



THE SIP FILES ON THIS PAGE ARE HOSTED BY THE [TEXAS RECORDS AND INFORMATION LOCATOR \(TRAIL\) WEB ARCHIVE](#). IF YOU NEED ASSISTANCE WITH A FILE, PLEASE CONTACT [SIPRULES@TCEQ.TEXAS.GOV](mailto:SIPRULES@TCEQ.TEXAS.GOV).

# SIP Revision: Substitution of the Federal Clean Fuel Fleet (FCFF) Program, July 6, 1994

**On July 6, 1994, the Texas Natural Resource Conservation Commission (TNRCC) adopted a State Implementation Plan (SIP) revision to establish the Texas Alternate Fuels Program (TAFP).**

## Summary of the SIP Revision

**Adoption Date:** 07/06/1994

**EPA Action:** This SIP revision was withdrawn by the TNRCC and replaced by the [July 24, 1996](#) revision which the United States Environmental Protection Agency (EPA) ultimately approved on 02/07/2001 ([66 FR 9203](#)).

**Background:** The 1990 Federal Clean Air Act (FCAA) amendments required states to adopt the FCFF program or a program that demonstrates equivalent emissions reductions. On November 6, 1992, the TNRCC adopted a SIP revision that opted out of the federal program and committed to submitting a SIP detailing the state's substitute program, known as the Texas Alternate Fuels Program (TAFP). The program was required by federal law to cover the any ozone nonattainment area classified as serious or higher, which included the Houston-Galveston (HGA), Beaumont-Port Arthur (BPA), and El Paso (ELP) nonattainment areas.

**Key Changes:** The TAFP focused on reducing the use of petroleum-based fuels such as gasoline and diesel, decreasing mobile source emissions, and benefiting the Texas economy. The program applied to transit systems, federal fleets, state agency fleets, school district fleets, local government fleets, and privately owned fleets of 15 or more vehicles, both within the state's four ozone nonattainment areas (HGA, DFW, BPA, and ELP) and outside of those areas.

Fleet owners and operators were required to purchase alternatively fueled vehicles or convert existing vehicles to enable them to use alternate fuels. Fleet owners and operators were required to ensure that all new vehicles purchased after September 1, 1998, met or exceeded federal low-emission vehicle (LEV) standards. Alternatively, fleet owners and operators could demonstrate that certain percentages of their fleets met or exceeded these standards by certain milestone years starting in 1998.

Certain vehicles were exempted, including off-road vehicles, rental agency vehicles, emergency vehicles, law enforcement vehicles, national security vehicles, and vehicles offered for sale at licensed dealerships. The TNRCC estimated that more light-duty LEVs would be required under TAFP than under the federal program. This program also included the creation of mobile emission reduction credits (MERC) that could be generated by purchasing more LEVs than what would be required, which could be sold or used to comply with this or other rules within each nonattainment area.

## SIP Narrative and Appendices

Files linked from this page are in Portable Document Format ([PDF](#)).



## **Substitution of the Federal Clean Fuel Fleet (FCFF) Program SIP Revision**

- **FCFF SIP Revision**
- Appendices
  - Appendix A: Acronyms
  - Appendix B: Definitions
  - Appendix C: Technical Issue Paper- Equivalency Determination and Emission Reduction Calculations
  - Appendix D: Addendum to Appendix C