

## HR 2164

Federal Streetcar Revitalization Act of 2009

**Congress:** 111 (2009–2011, Ended)

**Chamber:** House

**Policy Area:** Transportation and Public Works

**Introduced:** Apr 29, 2009

**Current Status:** Referred to the Subcommittee on Highways and Transit.

**Latest Action:** Referred to the Subcommittee on Highways and Transit. (Apr 30, 2009)

**Official Text:** <https://www.congress.gov/bill/111th-congress/house-bill/2164>

### Sponsor

**Name:** Rep. Blumenauer, Earl [D-OR-3]

**Party:** Democratic • **State:** OR • **Chamber:** House

### Cosponsors (9 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Klein, Ron [D-FL-22]	D · FL		Apr 29, 2009
Rep. Larson, John B. [D-CT-1]	D · CT		Apr 29, 2009
Rep. McDermott, Jim [D-WA-7]	D · WA		Apr 29, 2009
Rep. Langevin, James R. [D-RI-2]	D · RI		Apr 30, 2009
Rep. Giffords, Gabrielle [D-AZ-8]	D · AZ		May 7, 2009
Rep. Grijalva, Raúl M. [D-AZ-7]	D · AZ		May 21, 2009
Rep. Minnick, Walter [D-ID-1]	D · ID		Jun 8, 2009
Rep. Holt, Rush [D-NJ-12]	D · NJ		Jun 25, 2009
Rep. Connolly, Gerald E. [D-VA-11]	D · VA		May 26, 2010

### Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Apr 30, 2009

### Subjects & Policy Tags

**Policy Area:**

Transportation and Public Works

### Related Bills

*No related bills are listed.*

Federal Streetcar Revitalization Act of 2009 - Revises small starts program requirements to increase the ceiling amounts of federal funding under a grant to state and local governments which will subject a new fixed guideway streetcar capital project to such requirements. Increases the maximum total federal funding for such a project from \$75 million to \$100 million, and the maximum total estimated net capital cost from \$250 million to \$300 million.

Revises selection criteria for such projects to require that a project be justified based on a review of its effect on local economic development and land use (as under current law), as well as travel patterns and greenhouse gas reduction potential. Repeals the requirement for review also of a project's cost effectiveness.

Requires the Secretary, in making a project justification, to determine the reduction in per capita auto travel demand and in greenhouse gas emissions that will result from the completed project.

Repeals certain other requirements.

### **Actions Timeline**

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- **Apr 30, 2009:** Referred to the Subcommittee on Highways and Transit.
- **Apr 29, 2009:** Introduced in House
- **Apr 29, 2009:** Sponsor introductory remarks on measure. (CR E1012)
- **Apr 29, 2009:** Referred to the House Committee on Transportation and Infrastructure.