



## Sacramento Emergency Clean Air Transportation Program Guideline Amendments

Action

**Prepared by:** Chris Dougherty

**Attachments:** Yes

**Approved by:** James Corless

**Referring Committee:** Transportation

### 1. Issue:

The Sacramento Emergency Clean Air Transportation (SECAT) program needs to be updated to reflect the transition to zero emission vehicles in all vehicles classes, and include mobility services to align with regional goals and allow for flexibility in program delivery.

### 2. Recommendation:

The Transportation Committee unanimously recommends that the Board of Directors adopt updates to the SECAT guidelines to: (1) include light duty vehicles; (2) include mobility services, and (3) limit allowed vehicles to zero and near-zero emission only.

### 3. Background/Analysis:

The SECAT program is a partnership between the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) and the Sacramento Area Council of Governments (SACOG). The program's initial goal was to reduce NOx emissions in the Sacramento Federal Nonattainment Area (SFNA) by cleaning up older diesel heavy-duty vehicles operating in the region. Later, due to the program's success in modernizing our region's heavy duty fleets, the program was updated to promote zero and near-zero emission on-road heavy-duty vehicles. SECAT is just one of the programs within the region to clean up the region's heavy duty vehicles, but is the only program that does not require another vehicle be scrapped to qualify for a newer, cleaner vehicle. This allows for new fleets or expansion of existing fleets to participate.

The SECAT program is administered by the Sac Metro Air District, with oversight by SACOG, for the five air districts and six counties within the SFNA. The SFNA is comprised of: the Sacramento Metropolitan Air Quality Management District, Yolo-Solano Air Quality Management District, Placer County Air Pollution Control District, El Dorado County Air Quality Management District, and Feather River Air Quality Management District.

### 4. Discussion/Analysis:

Since 2000, SECAT has received approximately \$70 million to convert heavy duty vehicles to zero or near zero emissions, with the most recent award of \$5 million in 2021. Since that time, there has been an increase in the number of requests for different projects, including light duty vehicles and mobility services. A recent example was the City of Auburn's purchase of light duty vehicles under the SECAT program for their local shuttle program, which was approved by the SACOG board in 2022. The Sac Metro Air District has received

similar requests, and is seeking to amend the SECAT guidelines to be able to use these funds for light duty vehicles and mobility services. Recent state mandates require all vehicles purchased in the state be zero emission by 2035. Making the transition to zero emission in the SECAT program will help our region's fleets adhere to state mandates. The Sac Metro Air District has discussed these changes with the other air districts in the SFNA, and all are supportive of the proposed updates.

At the June 1, Transportation Committee meeting an amendment was added by the committee to recommend that the board also allow for near-zero emission vehicles. That amendment is reflected in the attachment and the recommendation section of this report.

#### **5. Fiscal Impact/Grant Information:**

The funds for the SECAT program have been awarded to the Sac Metro Air District from SACOG's Regional Funding Program who in turn has awarded the funds to the City of Auburn. This request does not alter the amount awarded.