

106TH CONGRESS
1ST SESSION

S. 1521

To require the Secretary of Transportation, through the Congestion Mitigation and Air Quality Program, to make a grant to a nonprofit private entity for the purpose of developing a design for a proposed pilot program relating to the use of telecommuting as a means of reducing emissions of air pollutants that are precursors to ground level ozone.

IN THE SENATE OF THE UNITED STATES

AUGUST 5, 1999

Mr. SANTORUM introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To require the Secretary of Transportation, through the Congestion Mitigation and Air Quality Program, to make a grant to a nonprofit private entity for the purpose of developing a design for a proposed pilot program relating to the use of telecommuting as a means of reducing emissions of air pollutants that are precursors to ground level ozone.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “National Telecom-
5 muting and Air Quality Act”.

1 **SEC. 2. GRANT PROGRAM FOR DESIGN OF PILOT PROGRAM**
2 **REGARDING TELECOMMUTING AS MEANS OF**
3 **IMPROVING AIR QUALITY.**

4 (a) IN GENERAL.—

5 (1) GRANT FOR DESIGN OF PILOT PROGRAM.—

6 The Secretary of Transportation (in this section re-
7 ferred to as the “Secretary”) shall make a grant to
8 a nonprofit private entity that is knowledgeable on
9 matters relating to air quality for the purpose of de-
10 veloping a design for the proposed pilot program de-
11 scribed in subsection (b). The grant shall be made
12 to the National Environmental Policy Institute (a
13 nonprofit private entity incorporated under the laws
14 of and located in the District of Columbia), if such
15 Institute submits an application for the grant.

16 (2) ALTERNATIVE GRANTEE.—If the Institute
17 referred to in paragraph (1) does not submit an ap-
18 plication for a grant under that paragraph, the Sec-
19 retary shall make the grant to another appropriate
20 entity.

21 (3) ADMINISTRATION OF PROGRAM.—The Sec-
22 retary shall carry out this section (including sub-
23 section (c)(1)(D)) in collaboration with the Adminis-
24 trator of the Environmental Protection Agency and
25 the Secretary of Energy.

1 (b) PROPOSED OZONE PRECURSOR CREDIT-TRADING
2 PILOT PROGRAM.—

3 (1) DEFINITIONS.—For purposes of this sec-
4 tion:

5 (A) The term “participating employers”
6 means employers that voluntarily authorize and
7 engage in telecommuting.

8 (B) The term “telecommuting” means the
9 use of telecommunications to perform work
10 functions under circumstances in which the use
11 of telecommunications reduces or eliminates the
12 need to commute.

13 (C) The term “regulated entities” means
14 entities that are regulated under the Clean Air
15 Act with respect to emissions of one or more
16 ozone precursors.

17 (D) The term “ozone precursors” means
18 air pollutants that are precursors of ground
19 level ozone.

20 (E) The term “VMTs” means vehicle-
21 miles-traveled.

22 (2) DESCRIPTION OF PROGRAM.—For purposes
23 of subsection (a)(1) and other provisions of this sec-
24 tion, the proposed pilot program described in this

1 subsection is a pilot program under which the fol-
2 lowing would occur:

3 (A) An exploration and evaluation would
4 be undertaken of the feasibility of developing
5 methods for calculating reductions in emissions
6 of ozone precursors that can be achieved as a
7 result of reduced VMTs by telecommuting em-
8 ployees of participating employers.

9 (B) The estimated reductions in such emis-
10 sions for the periods of time involved would be
11 deemed to be items that may be transferred by
12 such employers to other persons, and for such
13 purpose the employers would be issued certifi-
14 cates indicating the amount of the reductions
15 achieved for the periods (referred to in this sec-
16 tion as “emission credits”) .

17 (C) A commercial trading and exchange
18 forum would be made available to the public for
19 trading and exchanging emission credits.

20 (D) Through the commercial trading and
21 exchange forum, or through direct trades and
22 exchanges with persons who hold the credits,
23 regulated entities would obtain emission credits.

24 (E) Regulated entities would present emis-
25 sion credits to the Federal Government or to

1 the State involved (as applicable under the
2 Clean Air Act) and the amounts of reductions
3 in emissions of ozone precursors represented by
4 the credits would for purposes of the Clean Air
5 Act be deemed to assist in achieving compli-
6 ance.

7 (F) The Federal Government would ex-
8 plore means to facilitate the transfer of emis-
9 sion credits between participating employers
10 and regulated and other entities.

11 (c) SITES FOR OPERATION OF PILOT PROGRAM.—

12 (1) IN GENERAL.—The Secretary shall ensure
13 that the design developed under subsection (a) in-
14 cludes recommendations for carrying out the pro-
15 posed pilot program described in subsection (b) in
16 each of the following geographic areas:

17 (A) The greater metropolitan region of the
18 District of Columbia (including areas in the
19 States of Maryland and Virginia).

20 (B) The greater metropolitan region of Los
21 Angeles, California.

22 (C) The greater metropolitan region of
23 Philadelphia, Pennsylvania (including sur-
24 rounding areas in New Jersey).

1 (D) Two additional areas to be selected by
2 the Secretary, after consultation with the grant-
3 ee under subsection (a).

4 (2) CONSULTATION.—The Secretary shall re-
5 quire that, in carrying out paragraph (1) with re-
6 spect to a geographic area, the grantee under sub-
7 section (a) consult with local governments and busi-
8 ness organizations in the geographic area.

9 (d) STUDY AND REPORT.—The Secretary shall re-
10 quire that, in developing the design under subsection (a),
11 the grantee under such subsection study and report to the
12 Congress and to the Secretary the potential significance
13 of the proposed pilot program described in subsection (b)
14 as an incentive for expanding telecommuting and reducing
15 VMTs in the geographic areas for which the design is de-
16 veloped, and the extent to which the program would have
17 positive effects on—

18 (1) national, State, and local transportation and
19 infrastructure policies;

20 (2) energy conservation and consumption;

21 (3) national, State, and local air quality; and

22 (4) individual, family, and community quality of
23 life.

24 (e) AUTHORIZATION OF APPROPRIATIONS.—For the
25 purpose of making the grant under subsection (a), there

1 is authorized to be appropriated \$250,000 for fiscal year
2 2000. Amounts appropriated under the preceding sentence
3 are available until expended.

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