

**Public Law 104-70**  
**104th Congress**  
**An Act**

To amend the Clean Air Act to provide for an optional provision for the reduction of work-related vehicle trips and miles travelled in ozone nonattainment areas designated as severe, and for other purposes.

Dec. 23, 1995  
[H.R. 325]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. OPTIONAL EMPLOYER MANDATED TRIP REDUCTION.**

Section 182(d)(1)(B) of the Clean Air Act is amended to read 42 USC 7511a. as follows:

“(B) The State may also, in its discretion, submit a revision at any time requiring employers in such area to implement programs to reduce work-related vehicle trips and miles travelled by employees. Such revision shall be developed in accordance with guidance issued by the Administrator pursuant to section 108(f) and may require that employers in such area increase average passenger occupancy per vehicle in commuting trips between home and the workplace during peak travel periods. The guidance of the Administrator may specify average vehicle occupancy rates which vary for locations within a non-attainment area (suburban, center city, business district) or among nonattainment areas reflecting existing occupancy rates and the availability of high occupancy modes. Any State required to submit a revision under this subparagraph (as in effect before the date of enactment of this sentence) containing provisions requiring employers to reduce work-related vehicle trips and miles travelled by employees may, in accordance with State law, remove such provisions from the implementation plan, or withdraw its submission, if the State notifies the Administrator, in writing, that the State has undertaken, or will undertake, one or more alternative methods that will achieve emission reductions equivalent to those to be achieved by the removed or withdrawn provisions.”.

Guidelines.

Approved December 23, 1995.

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**LEGISLATIVE HISTORY—H.R. 325:**

HOUSE REPORTS: No. 104-387 (Comm. on Commerce).  
CONGRESSIONAL RECORD, Vol. 141 (1995):  
Dec. 12, considered and passed House.  
Dec. 13, considered and passed Senate.

