

REVISIONS TO THE STATE IMPLEMENTATION PLAN

VEHICLE MILES TRAVELED OFFSET COMMITMENT

TEXAS AIR CONTROL BOARD

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AUSTIN, TEXAS 78753

OCTOBER 1992

State Implementation Plan Revision
Vehicle Miles Traveled Offset Commitment

1. General:

The Federal Clean Air Act (FCAA) Amendments of November 15, 1990 require states with severe ozone nonattainment areas to submit a revision to their State Implementation Plan (SIP) that identifies and adopts specific enforceable transportation control strategies and transportation control measures (TCMs) to offset any growth in emissions resulting from growth in vehicle miles traveled (VMT) or number of vehicle trips. The FCAA requires the state to submit SIP revisions in this regard by November 15, 1992. In conjunction with other SIP revisions, these measures should be sufficient to allow total areawide emissions to comply with Reasonable Further Progress (RFP) by 1993 and to demonstrate attainment by 1994. As stated in the General Preamble, Title I, dated March 27, 1992, EPA believes the November 15, 1992 deadline is too soon to develop a set of measures that would comply with the offset growth provision over the long term. Therefore, EPA will accept committal SIP revisions for the offset growth requirement by November 15, 1992 and will allow the state one year from EPA conditional approval of the committal SIP for the state to submit a final SIP revision with enforceable provisions.

2. Commitment:

The Texas Air Control Board (TACB) commits to the development and implementation of TCMs for the Houston/Galveston nonattainment area which satisfy the VMT offset requirements. Action will be taken to prevent an increase in emissions by application of specific and enforceable transportation control measures and strategies.

a. Counties effected by this requirement include Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller.

b. Vehicle emissions are expected to decrease over the next several years as a greater portion of cleaner, new technology vehicles are introduced into the fleet despite concurrent increases in VMT. Vehicle emissions, however will eventually begin to increase as continued growth in VMT occurs. The lowest point on this curve is expected about the year 2000. That point will be established as an emissions ceiling and controls must prevent future increases in emissions as stated in the General Preamble. Specific emission estimates will be presented in subsequent SIP revisions.

c. The Houston-Galveston Area Council (H-GAC), the designated metropolitan planning organization for the affected area, and the Transportation Planning Committee for Multimodal

Planning for the Gulf Coast State Planning Region adopted resolutions (See Appendix A) which commit to the timely evaluation of TCMs for possible inclusion in the 1993 SIP revisions. These resolutions also include a Schedule for Evaluation of TCMs for Inclusion in the SIP which provide intermediate targets for assessing the effectiveness of various TCM options and obtaining enforceable commitments from implementing agencies. Both of these organizations recognized the requirement for the use of TCMs to offset growth in VMT.

3. Schedule

The TACB commits to adopt appropriate TCMs to satisfy the VMT offset requirements for the Houston-Galveston nonattainment area in accordance with the following SIP revision schedule:

Activity	Date
Submittal of Committal SIP Revision	November 15, 1992
Submittal of Draft TCMs for Evaluation	April 1, 1993
Public Hearings	August 15, 1993
TACB Adoption of TCM Commitments	October 31, 1993
Submittal of RFP SIP Revision	November 15, 1993
Submittal of Demonstration of Attainment SIP Revision	November 15, 1994