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SIP Revision: Substitution of the Federal Clean Fuel Fleet Program (FCFF), July 24, 1996

On July 24, 1996, the Texas Natural Resource Conservation Commission (TNRCC) adopted a State Implementation Plan (SIP) revision for the Texas Alternate Fuels Program (TAFP) that was adopted in by the Texas Legislature in 1995.

Summary of the SIP Revision

Adoption Date: 07/24/1996

Proposal Date: 04/24/1996

EPA Action: This SIP was withdrawn in the July 1998 revision and the EPA approved the Texas Clean Fuel Fleet substitution with the 1998 revisions on February 7, 2001 ([66 FR 9203](#)).

Background: This SIP revision, adopted July 24, 1996, incorporated changes to the TAFP adopted by the Texas Legislature in 1995 (SB 200, 74th Texas Legislature). This legislation required fuel neutrality in the TAFP by referencing federal low-emission vehicle (LEV) standards to determine compliance with Clean Fleet Program requirements. This change was designed to avoid giving priority to any particular fuel type. The revised program focused on reducing mobile source emissions through the acquisition of clean-fuel vehicles.

The TAFP:

- Required private and public fleet owners and operators to ensure that certain percentages of their vehicle purchases were clean-fuel vehicles;
- Required fleet owners to maintain a minimum percentage of clean-fuel vehicles as part of their fleets;
- Exempted emergency vehicles, law enforcement vehicles, non-road vehicles, vehicles garaged at the owner's residence, and vehicles weighing over 26,000 gross vehicle weight rating (GVWR); and
- Offered exemptions if compliance with the program would cause contractual harm, if a lack of adequate refueling stations made compliance impractical, if an owner or operator could not secure adequate financing, or if compliance was not cost-effective over the life of the vehicle.

Fleet owners and operators could generate mobile emission reduction credits (MERC) and program compliance credits (PCCs) by exceeding the program requirements. MERCs could be used to satisfy certain stationary source requirements, and PCCs could be used to satisfy Texas Clean Fleet Program requirements if a fleet operator was not otherwise meeting the requirements. Owners could trade these credits within, but not outside of, each nonattainment area.

The TNRCC subsequently withdrew this revision and adopted SIP revisions for this program in 1998 and 2006.

SIP Narrative and Appendices

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



FCFF Substitute SIP Revision (Project No. 1995-153-114-AI)

- **FCFF Substitute SIP Revision**
- Appendices
 - Appendix A: Acronyms
 - Appendix B: Technical Evaluation
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