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# SIP Revision: Clean Fuel Fleets Program Commitment, November 6, 1992

**On November 6, 1992 the Texas Air Control Board (TACB) adopted a "committal" State Implementation Plan (SIP) revision to provide for the development of a state program to substitute for the federal clean fuel fleet program.**

## Summary of the SIP Revision

**Adoption Date:** 11/06/1992

**EPA Approval Date:** N/A

**Background:** The 1990 the Federal Clean Air Act (FCAA) Amendments required states with severe and serious ozone nonattainment areas to submit SIP revisions to implement the federal clean fuel fleet program or substitute an equivalent state program.

Substitute programs had to require a certain percentage of certain fleet vehicles purchased in model year 1998 and thereafter be clean-fuel vehicles and use clean alternative fuels when operating in the nonattainment area. In 1998, the required percentage for light-duty vehicles and trucks was 30%; in 1999, it was 50%; in 2000 and thereafter it was 70%. For heavy-duty trucks, the required percentage was 50% for each of those three years.

These SIP submissions were due to the EPA by November 15, 1992, but since the United States Environmental Protection Agency (EPA) had not fully developed the federal program by that deadline, the EPA allowed states to submit a "committal" SIP revision to provide for the development of a substitute program by the time when the federal program was scheduled to take effect in May 1994.

**Key Changes:** This "committal" SIP revision opted out of the federal program and committed to adopting a substitute program for the Beaumont-Port Arthur (BPA), Houston-Galveston (HGA), and El Paso areas by May 1994.

## SIP Narrative and Appendices

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### Clean Fuel Fleets Program Commitment SIP Revision

- [CFF SIP Revision](#)