



Climate & Air Quality Committee

Item #09-11-2
Action

October 21, 2009

Adoption of New SECAT Program Guidelines

Issue: To modify the Sacramento Emergency Clean Air Transportation (SECAT) Program guidelines to reflect changes in state regulations and funding opportunities for regional trucking fleets.

Recommendation: That the Climate & Air Quality Committee recommend that the Board approve the new SECAT Program guidelines as attached to begin implementation on December 1, 2009.

Discussion: Since the inception of the SECAT Program in 2000, the program has funded the clean-up of 2,117 heavy-duty diesel trucks, solid waste collection vehicles, transit buses, and other on-road vehicles. Over \$64.5 million has been allocated to regional fleets resulting in about 1.5 tons per day less NO_x emissions – equal to removing about 100,000 cars and light trucks from the Sacramento region.

Many fleets across the region have benefited from SECAT funding, from single truck small businesses to large trucking fleets, with the majority of funding going to private-sector vehicle fleets. The economic benefits of the program are increased when the health benefits of reducing emissions from these vehicles are included. The estimated value of those avoided health care costs will be approximately \$300 million according to California Air Resources Board (CARB) estimates.

In the past several years, CARB has passed many rules and regulations requiring truck fleets to reduce their emissions. Because these new regulations require truck owners to replace their vehicles over the next decade, the SECAT program needs to establish new criteria to ensure funding only goes to projects surplus to the state rules. This is even more important when using federal Congestion Mitigation & Air Quality funding for projects claimed under the Sacramento Ozone SIP.

To ensure surplus requirements under SECAT while expanding the funding opportunities to other regional fleets, staff is recommending that the SACOG Board of Directors adopt new SECAT guidelines that include the following changes:

1. Expand the Fleet Modernization Option to include all heavy-duty diesel vehicles with 2002 or older engines.
2. Applications must establish that the vehicle project is not required by CARB mobile source regulations (within at least one year) to qualify for funding. CARB definitions are incorporated into the SECAT Guidelines.
3. Require SmartWay Certified Tires on all replacement truck-tractors.

4. Coordinate cost cap values with the Proposition 1B: Goods Movement Emission Reduction Program (GMERP). Under GMERP, the maximum funding per vehicle is capped at \$40,000-60,000 depending on the emission standard of the vehicle. The SECAT Program will use a similar formula as outlined below, funding the minimum of the following:
 - a. Maximum Funding Cap for Compliant Trucks;
 - i. \$60,000 limit for new 2010-compliant trucks;
 - ii. \$50,000 limit for new 2007-compliant or used 2010-compliant trucks; or
 - iii. \$40,000 limit for used 2007-compliant trucks;
 - b. 50% of the total vehicle purchase price (taxes included for 2010 compliant trucks); or
 - c. The maximum cost effective amount at \$100,000/1-yr ton NOx
5. Eliminate vocation, body type, and mileage increase restrictions and other requirements.
6. Allow Leasing Option for Fleet Modernization.

Staff has determined that these changes will both ensure that SECAT continues to generate surplus emission reductions under the regional SIP while dramatically increasing the number of trucks eligible for funding. These changes should ensure the viability of the program for the next several years.

Approved by:

Mike McKeever
Executive Director

MM:le

Key Staff: Gordon Garry, Director of Research & Analysis, (916) 340-6230
Karen Wilcox, Director of Finance, (916) 340-6210

Attachment



Sacramento Emergency Clean Air Transportation (SECAT) Program Policies and Guidelines



“The SECAT Program is a Partnership between the Sacramento Area Council of Governments and the Sacramento Metropolitan Air Quality Management District whose goal is to reduce harmful emissions from on-road heavy-duty vehicles in the SFNA”

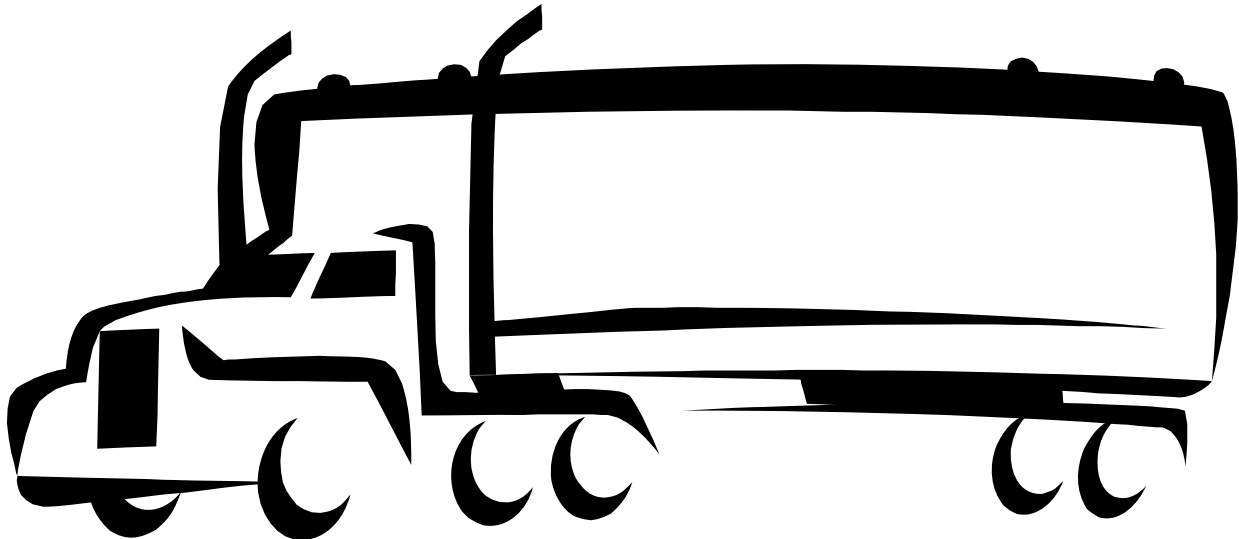
Prepared By:

Land Use / Mobile Source Division
Sacramento Metropolitan Air Quality Management District

DECEMBER 2009 REVISION

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1.0 EXECUTIVE SUMMARY

The Sacramento Emergency Clean Air Transportation (SECAT) Program is a partnership between the Sacramento Metropolitan Air Quality Management District (District or SMAQMD) and the Sacramento Area Council of Governments (SACOG). The program's goal is to reduce harmful emissions from on-road heavy-duty vehicles operating in the Sacramento Federal Nonattainment Area (SFNA).

In 2000, the SECAT Program received \$66 million to reduce emissions released from heavy-duty vehicles in the SFNA by providing incentives to offset the costs of purchasing lower-emission technologies and an additional \$4 million used by SACOG to help replace old diesel transit buses – totaling \$70 million in funding from the state Traffic Congestion Relief Fund (\$50 million) and the federal Congestion Mitigation and Air Quality funding program (\$20 million). This program was originally created by California Assembly Bill (AB) 2511 to help assure that the SFNA would meet its commitments under the State Implementation Plan (SIP) for air quality attainment.

In 2008, the SECAT Program received an additional \$3.2 million in federal CMAQ funds with additional allocations on a yearly basis, which will be primarily used for projects under the Fleet Modernization option; however, other emission reduction projects may also be funded under the program. Eligible types of projects include the following:

- Replacing older, higher polluting vehicles with newer, lower-emission vehicles (Fleet Modernization);
- Purchasing new, low or zero-emitting vehicles;
- Retrofitting existing heavy-duty vehicles with after-treatment systems to reduce Oxides of Nitrogen (NO_x); and
- Implementing any other verifiable, enforceable, and cost-effective technology for reducing NO_x emissions from heavy-duty on-road vehicles.

The SECAT Program is distinct from the Carl Moyer Memorial Air Quality Standards Attainment Program (the Moyer Program). The key difference is that the SECAT Program is not limited to financing the incremental capital costs of emission control measures. This may make the SECAT Program more attractive than the Moyer program for some types of projects. Another difference is that the SECAT Program can only fund projects for on-road vehicles. Projects involving non-road vehicles or engines may be eligible for funding under the Moyer Program.

The changes made to the SECAT Program in these October 2009 revisions include: expanding the Fleet Modernization Option to include all heavy-duty diesel vehicles with 2002 or older engines, aligning the qualification requirements with ARB mobile source regulations, coordinating cost caps with other incentive programs, requiring energy efficient tires when available, incorporating vehicle leasing options, and streamlining several program areas consistent with program goals and objectives.



2.0 INTRODUCTION / BACKGROUND

2.1 Purpose of the SECAT Program

Although air quality in the Sacramento Federal Nonattainment Region (SFNA) for ozone has improved significantly over the last 10 years, we continue to experience violations of the federal 8-hour and 1-hour ozone standards. Most of the pollution is created by mobile sources, including heavy-duty vehicles. Over 30% of NO_x emissions from mobile sources come from heavy-duty vehicles.

In 1994, the five air districts within the SFNA adopted a federally mandated State Implementation Plan (SIP), which requires the region to decrease emissions from heavy-duty vehicles as one part of a larger strategy to attain the federal one hour ozone standards by 2005 as mandated by the federal Clean Air Act. In 1997, the U.S. Environmental Protection Agency (USEPA) adopted a new 8-hour ozone standard. The regional air districts approved a new 8-hour SIP in 2008, which will include requirements to reduce heavy-duty vehicle emissions.

Sacramento Area Council of Governments (SACOG) is the designated planning organization for the region responsible for ensuring that transportation projects and plans do not impede the region's clean air goals. SACOG evaluates all projects included in the Federal Metropolitan Transportation Plan and the Metropolitan Transportation Improvement Program to ensure consistency with air quality objectives and the SIP.

As part of the region's overall effort to meet clean air standards and achieve conformity with transportation plans, SACOG also partners with the air districts to promote clean-fuel vehicles and develop mobile source control measures.

One such measure is the development and implementation of the Sacramento Emergency Clean Air Transportation (SECAT) Program. The SECAT Program was created as part of the SIP effort to provide incentives to help on-road heavy-duty truck owners purchase technologies to reduce emissions in the SFNA in order to meet federal air quality standards.

This document sets out the policies and guidelines of the SECAT Program. The SECAT Program includes a variety of options to help truck owners and fleet managers reduce emissions:

- Replacing older, higher polluting vehicles with newer, lower-emission vehicles (Fleet Modernization);
- Purchasing new, low or zero-emitting vehicles;
- Retrofitting of existing heavy-duty vehicles with aftertreatment systems to reduce NO_x; and
- Implementing other verifiable, enforceable, and cost-effective technology for reducing NO_x emissions from heavy-duty on-road vehicles.

The following policies and guidelines in this document include minimum qualifications for a vehicle to enter the SECAT Program, the responsibilities of vehicle owners, vehicle dealerships, engine dealerships, and salvage yards, and information on how funding amounts are determined.

2.2 SECAT Program Funding

The \$70 million allocated under the 2000 SECAT Program has been fully allocated. In 2008, the newest phase of SECAT funding of \$3.2 million was awarded by SACOG's Air Quality Funding Program. SECAT is expected to receive annual funding under the Congestion Mitigation and Air Quality (CMAQ) program through 2018. Applications for new projects will be accepted once funding becomes available.

2.3 Revisions and Updates to the SECAT Program

Staff continuously evaluates the implementation procedures, participant qualifications, and overall effectiveness of the SECAT Program in order to ensure that the SFNA achieves the highest emission

benefit possible. Listed below is a summary of changes that have been made since 2000 to enhance the SECAT Program's effectiveness.

Fleet Modernization: In 2002, the Fleet Modernization program was adopted as another option for truck owners to reduce emissions. This option allowed for the purchase of newer, cleaner vehicles as a replacement for older, higher polluting vehicles.

Updated emissions model: The original mobile sources emissions model (EMFAC7F) was replaced with an updated emissions model (EMFAC2002). Now, the SECAT Program will use the most current emission model (EMFAC2007) used by the Carl Moyer Program to evaluate projects. The updated model offers more accurate emissions information based upon the latest research completed on car and truck surveys.

Revised Fleet Modernization participant requirements: Participants will be required to provide more information on the operational history of their original vehicles in order to be approved to participate in the program. Additional information required will include a full registration and insurance history of the original vehicle from the previous three years and stricter proof of actual historic usage including, if necessary, submitting to a trial period of three months to one year where mileage will be recorded.

Revised Fleet Modernization replacement vehicle requirements: The replacement vehicles must have engines certified to model year 2007 or retrofitted to meet 2007 emission standards or better. This new requirement is designed to help participants comply with future California Air Resources Board guidelines and to maximize the emission reductions per project.

Revised Vehicle Inspection Procedures: Inspections will only be performed by District personnel, unless SMAQMD waives this requirement. Most projects will require at least three separate inspections – pre-inspection of the old vehicle, post-inspection of the replacement vehicle, and pre-salvage inspection of the old vehicle to verify its condition prior to salvage.

In October 2007 revisions and updates to the SECAT Program included, eliminating engine repowers as an option, requiring that replacement trucks in the Fleet Modernization option comply with 2007 heavy-duty diesel vehicle emission standards, incorporating updates to the inspection, survey and audit procedures, and increasing funding by 10% for vehicles that meet the U.S. Environmental Protection Agency SmartWay truck certification standards.

For the October 2009 Revision, the SECAT Program is implementing the following changes:

1. **Expand the Fleet Modernization Option to include all heavy-duty diesel vehicles with 2002 or older engines.** Consistent with the Proposition 1B: Goods Movement Emission Reduction Program (GMERP), SECAT will cover all heavy-duty vehicles equipped with 2002 or older engines to be replaced with heavy-duty vehicles equipped with 2007 or newer engines, or equivalent. The ARB Truck & Bus Rule determined that emissions from all 2002 and older heavy-duty diesel engines are nearly equal for NOx emissions.
2. **Applications will need to be surplus to all ARB mobile source regulations with at least one year of surplus emission reductions to qualify for funding.** The Statewide Truck & Bus Rule and Drayage Truck Rule both require truck owners to replace their trucks with 2007-compliant and cleaner trucks over the next several years, and applicants will be required to show that their purchase under the SECAT Program is not required for at least one year.
3. **Require SmartWay Certified Tires on all replacement truck-tractors.** The ARB Greenhouse Gas Rule requires that all heavy-duty truck-tractors operating in California use SmartWay certified tires beginning in 2010. These tires are available in both single and dual tire formats from five manufacturers and are available on nearly all vehicles and configurations. Using these tires will also reduce GHG emissions by approximately 1.5%. Vocational trucks and those not designed to tow trailers would be exempt from this requirement.

4. **Updated emission calculations will use 907,200 g/ton instead of the current 908,000 g/ton to be consistent with the Carl Moyer Program.**
5. **Coordinate cost cap values with the Proposition 1B: Goods Movement Emission Reduction Program (GMERP).** Under GMERP, the maximum funding per vehicle is capped at \$40,000-60,000 depending on the emission standard of the vehicle. The SECAT Program will use a similar formula as outlined below funding the minimum of the following:
 - a. Maximum Funding Cap for Compliant Trucks;
 - i. \$60,000 limit for new 2010-compliant trucks;
 - ii. \$50,000 limit for new 2007-compliant or used 2010-compliant trucks; or
 - iii. \$40,000 limit for used 2007-compliant trucks;
 - b. 50% of the total vehicle purchase price (taxes included for 2010 compliant trucks); or
 - c. The maximum cost effective amount at \$100,000/1-yr ton NOx

The SECAT Program has used the invoice price of the vehicle – excluding taxes – to determine the project cost cap. Including the taxes in the calculation will increase the funding per vehicle for projects capped out under the vehicle cost limit, but will still not use SECAT funding to pay taxes and is consistent with the Carl Moyer Program. Additionally, payment of body value is no longer cost-effective and will no longer be funded.

6. **Incorporate ARB definitions into the SECAT Guidelines.**
7. **Eliminate vocation, body type, and mileage increase restrictions.** The current restrictions that prohibit changing vehicle vocation and body type are too restrictive and are not needed. Changing vocation and body type are sometimes beneficial since it may guarantee better future compliance and reflect changes in the economy. Since SECAT funds only the newest, cleanest diesel engines, restrictions on increasing mileage are unnecessary.
8. **Eliminate extra funding for SmartWay Certified Tractors.** This option was never used since only sleeper cabs are certified by the EPA under SmartWay, and the cost differential between day cabs and sleeper cabs is not offset by our funding. Requiring SmartWay tires will provide the most benefit for local day cab trucks and does not increase costs for the participant or the SECAT Program.
9. **Eliminate the Particulate Matter Control Device requirement.** With 2007 and newer engines – including alternative definitions – meeting near-zero PM emissions, this requirement is duplicative and not necessary.
10. **Allow Leasing Option for Fleet Modernization.** This modification would meet the stated goal of incorporating leasing into SECAT and should expand the ability of fleets to afford participation. Eligible leasing companies will need to sign a Memorandum of Understanding similar to those offered to Finance Companies. Also, leased trucks will require SACOG and the District to be listed as lien holders to protect our interests. These modifications will treat vehicle leasing identical to current vehicle financing and will help participants afford their cost share.

2.4 Who We Are

The SECAT Program is a partnership between the Sacramento Area Council of Governments (SACOG) and the Sacramento Metropolitan Air Quality Management District (SMAQMD or District). The goal of the program is to reduce harmful emissions from on-road heavy-duty vehicles in the SFNA. The Climate & Air Quality Committee of the SACOG Board of Directors is responsible for the oversight of the SECAT Program and consists of representatives from a variety of government agencies.

2.4.1 The Sacramento Area Council of Governments (SACOG)

SACOG is a joint powers agency and council of Sacramento Valley governments, including the six surrounding counties - El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba - and 22 member cities. The SACOG directors are chosen from the elected boards of its member governments. SACOG's primary charge is to provide regional transportation planning and allocate funding for transportation projects. It also provides a forum for the study and resolution of regional issues. In this role, SACOG prepares the region's long-range transportation plan, approves distribution of affordable housing around the region, keeps a region wide database for its own and local agency use, helps counties and cities use federal transportation funds in a timely way, and assists in planning for transit, bicycle networks, clean air and airport land uses.

2.4.2 The Sacramento Metropolitan Air Quality Management District (SMAQMD)

SMAQMD is a legislatively created agency, and is the local agency primarily responsible for implementing the federal and state Clean Air Acts. In that capacity, it works cooperatively to coordinate the efforts of local, state and federal government agencies, the business community, and private citizens, to achieve and maintain healthy air quality for the SFNA. SMAQMD cannot achieve healthy air for Sacramento alone; however, with its regulatory efforts and its lead role in development of innovative programs, it can encourage the cooperative inter-agency and public efforts that are required to improve air quality. The SMAQMD's 14-member Board of Directors is composed of all five Sacramento County Supervisors, four members of the Sacramento City Council, one member representing each of the Cities of Citrus Heights, Elk Grove, Folsom and Rancho Cordova, and one member representing the Cities of Galt and Isleton. The Board reviews and approves all rules, programs, policies and budgets.

SMAQMD represents the other air districts in the SFNA in implementing the SECAT Program. These air districts include the Yolo-Solano Air Quality Management District, the Placer County Air Pollution Control District, the El Dorado County Air Pollution Control District, and the Feather River Air Quality Management District. Each air district has played an important role in our ongoing efforts to improve air quality in the region.

2.4.3 The SFNA – Sacramento Federal Nonattainment Area

The SFNA is commonly known as the Sacramento Federal Nonattainment Area for ozone. This area is comprised of five Air Districts – the Sacramento Metropolitan Air Quality Management District, Yolo-Solano Air Quality Management District, Placer County Air Pollution Control District, El Dorado County Air Pollution Control District, and Feather River Air Quality Management District – covering all or parts of six counties. This region is designated non-attainment by the federal government under the federal Clean Air Act because it does not meet the NAAQS for ozone. The SFNA has been classified as “severe” for the federal 8-hour ozone standard with an attainment date of 2019. The SECAT Program is one of many programs in place to help reduce emissions in order to meet our attainment date and make the air healthier to breathe. **A map of the SFNA is on Page 24.**

2.5 How to Contact Us / Application Mailing Address

SMAQMD staff is available to answer any questions regarding the SECAT Program. For more information on the SECAT Program or to request an application, go to the website or contact one of the following staff members listed below:

Website: WWW.4SECAT.COM

Program Staff:

Kristian Damkier	(916) 874-4892	kdamkier@airquality.org
Heather Taylor	(916) 874-4889	htaylor@airquality.org
Joanne Chan	(916) 874-6267	jchan@airquality.org
Pat Robinson	(916) 874-6276	probinson@airquality.org
Steffani Charkiewicz	(916) 874-6361	scharkiewicz@airquality.org

Program Coordinators:

Mike Neuenburg	(916) 874-1676	mneuenburg@airquality.org	(Contract/Applications)
Amy Roberts	(916) 874-6354	aroberts@airquality.org	(Inspections/Audits)

Program Supervisor:

Mark Loutzenhiser	(916) 874-4872	mloutzenhiser@airquality.org
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Mailing Address for Applications:

SECAT Program, Application for Funding - SMAQMD
777 12th St., 3rd Floor
Sacramento, CA 95814-1908

Applicants can also go directly to local participating truck and engine dealerships. Participating dealerships have been trained to help truck owners understand all of the program requirements to help them complete applications and receive for funding under the SECAT Program.

All applications must be returned, signed and dated, in their original format in either blue or black ink. Any application that is not signed or dated will be returned. Faxes WILL NOT be accepted.



3.0 GENERAL PROGRAM POLICIES AND GUIDELINES

3.1 General Eligibility

3.1.1 Who is eligible to participate?

Any individual, company, or public agency may apply to receive incentive funds. If the applicant does not own the vehicles in question, the application must include a satisfactory, binding contract with the person(s) or organization(s) that do own the vehicles. This contract must commit the owner of the vehicles to carry out the actions described in the proposal.

3.1.2 Who is **not** eligible to participate?

Any applicant applying for funds for purchases or retrofits that are already required by any local, state, or federal rule or regulation – including, but not limited to, the Energy Policy Act (EPACT), existing regulations, agency memoranda of agreement or understanding, state mobile source Air Toxic Control Measures, or other legally binding requirements. A more detailed discussion of which vehicles are eligible is located in Section 3.9.

3.1.3 What type of vehicle is eligible?

Projects must reduce emissions from on-road heavy-duty vehicles operating in the SFNA. On-road motor vehicles are defined as “self-propelled motor vehicles that are manufactured for or designed primarily for use on public roads.” All vehicles must be over 14,000 pounds Gross Vehicle Weight Rating (GVWR).

3.1.4 What technologies are eligible to participate?

This program is designed to produce SIP emission reductions that can be used to demonstrate progress toward our SIP requirements. Consequently, all emission reductions must be real, quantifiable, surplus, enforceable, and permanent. To meet this requirement, any engine or vehicle purchased under the program must be emission certified or verified by the California Air Resources Board (CARB). Likewise, any emission control technologies must be certified or verified by CARB or otherwise approved by CARB.

Research and development (R&D) will not be funded under the SECAT Program. Subject to CARB approval for use on vehicles operating in California, the SECAT Program may fund in-use durability demonstration programs for technologies provisionally certified or verified by CARB pending the outcome of such demonstrations.

3.1.5 Restrictions on emissions averaging, banking and trading.

Low-emission engines, vehicles or technologies funded under the SECAT Program cannot be used to generate emission credits in any emissions averaging, banking or trading program.

3.2 Application Instructions & Evaluation Procedures

3.2.1 Application Instructions

Please follow all of the application instructions. Any incomplete or incorrect applications will be returned to the applicant.

- Fill out and sign the most recent SMAQMD mobile source incentive program application as available at <http://www.airquality.org>. The application can be also be downloaded from the SECAT website (www.4secat.com) or can be ordered by calling one of the program staff or sending a request via e-mail. Staff contact information is in section 2.5.

- Fill in a “Vehicle Information Form” for each vehicle that you are proposing to replace or retrofit.
- Submit additional documentation as required under the specific program guidelines. Each specific program may require different paperwork. Contact project staff if there are any questions with regard to additional documentation.
- The application will be reviewed to determine that all the required information has been provided and that all program requirements have been met. If the application is not complete or does not meet the program requirements, it will be returned with a request for additional information or an explanation as to why the application was not approved. The SECAT Program reserves the right to request additional information and can deny the application if such requested information is not provided.
- Application Procedure Overview:
 1. Applicant submits a complete SECAT Application including all supplementary documentation to SMAQMD for evaluation
 2. Applications will be assigned to a Project Manager for review
 3. If funding is available, SMAQMD will use its best efforts to contact applicants within 3-5 business days to confirm approval or discuss problems with the application
 4. Applicants will then be contacted by an Inspector to perform a visual and operational inspection of the old vehicle to verify eligibility
 5. Following approval, funding agreements will be circulated to the applicant, SMAQMD, and SACOG for signatures (an executed copy of the executed agreement will be returned to the applicant)
 6. After the applicant receives a fully executed funding agreement, the applicant may purchase the low emission technology and subsequently invoice the SECAT Program for reimbursement
 7. Applicant will be contacted by an Inspector to perform a visual and operational inspection of either the new vehicle or low emission technology to verify eligibility
 8. **Fleet Modernization Only:** The old vehicle will also be inspected again by an Inspector prior to its delivery to an approved salvage yard to verify that it still meets program requirements
 9. Upon receipt of all signed invoices, inspections, and tax information, the Project Manager will submit payment for the amount authorized in the funding agreement
 10. Applicant will then be responsible for meeting all requirements in the funding agreement for the term of the agreement including operation, audit, and recordkeeping requirements

3.2.2 Evaluation Procedures

Applications will be evaluated on a first-come, first served-basis. Completed applications will be evaluated according to the methodology used in the Carl Moyer Program Guidelines (2008 Revision) to determine the emission reductions and the cost-effectiveness on a per-vehicle and overall project cost basis. All applications will generally be reviewed and approved on a first-come, first-served basis according to the availability of funding, although SMAQMD reserves the right to accelerate approval of particular applications if it determines that early approval will benefit air quality or meets Environmental Justice goals discussed in Section 3.6. Project managers will submit eligible projects to the SECAT Executive Committee for approval. The SECAT Executive Committee consists of the Air Pollution Control Officers of SMAQMD, Yolo-Solano Air Quality Management District, and the Executive Director of SACOG.

If an application meets the program guidelines, it will be approved by the SECAT Executive Committee providing the project cost effectiveness does not exceed \$100,000 per 1-yr ton NO_x reduced.

If an application does not meet the above cost-effectiveness conditions, the applicant can petition SMAQMD for further evaluation. SMAQMD will determine whether there are unusual circumstances that may justify the incentive award, and if appropriate, will submit the petition to the SACOG board for approval or denial.

3.2.3 Applicant Compliance Checks

All applicants will be subject to verification of compliance with all local and state air quality rules, including compliance with air district rules and regulations based on the applicant's business address. Applicants will be required to resolve all outstanding Notices of Violation or other citations with all agencies to receive incentive funding. Potential applicants are advised to check for violations with CARB and/or their local air district prior to applying for funding.

In addition, the SECAT Program may reject applications from applicants that have previously received incentive funding from SECAT or any other incentive program if they are not in compliance with their contracted performance requirements. Applicants may also be required to reimburse the SMAQMD or SECAT any deficient balance prior to receiving additional incentive funding.

3.2.4 Funding Awards Based on Historic Usage Based on Miles Driven

Funding awards are based upon historic usage of an individual vehicle within the Sacramento Federal Non-attainment Area (SFNA). Documentation supporting the claimed historic usage for the previous three (3) years must be provided prior to application approval. The old vehicle must have operated at least three (3) months per twelve (12) month period to qualify.

3.2.5 Funding Awards Based on Historic Usage Based on Hours Operated – PTO Operation

The SECAT Program will allow certain vocational trucks to use hours of Power Take Off (PTO) operations instead of miles to determine funding. Examples include 10-wheel dump trucks, water trucks, mixer trucks, crane trucks, and other trucks as determined by SMAQMD to have dedicated PTO operation. Trucks funded using PTO must use the drive engine to perform PTO; auxiliary or "pony" motors are not eligible for funding. Each hour of PTO will be converted into 28 driving miles for emission calculations; however, participants will be required to meet annual hour operational commitments. Applicants cannot combine both hours and mileage for calculation purposes and must choose at the time of application which one to use. Trucks funded using PTO are required to have a separate hour meter recording actual PTO operation (not total engine hours) to record compliance. **SECAT does not fund projects based on engine idle time.**

3.3 Program Requirements & Reimbursement Procedures

Following application approval, each participant will be required to enter into a funding agreement with SACOG and SMAQMD. Each participant is required to read and understand the funding agreement. If the participant does not fully understand the agreement terms, conditions, and requirements, it is the participant's responsibility to seek guidance from staff or from a contract law attorney. Although dealership representatives help provide assistance with the application process, they are not authorized to interpret or provide guidance on the agreement terms, conditions, and requirements to participants. All questions and clarifications should be directed to staff for further explanations.

The following is a brief summary of the program requirements.

3.3.1 Program Requirements

- Participation in the SECAT Program will require a minimum five (5) year commitment to operate in the SFNA. Funding for the project will be issued at the beginning of this five year commitment. Throughout the contract period, the participant will be required to meet its performance requirements (miles per year). Projects that fail to meet the agreed performance requirements may be required to refund some or all of the funds issued under the SECAT Program. The participant should contact SMAQMD immediately if it knows or has reason to know that the performance requirements will not be met. The start date for performance will be the date the funds are released to the participant, unless an alternative start date is specified in the funding

agreement. Some projects may have a minimum operational commitment less than five years depending on special circumstances.

- Any emission reduction credits in the SFNA resulting from participating in the SECAT Program will be retired in the interest of air quality improvement. The participant will be required to waive any right to claim emission reduction credits which may accrue at anytime as a result of the project. The applicant will also agree not to apply to SMAQMD, any other Air Quality Management District, Air Pollution Control District, or any other public or private entity for any credits based on reductions generated as a result of participating in the SECAT Program.
- Participants are required to maintain liability and replacement value insurance coverage for the vehicle(s) participating in the SECAT Program. Self-insurance can satisfy these requirements, but must be approved by SMAQMD prior to execution of the agreement. Additionally, SACOG must be listed as a Loss Payee and Additional Insured on the Participant's insurance policy. Participant will be required to maintain the following levels of insurance:
 - \$1,000,000 General Business Liability (commonly referred to as Umbrella) coverage
 - \$1,000,000 General Liability per occurrence for bodily injury, personal injury, and property damage
 - \$1,000,000 Automobile Liability per accident for bodily injury and property damage
 - Comprehensive and Collision coverage sufficient to replace the vehicle(s) and emission control system(s) funded by SECAT – including diesel engine retrofits
- Participants will be required to document actual usage in the SFNA (see map on Page 24) for each year of the agreement term. The Program will claim annual emission reductions that must be achieved based on the participant's projected usage in the SFNA. Participants will be required to return annual usage reports at least once a year. Projects that fail to meet the agreed performance requirements or submit usage reports may be required to refund some or all of the funds issued under the SECAT Program.
- All participants must keep a driver's log with actual mileage, fuel consumption records, and any other records identified in the contract pertaining to maintenance, down time, and miles traveled in the SFNA. Participants funded using engine hours must also log hours performed in the SFNA and total hours operated. SMAQMD may waive the usage log requirements if the applicant installs a SMAQMD approved Electronic Monitoring Unit. A log must be kept of the maintenance and down time throughout the contract period.
- SMAQMD at its option may require the installation of an Electronic Monitoring Unit capable of tracking the operation of the vehicle within the SFNA and transmitting the data to SMAQMD. If eligible units are identified, the SECAT Program may increase the funding available to the project to include the cost of the system as part of the total incentive amount as long as the total project cost plus the cost of the Electronic Monitoring Unit does not exceed cost effectiveness limits.
- The participant is required to inform SMAQMD of any changes in business name, address, phone number, or contact person within 10 business days of the change. Furthermore, the participant is required to inform the SMAQMD prior to any sale of funded equipment or change in ownership that would require a contract amendment. The participant will also be required to inform the SMAQMD of any problems or issues resulting in the failure to meet the performance requirements as soon as possible.

3.3.2 Reimbursement Procedures

A reimbursement invoice will only be issued after an agreement has been executed, the vehicle or engine is replaced, and adequate dealership invoices for the purchase of the vehicle or equipment have been submitted to SMAQMD. The participant must submit a Sacramento County Payee Data Form along with their signed funding agreements before the project can be funded. Invoices must include a copy of the

final purchase order detailing the actual purchase price of the vehicle or emission control technology and cannot be processed until after inspection of the funded technology. Reimbursement checks can be issued to either one party (the applicant) or to two parties (the applicant and the dealership). Reimbursement may take between 4-8 weeks from the time the reimbursement invoice is received by project staff. **Prompt submittal of all required documentation is the best way to speed processing of the reimbursement check.**

Any funds issued through the SECAT Program may only be used to purchase the vehicle or equipment identified in the participant's contract. If any funds are used for vehicles or equipment that is not identified in the contract, the participant will be required to refund all incentive amounts. If a program participant wishes to change the vehicle or equipment to be funded, he or she may request a contract amendment. Any contract amendment must be approved in writing and the vehicle or equipment must meet all of the SECAT eligibility requirements.

3.4 Audit Procedures

At any time during the agreement term, SACOG or SMAQMD (or both) may conduct an audit of the participant's operations, including all paperwork documenting actual operation within the SFNA, to verify that the applicant is complying with all contract terms. Any audits will be conducted at a reasonable time and with reasonable notice to the participant.

3.5 Participating Dealerships

Local vehicle, engine and salvage yard dealerships play a vital role in the operation and success of the SECAT Program. Dealerships who wish to become a Participating Dealership must be trained by the staff of the SECAT Program, and must be able to assist the applicants in filling out the application, making sure all program requirements have been met, and advising applicants on the SECAT Program performance requirements as required in Section 5. Each Participating Dealership must sign a master agreement with the SECAT Program and must provide any information requested by the Program relating to an application or approved project.

3.6 Environmental Justice Policies

SACOG and SMAQMD are committed to accomplishing Environmental Justice goals through the SECAT Program. The Fleet Modernization program has historically funded projects in the construction and agriculture industries which have a disproportionate impact on communities of color and low income populations. The mobile nature of heavy-duty diesel vehicle projects also impact populations living near regional freeways and major thoroughfares. Reductions in regional ozone formation, fine particulate matter, and toxic air contaminants attained through the Fleet Modernization program improve air quality and human health for all people in the SFNA.

SACOG and SMAQMD will make every effort to achieve Environmental Justice goals through the Fleet Modernization program. Staff will provide outreach and give funding priority to applicants based on operating within Qualifying Areas as defined in Section 4.1.4 of SMAQMD adopted "Guidelines for Implementing AB 1390 (Firebaugh) Requirements for the Carl Moyer Memorial Air Quality Incentive Program". These guidelines meet the directives outlined in "Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". Participating dealers and other stakeholders will also be informed of these objectives.

3.7 Inter-District Projects

Inter-district projects are projects where the participant operates their vehicle in the SFNA and in one or more other adjoining air districts. These projects may be funded by two different incentive programs that will claim the resulting emission reduction credits. For example, if a vehicle normally operates in the SFNA and the San Joaquin Region, the applicant may apply to both regions for funding. Funding distribution will be based on the percentage of operation in each region and on the total emission

reductions that are achieved. For more information, contact district staff prior to completing an application. **Participants are prohibited from receiving funding from other districts without written approval from the SECAT Program.**

3.8 Program Documentation

All forms used under the SECAT Program (i.e. applications, agreements, invoices) are subject to change at any time. Potential applicants or other interested parties may contact the SECAT Program to request sample copies of any forms at any time.

3.9 SECAT Interaction with ARB Rules & Regulations

Due to the recent adoption of several mobile source rules by the California Air Resources Board, the SECAT Program will require that applicants demonstrate that the purchase of the equipment on their application is not required for compliance. Staff will use the following chart to determine eligibility; however, any changes or modifications to the regulations may affect the eligibility of the project at the time of application. Please contact the SECAT Program for the latest information.

Truck Engine Model Year	Old Truck in Drayage Truck Registry	Old Truck NOT in Drayage Truck Registry
Pre-1994	<p>GVWR > 33,000 lbs: Ineligible for SECAT Funding</p> <p>GVWR ≤ 33,000 lbs: All vehicles are eligible through 12/31/2009</p>	<p>Prior to 12/31/2009: All trucks are eligible for funding.</p> <p>After 12/31/2009: Only trucks in Small Fleets (3 or fewer trucks) are eligible for SECAT funding. Trucks in Large Fleets may be eligible if the applicant can show the purchase is surplus to the rule.</p>
1994-1999	<p>Prior to 12/31/2009: Eligible for SECAT Funding if: 1) Old truck is already equipped with a Level 3 VDECS; or 2) Applicant provides a valid quote for a Level 3 VDECS installation with the cost deducted from the maximum SECAT incentive amount</p>	<p>All vehicles are eligible through 12/31/2011 (funding opportunities beyond this date are limited to projects being surplus to a rule or regulation)</p>
2000-2002	<p>After 12/31/2009: Eligible for SECAT Funding only if the truck is equipped with a Level 3 VDECS and is fully compliant with the rule</p>	<p>All vehicles are eligible through 12/31/2012 (funding opportunities beyond this date are limited to projects being surplus to a rule or regulation)</p>

VEHICLES EXEMPT FROM THE ARB TRUCK & BUS REGULATION (OR OTHER RULES) WILL BE ELIGIBLE FOR FUNDING UP TO ONE (1) YEAR PRIOR TO THEIR EXEMPTION EXPIRATION DATE.

Applicants may also be subject to other rules, including but not limited to the Transit Bus Fleet Rule, Solid Waste Collection Vehicle Rule, or the Public Fleet Vehicle ATCM. Staff will evaluate each application to determine whether the proposed project is surplus to these regulations.

Applicants will need to have executed SECAT funding agreements at least one year prior to the first compliance deadline of the applicable rule or regulation to secure project funding. Project funding must then be liquidated within 180 days of the agreement execution or the agreement will be terminated with funding reallocated to other projects.

4.0 FLEET MODERNIZATION DEALER AND SALVAGE YARD POLICIES AND PROCEDURES

4.1 General Information

Vehicle dealers and salvage yards are an important part of the SECAT Program. New vehicle dealers are responsible for providing low emission diesel trucks meeting the needs of program participants. The salvage yards are responsible for ensuring proper destruction of the old vehicle. Because of their importance, the SECAT Program has special guidelines for both designed to preserve the integrity of the program and provide maximum emission reductions.

4.2 Vehicle Dealership Requirements

Vehicle dealerships are a key partner in the SECAT Program because they help market, qualify, and facilitate Fleet Modernization and Engine Retrofit projects. Representatives of the dealership will often meet with potential applicants and provide information about SECAT and the process. They are also suppliers of new vehicles and engine technology and have the most knowledge about what is appropriate for each applicant. Because of this responsibility, the SECAT Program has Master Agreements with many dealerships to ensure that they are eligible to market their equipment and services to applicants.

Participants are not required to purchase technology from an Approved Vehicle Dealership, but working with an Approved Vehicle Dealership may benefit applicants. For example, Approved Vehicle Dealerships can accept old vehicles for salvage. Without this, participants are fully responsible for working with the salvage yard and will be required to schedule multiple pre-salvage inspections to ensure the condition of the old vehicle, rather than just sending the old truck to the Approved Vehicle Dealership.

Also, if a participant does not use an Approved Vehicle Dealership, the SECAT Program will not deliver the incentive funds until SMAQMD has received the vehicle title (or a copy from the Finance/Lease Company) listing SMAQMD as a lien holder. Vehicles purchased from an Approved Vehicle Dealership may be paid before the title is processed since the dealership has an agreement with the SECAT Program to ensure SMAQMD is listed as a lien holder. Approved Vehicle Dealerships are also allowed to handle the paperwork and are trained to handle any potential issues with the application process.

To become an Approved Vehicle Dealership, dealers must meet the following requirements:

- Owner has had a valid California business license for a minimum of the last two years.
- A minimum of one (1) employee has been trained by the District regarding the SECAT Program.
- Owner agrees to allow the District to inspect vehicles covered under this agreement during normal business hours.
- The business must be licensed by the California Department of Motor Vehicles as a vehicle dealership.
- Owner must possess a valid State of California seller's permit issued by the Board of Equalization.

Approved Vehicle Dealerships must agree to:

- Assist the Program Participant in the preparation and submission of its SECAT Program Application. As part of this process for new vehicles, Dealership must prepare an invoice signed by the Participant and submit it to the SECAT Program.
- Provide the District with a copy of the Vehicle Purchase documents, invoices, and DMV registration for the New Vehicle.

- Promptly submit to the District and the Program Participant invoices for all work performed by Dealership or its subcontractors.

4.3 Salvage Yard Requirements

Approved Salvage Yards under the SECAT Program are responsible for destroying the old vehicle in an environmentally responsible manner to permanently remove the vehicle from operation. Because of the special requirements, Approved Salvage Yards must be under a Master Agreement with the SECAT Program. The Master Agreement allows an Approved Salvage Yard to be eligible to market its services to Program participants and receive fees or materials for salvage. All vehicles funded under the SECAT Program must be destroyed by an Approved Salvage Yard, unless SMAQMD approves an alternative disposal method that ensures emission reductions.

To become an Approved Salvage Yard, salvage yards must meet the following requirements:

- Owner possesses a current, valid auto dismantler's license issued by the California Department of Motor Vehicles.
- Owner possesses a current, valid Hazardous Material Generator and Storage Permit issued by the California Environmental Protection Agency.
- Owner has a current, approved State of California Storm Water Pollution Control Plan.
- Owner has had a valid California business license for a minimum of the last two years.
- A minimum of one (1) employee has been trained by the District regarding the SECAT Program.
- Owner agrees to allow the District to inspect vehicles covered under this agreement during normal business hours.

Approved Salvage Yards must agree to:

- Complete the vehicle destruction within 30 days of the date the salvage yard received the vehicle. Destruction must comply with the SECAT Program Policies and Guidelines and include cutting a jagged-edged hole in the engine block that is at least three inches in diameter and cutting the frame rails completely through in half.
- Surrender the certificate of title to the DMV by submitting a *Report of Vehicle to be Dismantled* and register the vehicle as non-repairable – where the Vehicle Identification Number (VIN) can no longer be registered or titled. All forms required by DMV to render the vehicle as non-repairable must be filed by the owner or salvage operator within 30 days of the old vehicle delivery. A DMV receipt or non-repairable certificate verifying the vehicle can no longer be registered or titled must be made available to District staff upon request.

4.4 Program Disclaimer

The SECAT Program does not review the operations or reach any conclusions regarding the quality of the product or service of Approved Vehicle Dealerships and Approved Salvage Yards. The participant is solely responsible for the quality and performance of the low emission vehicle and/or engine technology funded under the SECAT Program and may not hold the SECAT Program liable for any issues encountered with Approved Vehicle Dealerships and Approved Salvage Yards.

5.0 FLEET MODERNIZATION PROGRAM POLICIES AND GUIDELINES

The following are the policies and guidelines specific to the Fleet Modernization option under the SECAT Program. Projects such as retrofits or any other emission reduction projects must comply with the general program policies and guidelines.

The Fleet Modernization Program provides incentives to reduce emissions by replacing older vehicles with newer, lower-emission vehicles. In place since 2002, this program has been the most popular option to reduce emissions for owners operating older, higher polluting vehicles. With the help of participating engine dealerships, salvage yards, and vehicle dealerships, more than 700 old vehicles have been replaced with newer, lower-emission vehicles. A list of participating dealerships can be found on the SECAT website at www.4secat.com.

All applicants must meet the requirements and follow all of the policies and guidelines in order to be approved for funding under the SECAT Program. Vehicle dealerships are specifically trained on the provisions of the SECAT Program and can help participants throughout the application process. Please contact program staff or participating vehicle dealerships with any questions during the application process.

5.1 Participant Requirements

The following is a summary of the requirements that must be met prior to approval of a submitted application. If any information is missing or an applicant does not qualify for the program, the application will be mailed back to the applicant.

- Old vehicle must have an engine model year of 2002 or earlier
- Old vehicle must have been owned and operated by the applicant within the SFNA for the past three years at the time of application*
- Old vehicle must still be operating on at least a part-time or seasonal basis defined as being registered with the DMV for on-road operation at least 3 months per 12 month period
- Old vehicle must be turned into the vehicle dealership in the same condition that it was in at the time of the pre-inspection (see Section 5.4)

* If the applicant has purchased another business that possessed trucks meeting this requirement and provides documentation that the entire business has been purchased by the applicant, staff may approve the application without three years of ownership by the applicant. Purchasing vehicles from another business for the purpose of receiving SECAT funding is prohibited.

5.2 Application Requirements

The following items must accompany the completed original application at time of submittal. **FAXED OR COPIED APPLICATIONS ARE NOT ACCEPTED.**

- Signed and dated application
- Signed and dated Sacramento County Payee Data Record
- Copy of the Applicant's Drivers License or other Photo ID Card
- Copy of old vehicle title
- Vehicle Registration Information Record from the DMV including the last three years
- Mileage verification for previous three years (i.e. maintenance records, fuel receipts, mileage log books, job invoices, etc.)
 - If verification is not provided, applicant may opt into tracking mileage for 3 to 12 months based on estimated historic mileage on a case-by-case basis as approved by a project manager – FUNDS ARE NOT AVAILABLE UNTIL AFTER THE TRACKING PERIOD
- Proof of vocation – verify the normal operation of the vehicle (i.e., business letterhead, job receipts or tags, delivery invoices)

- Proof of vehicle insurance for previous three years
- If engine tag is missing, applicant may be required to provide a printout of the engine horsepower from a participating engine dealership or provide official dynamometer test data performed within the previous 90 days

5.3 Application Evaluation

SMAQMD will use its best efforts to evaluate applications within 3-5 business days after receipt. Staff may request additional information of the applicant and can deny the application if the requested information is not provided. Incomplete and illegible applications will be returned to the applicant or the vendor. If the applicant does not respond within 30 days, the application will be automatically terminated and the application process will have to be reinitiated in order for the project to be reconsidered.

After evaluating the application, staff will conduct a Pre-Inspection of the old vehicle. The old vehicle will be inspected to determine the condition of the vehicle. The vehicles will be reinspected immediately prior to salvaging, and if the condition of the vehicle has changed, SMAQMD may withhold payment until the vehicle is restored to the condition documented during the Pre-Inspection (see Section 5.4).

5.4 Requirements for Turning In Old Vehicle

The applicant must agree NOT to remove or replace the tires, rims, seats, fifth wheel, engine parts, hood, fenders, fuel tanks, horn, exhaust pipes, mirrors, grill, cab air shield, or any other accessory or item on the vehicles between the Pre-Inspection and the date of the Pre-Salvage inspection. At the time of the Pre-Salvage inspection and when the vehicle is turned over to the SECAT Approved Salvage Yard for salvage, the vehicle must be in operational condition, all tires must be road worthy and the vehicle must be able to pass a California Highway Patrol Inspection (see sections 27452 and 27465 of the California Vehicle Code listed below). These items, at minimum, cannot be removed or replaced after the Pre-inspection:

- Hood
- Fuel tanks
- Tire rims
- Horns
- Chrome exhaust pipes
- Mirrors
- Grill
- Seats
- Air shield on top of cab
- 5th wheel
- Any parts that would hinder vehicle operation



California Vehicle Code

Section 27452

The required thickness of rubber shall extend evenly around the entire periphery of the tire. The entire solid tire shall be securely attached to the channel base and shall be without flat spots or bumpy rubber.

Section 27465

(a) No dealer or person holding a retail seller's permit shall sell, offer for sale, expose for sale, or install on a vehicle axle for use on a highway, a pneumatic tire when the tire has less than the tread depth specified in subdivision (b). This subdivision does not apply to any person who installs on a vehicle, as part of an emergency service rendered to a disabled vehicle upon a highway, a spare tire with the disabled vehicle was equipped

(b) No person shall use on a highway a pneumatic tire on a vehicle axle when the tire has less than the following tread depth, except when temporarily installed on a disable vehicle as specified in subdivision (a):

(1) One thirty-second (1/32) of an inch of tread depth in any two adjacent grooves at any location of the tire, except as provided in paragraphs (2) and (3).

(2) Four thirty-second (4/32) of an inch tread depth at all points in all major grooves on a tire on the steering axle of any motor vehicle specified in Section 34500, and two thirty-second (2/32) of an inch tread depth at all points in all major grooves on all other tires on the axles of these vehicles.

5.5 Replacement Vehicle Requirements

The applicant must submit a vehicle information form and ensure that the replacement truck meets the following requirements:

- **All replacement vehicles are required to comply with heavy-duty diesel vehicle emission standards as defined below:**
 - “2007 Model Year NOx Emissions Equivalent” means:
 - A heavy-duty diesel engine certified by the California Air Resources Board to a standard or FEL at or below 1.4 g/bhp-hr NMHC+NOx and 0.01 g/bhp-hr PM; or
 - Emissions from an engine certified to the 2003 or prior model year heavy-duty diesel engine emissions standard that is equipped with a VDECS that reduces NOx exhaust emissions by at least 70 percent and PM exhaust emissions by at least 85 percent (Level 3, Mark 4); or
 - Emissions from an engine certified to the 2004 through 2006 model year heavy-duty diesel engine emissions standard that is equipped with a VDECS that reduces NOx exhaust emissions by at least 40 percent and PM exhaust emissions by at least 85 percent (Level 3, Mark 2).
 - “2010 Model Year NOx Emissions Equivalent” means:
 - A heavy-duty diesel engine certified by the California Air Resources Board to a standard or FEL at or below 0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM; or
 - Emissions from an engine certified to the 2004 through 2006 model year heavy-duty diesel engine emissions standard that is equipped with a VDECS that reduces NOx exhaust emissions by more than 85 percent and PM exhaust emissions by at least 85 percent (Level 3, Mark 5); or
 - Emissions from an engine certified to the 2007 through 2009 model year heavy-duty diesel engine emissions standard that is equipped with a VDECS that reduces NOx exhaust emissions by more than 70 percent and PM exhaust emissions by at least 85 percent (Level 3, Mark 4).
 - Emission data for all engines and diesel emission control systems are available from the engine manufacturer or by contacting SECAT staff.
- **Horsepower Requirements:** The horsepower of the old and replacement vehicles must be the same, unless a different horsepower rating is approved by program staff, because emissions produced by a vehicle are related to engine horsepower. Horsepower information should be available on the old engine tag. If the engine tag is missing, program staff may opt to determine the horsepower of the replacement vehicle based on engine manufacturer data, or may require the applicant to provide proof of horsepower through a chassis dynamometer test that takes into account a 15% loss in actual horsepower based on transmission loss. Only in limited cases, where no certified engines are available for any vehicle, will staff approve a horsepower rating on the replacement vehicle that is more than 20% greater than on the old engine tag. The test must have been completed within 90 days prior to submitting the application. The horsepower of the engine can not be increased throughout the term of the agreement.
- **System Modifications:** Modifications to the following are not allowed: engine performance characteristics (including changes in horsepower), emission characteristics, engine emission

components (not including repairs with like original equipment manufacturer replacement parts) or any other modifications that cause the engine's emission control system to be modified.

- **Truck Weight Requirements:** Heavy-duty trucks in the SECAT Program are separated into two classes for emission purposes:
 - Medium Heavy-Duty Diesel Vehicles are defined as all vehicles with a Gross Vehicle Weight Rating (GVWR) between 14,001 – 33,000 lbs and equipped with a certified Medium Heavy-Duty Diesel Engine.
 - Heavy Heavy-Duty Diesel Vehicles are defined as all vehicles with a GVWR over 33,000 lbs or any truck-tractor equipped with a fifth-wheel (DMV Registered Body Type Model = DS) and equipped with a certified Heavy Heavy-Duty Diesel Engine.
 - The replacement vehicle must be in the same weight class as the old vehicle.
- **Truck Axle and Body Configuration Requirements:** The replacement vehicle may have a different axle and/or body configuration than the old vehicle as long as the replacement vehicle will operate at least the same number of miles or hours as the old vehicle through the contract term.
- **Body Funding:** The SECAT Program will not pay for any body value. Additionally, an applicant may purchase a replacement vehicle equipped with a sleeper cab regardless of the configuration of the old vehicle; however, the SECAT Program will not pay for the cost of the sleeper cab.
- **Engine Warranty Requirements:** All applicants must purchase a minimum of a 1-year / 100,000 mile major component engine warranty as part of the SECAT Program. Even though it is not a requirement, the SECAT Program suggests that the highest grade warranty be purchased in order to avoid any problems in the future. The SECAT Program is not responsible for any failure of the replacement vehicle, engine or any part, component or accessory. The applicant takes sole responsibility for ensuring that the truck is in operational condition throughout the agreement period. No additional funds will be issued for maintenance or repairs related to the operation of the vehicle.
- **Particulate Matter Control Device:** All replacement vehicles funded under the SECAT Fleet Modernization program are required to comply with heavy-duty diesel vehicle emission standards which require the use of diesel particulate filters, so no additional requirements are necessary.
- **SECAT Program Decals:** Two SECAT Program decals will be placed on each side of the new vehicle by District staff. These decals must be easily viewed by the public and remain on the vehicle during the life of the contract.
- **Pictures of the new vehicle:** Staff or a participating dealership will take pictures of the new vehicle prior to delivery to the applicant. Pictures taken by the participating dealership must be submitted in digital format, and must show: **(This requirement will be waived if SMAQMD personnel inspect the vehicle.)**
 - Front, rear, right and left sides of vehicle – hood down
 - Vehicle Identification Number – tag inside cab and on vehicle frame
 - Model year – tag inside cab
 - Gross Vehicular Weight Rating
 - Odometer and hour meter reading
 - Vehicle and engine date of manufacture
 - Engine – right and left sides
 - Engine model year – tag on engine
 - Engine emission family number – tag on engine
 - Engine serial number – tag on engine



- Engine horsepower – tag on engine
- Aftertreatment exhaust system information
- Emission certification – tag on engine
- Electronic Monitoring Unit (if applicable)
- Particulate matter control device – serial number (if applicable)
- Additional modifications / body
- SECAT Program decals applied to the vehicle body
- Drayage Truck Registry label (if applicable)
- Other identification labels (if applicable)

5.6 Funding Requirements

Funding amounts will be based on the following criteria:

1. The SECAT Program's cost-effectiveness limit of \$100,000 / 1-year ton of NOx; or
2. Maximum vehicle cost cap of:

For 2010 Model Year NOx Emissions Equivalent replacement trucks purchased with Federal Excise Tax, no more than 50% of the final purchase price of the vehicle (excluding body cost and other ineligible costs) not to exceed \$60,000 per vehicle; or

For all other new replacement trucks or used 2010 Model Year NOx Emissions Equivalent replacement trucks, no more than 50% of the invoice price of the vehicle (excluding taxes, body cost, and other ineligible costs) not to exceed \$50,000 per vehicle; or

For all used trucks, no more than 50% of the invoice price of the vehicle (excluding taxes, body cost, and other ineligible costs) not to exceed \$40,000 per vehicle

The SECAT Program will pay the lesser amount of either 1 or 2 towards the project. All funds issued by the SECAT Program must be applied towards the stated vehicle.

5.7 Legal Ownership of the Replacement Vehicle

The participant must own and operate the replacement vehicle or engine. The participant may obtain financing to assist in the purchase. The SECAT Program requires that the Sacramento Area Council of Governments and the SMAQMD be added as a lien holder on the title of the replacement vehicle throughout the term of the agreement (usually five years). The Participant must provide proof by submitting either a copy of the replacement vehicle title or the invoice documents listing the lien holder(s) on the replacement vehicle.

SACOG and the SMAQMD should be listed on the vehicle title as follows:

Sacramento Area Council of Governments/SMAQMD
 1415 L St, Ste 300
 Sacramento, CA 95814
 (916) 321-9000

If the participant uses either a Finance Company or Leasing Company to provide their cost share to purchase the replacement vehicle, the Finance/Leasing Company must agree to list SACOG and SMAQMD as lien holders on the vehicle title. The SECAT Program will allow most types of vehicle financing and leasing, however, specific parties should contact the SMAQMD to determine if their program is eligible. A Memorandum of Understanding between the Finance/Leasing Company and the SMAQMD is available to define the relationship between the two parties.

5.8 Certificate of Existing Vehicle Acceptance and Salvage

This certificate must be signed by both the vehicle dealership at the time the existing (old) vehicle is turned in and by the salvage yard at the time the old vehicle is destroyed. The old vehicle must be turned in within 30 days of taking possession of the new vehicle. The old vehicle must be in the same operating condition as it was during the first inspection. If the truck is stripped, parts are taken off, or the tires are found not to be road worthy, the applicant will be in breach of the contract and will either be required to reinstall all missing or defective parts to the participating salvage yards or repay the total incentive amount. **(This certificate requirement will be waived if SMAQMD personnel inspect the vehicle.)**

The salvage yard has 30 days to destroy the truck by cutting the frame rails completely in half and punching a jagged-edged hole in the engine block large enough to prevent repairs (minimum 3-inch diameter hole). The salvage yard must also take pictures of the destroyed vehicle and register the title with DMV as a non-repairable vehicle so that the VIN number can no longer be registered or titled for operation in California. A *Non-Repairable Vehicle Notice* or a *Report of Vehicle to be Dismantled* must be filed by the owner or salvage yard within 30 days of delivery. Once a DMV non-repairable title or DMV receipt showing the vehicle has been junked is received, a copy must be provided to SMAQMD. Pictures of the vehicle must include the following:

- Front of vehicle with hood down
- Right side of vehicle with hood down
- Left side of vehicle with hood down
- Vehicle Identification Number (VIN) on tag inside of cab and on frame rail
- Odometer reading
- License plate
- Engine, including engine serial number on tag or stamped on block
- Hole in engine
- Frame rails cut into two pieces

5.9 Certificate of Vehicle / Equipment Inspection Form

This certificate must either be signed by SMAQMD staff or a participating vehicle or equipment dealership as designated by the SECAT Program. This certificate provides verification of the condition of the old and new vehicles and equipment. Old vehicles must be inspected under normal operating conditions. **(This certificate requirement will be waived if SMAQMD personnel inspect the vehicle.)**

5.10 Performance Requirements and Contractual Obligations of the Participant

All participants in the Fleet Modernization Program will be required to agree to the following terms for a minimum of five years. These requirements are in addition to the requirements in the general guidelines. If these provisions conflict with the general requirements, these requirements will control.

- The participant must agree to operate the replacement vehicle for a minimum of five (5) years in the SFNA meeting a minimum performance requirement equal to the amount listed in the application. This requirement may be met with either mileage or hours depending on the vehicle type and configuration.
- The participant is required to meet both an annual commitment and a lifetime commitment. Because of this, the SECAT Program recommends using a low estimate of vehicle operation when applying for funding.
- The participant cannot sell or otherwise encumber the replacement vehicle without written authorization from the SECAT Program.
- The replacement vehicle may operate outside the SFNA and outside the State of California; however, the participant is responsible for meeting their minimum annual SFNA performance.
- If there is a significant event for the participant – including, but not limited to bankruptcy, sale of business, or contact information change – the participant must notify the SECAT Program.

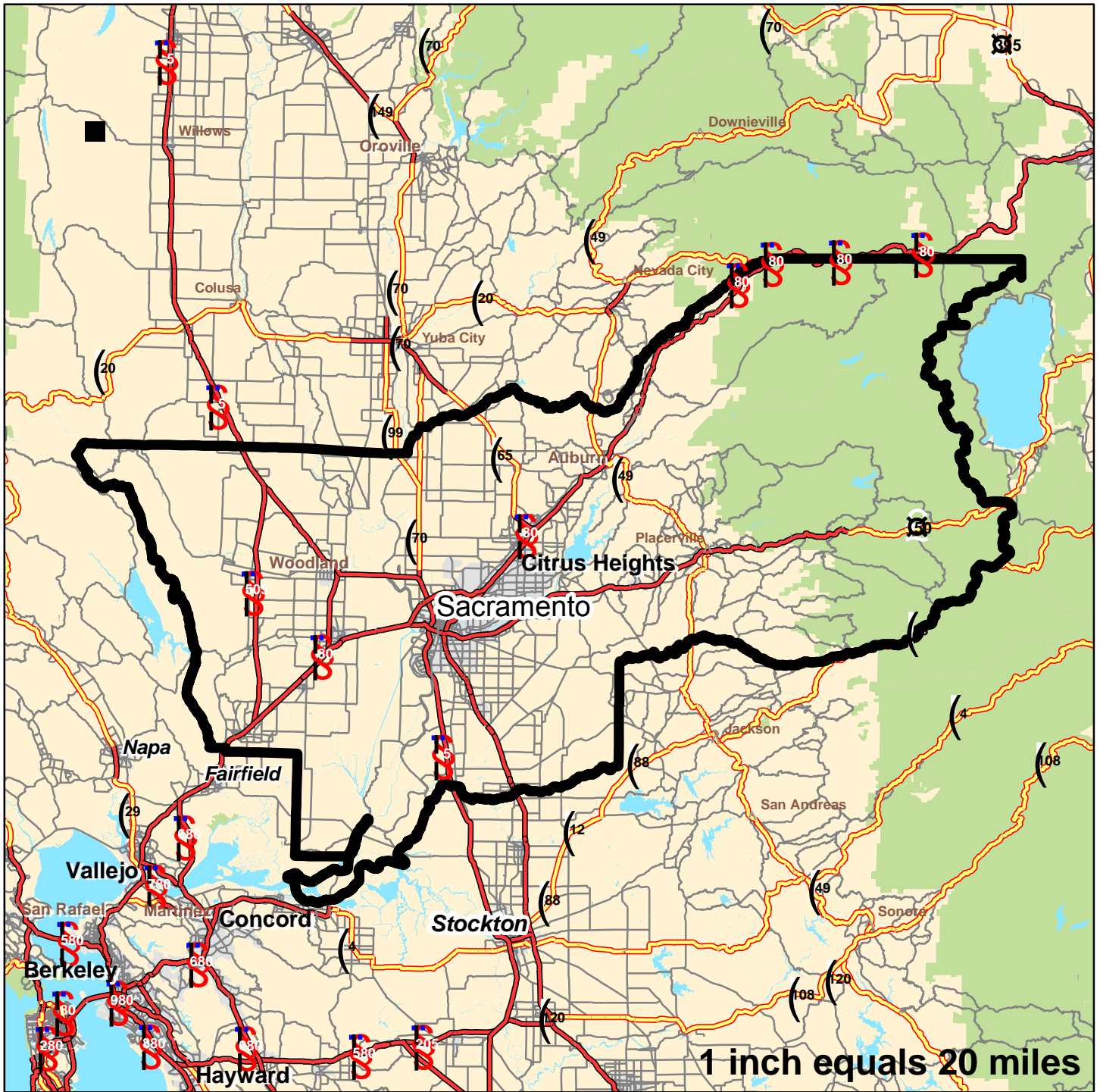
- If the replacement vehicle is involved in an accident, the applicant will need to report the accident to program staff within 10 business days. The applicant will be required to provide a police report of the accident, a letter from the insurance company regarding the accident, and any additional information requested by SMAQMD. Down time due to an accident will be credited toward the performance requirements as long as the information is reported as requested and the participant repairs the vehicle as soon as possible. The participant will be required to repair the vehicle and return it to operation if possible. If the vehicle is totaled, SMAQMD may demand repayment of a pro rated portion of the incentive funds.

5.11 EPA SmartWay® Certified Tires

The SECAT Program is now requiring that all replacement truck-tractors be equipped with EPA SmartWay® Certified Tires. This requirement is consistent with the ARB regulation requiring the use of these tires on vehicles subject to the regulation. Only replacement vehicles equipped with a fifth-wheel capable of towing a trailer are required to have certified tires. Incomplete trucks, vocational trucks, and medium heavy-duty vehicles are not required to have certified tires, however, their use is strongly recommended.



Certified tires are available in both single and dual tire configuration from several manufacturers. The SECAT Program does not require the use of single-wide tires; however, their weight and fuel savings may make them an attractive option for fleets. Please contact staff for more information.



Sacramento Federal Nonattainment Area Map

SACRAMENTO METROPOLITAN

