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SIP Revision: Vehicle Miles Traveled (VMT) Offset Commitment, October 1992

In October 1992, the Texas Air Control Board (TACB) adopted a State Implementation Plan (SIP) revision to identify specific and enforceable transportation control measures (TCM) to offset any growth in emissions resulting from growth in VMT.

Summary of the SIP Revision

Adoption Date: 10/1992

Background: The 1990 amendments to the Federal Clean Air Act (FCAA) required states to submit SIP revisions for areas classified as severe and higher for the one-hour ozone standard that would identify specific and enforceable TCMs to offset any growth in emissions resulting from growth VMT or number of vehicle trips. The Houston-Galveston (HGA) area was the only area in Texas for which this requirement applied. Since the United States Environmental Protection Agency (EPA) determined that the original November 15, 1992 deadline for these SIPs was too early to properly develop such SIP revisions, it allowed states to submit committal SIP revisions by that date and then to submit a final SIP revision within one year of conditional approval.

Key Changes: This "committal" SIP revision was required to include an estimated year in which growth in on-road emissions due to VMT growth would overtake the on-road emissions reductions from the Federal Motor Vehicle Control Program. For the HGA area, this was estimated to occur in 2000. This point was established as the emissions ceiling and controls would be required to prevent future increases in emissions due to VMT growth after 2000. Local authorities responsible for transportation planning also committed to evaluate TCMs to include in the final SIP for VMT.

SIP Narrative and Appendices

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VMT Offset Commitment SIP Revision

- **VMT Offset SIP Revision**