.78



"Per-Engine Costs" worksheet

8/31/2006

This worksheet calculates the per-engine costs for each affected engine size (hp) category and subcategory (emission level tier.)

High/Low values per group are in **bold**.

Loss of Use & Air District Fees

Engine HP/Tier Category (year)**	Loss of Use			Range of Air District Fees*				Loss of Use Plus Air District Fees					
	One-Time Cost	Annualized Cost	Amort. Period (yrs)	Initial		Annual (renewal)		One-Time Cost Plus Initial District Fees		Annualized Cost Plus Initial District Fees		Annualized Cost Plus Annual District Fees	
				Low	High	Low	High	Low	High	Low	High	Low	High
50 - 74 hp													
Tier 0 (2012)	\$6,700	\$1,889	4	\$145	\$190	\$26	\$242	\$6,845	\$6,890	\$2,034	\$2,079	\$1,915	\$2,131
Tier 1 (2016)	\$7,000	\$1,210	7	\$145	\$190	\$26	\$242	\$7,145	\$7,190	\$1,355	\$1,400	\$1,236	\$1,452
Tier 2 (2016)	\$8,000	\$1,238	8	\$145	\$190	\$26	\$242	\$8,145	\$8,190	\$1,383	\$1,428	\$1,264	\$1,480
Tier 2 (2017)	\$8,000	\$1,238	8	\$145	\$190	\$26	\$242	\$8,145	\$8,190	\$1,383	\$1,428	\$1,264	\$1,480
Tier 2 (2018)	\$8,000	\$1,238	8	\$145	\$190	\$26	\$242	\$8,145	\$8,190	\$1,383	\$1,428	\$1,264	\$1,480
Tier 2 (2019)	\$8,000	\$1,238	8	\$145	\$190	\$26	\$242	\$8,145	\$8,190	\$1,383	\$1,428	\$1,264	\$1,480
75 - 99 hp													
Tier 0 (2012)	\$4,145	\$1,169	4	\$145	\$190	\$26	\$242	\$4,290	\$4,335	\$1,314	\$1,359	\$1,195	\$1,411
Tier 1 (2016)	\$8,190	\$1,415	7	\$145	\$190	\$26	\$242	\$8,335	\$8,380	\$1,560	\$1,605	\$1,441	\$1,657
Tier 2 (2016)	\$9,360	\$1,448	8	\$145	\$190	\$26	\$242	\$9,505	\$9,550	\$1,593	\$1,638	\$1,474	\$1,690
Tier 2 (2017)	\$9,360	\$1,448	8	\$145	\$190	\$26	\$242	\$9,505	\$9,550	\$1,593	\$1,638	\$1,474	\$1,690
Tier 2 (2018)	\$9,360	\$1,448	8	\$145	\$190	\$26	\$242	\$9,505	\$9,550	\$1,593	\$1,638	\$1,474	\$1,690
Tier 2 (2019)	\$9,360	\$1,448	8	\$145	\$190	\$26	\$242	\$9,505	\$9,550	\$1,593	\$1,638	\$1,474	\$1,690
100 - 174 hp													
Tier 0 (2011)	\$7,800	\$1,802	5	\$145	\$190	\$26	\$242	\$7,945	\$7,990	\$1,947	\$1,992	\$1,828	\$2,044
Tier 1 (2016)	\$9,360	\$1,844	6	\$145	\$190	\$26	\$242	\$9,505	\$9,550	\$1,989	\$2,034	\$1,870	\$2,086
Tier 2 (2016)	\$12,480	\$1,931	8	\$145	\$190	\$26	\$242	\$12,625	\$12,670	\$2,076	\$2,121	\$1,957	\$2,173
Tier 2 (2017)	\$12,480	\$1,931	8	\$145	\$190	\$26	\$242	\$12,625	\$12,670	\$2,076	\$2,121	\$1,957	\$2,173
Tier 2 (2018)	\$12,480	\$1,931	8	\$145	\$190	\$26	\$242	\$12,625	\$12,670	\$2,076	\$2,121	\$1,957	\$2,173
175 - 299 hp													
Tier 0 (2011)	\$11,100	\$2,564	5	\$145	\$190	\$26	\$242	\$11,245	\$11,290	\$2,709	\$2,754	\$2,590	\$2,806
Tier 1 (2015)	\$17,760	\$3,069	7	\$145	\$190	\$26	\$242	\$17,905	\$17,950	\$3,214	\$3,259	\$3,095	\$3,311
Tier 2 (2015)	\$17,760	\$2,747	8	\$145	\$190	\$26	\$242	\$17,905	\$17,950	\$2,892	\$2,937	\$2,773	\$2,989
Tier 2 (2016)	\$17,760	\$2,747	8	\$145	\$190	\$26	\$242	\$17,905	\$17,950	\$2,892	\$2,937	\$2,773	\$2,989
Tier 2 (2017)	\$17,760	\$2,747	8	\$145	\$190	\$26	\$242	\$17,905	\$17,950	\$2,892	\$2,937	\$2,773	\$2,989
300 - 599 hp													
Tier 0 (2011)	\$16,425	\$3,794	5	\$145	\$190	\$26	\$242	\$16,570	\$16,615	\$3,939	\$3,984	\$3,820	\$4,036
Tier 1 (2015)	\$16,425	\$3,794	5	\$145	\$190	\$26	\$242	\$16,570	\$16,615	\$3,939	\$3,984	\$3,820	\$4,036
Tier 2 (2015)	\$26,280	\$4,066	8	\$145	\$190	\$26	\$242	\$26,425	\$26,470	\$4,211	\$4,256	\$4,092	\$4,308
Tier 2 (2016)	\$26,280	\$4,066	8	\$145	\$190	\$26	\$242	\$26,425	\$26,470	\$4,211	\$4,256	\$4,092	\$4,308
Tier 2 (2017)	\$26,280	\$4,066	8	\$145	\$190	\$26	\$242	\$26,425	\$26,470	\$4,211	\$4,256	\$4,092	\$4,308
600 - 750 hp													
Tier 0 (2011)	\$20,325	\$4,695	5	\$145	\$190	\$26	\$242	\$20,470	\$20,515	\$4,840	\$4,885	\$4,721	\$4,937
Tier 1 (2015)	\$24,390	\$4,805	6	\$145	\$190	\$26	\$242	\$24,535	\$24,580	\$4,950	\$4,995	\$4,831	\$5,047
Tier 2 (2015)	\$32,520	\$5,031	8	\$145	\$190	\$26	\$242	\$32,665	\$32,710	\$5,176	\$5,221	\$5,057	\$5,273
Tier 2 (2016)	\$32,520	\$5,031	8	\$145	\$190	\$26	\$242	\$32,665	\$32,710	\$5,176	\$5,221	\$5,057	\$5,273
Tier 2 (2017)	\$32,520	\$5,031	8	\$145	\$190	\$26	\$242	\$32,665	\$32,710	\$5,176	\$5,221	\$5,057	\$5,273
Greater Than 750 hp													
Tier 0 (2015)	\$21,506	\$21,506	1	\$145	\$190	\$26	\$242	\$21,651	\$21,696	\$21,651	\$21,696	\$21,532	\$21,748
Tier 1 (2015)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 1 (2016)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 1 (2017)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 2 (2018)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 2 (2019)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 2 (2020)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 2 (2021)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858
Tier 2 (2022)	\$172,050	\$26,616	8	\$145	\$190	\$26	\$242	\$172,195	\$172,240	\$26,761	\$26,806	\$26,642	\$26,858

* Includes owner/operator time cost allowance (2hrs. X \$50/hr. = \$100) for initial application prep time only.

** This is the first full year after the compliance date for this engine category/Tier. Also the start of the cost amortization period for this category/Tier.