

HR 5354

GREEN Streets Act

Congress: 116 (2019–2021, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Dec 6, 2019

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

Latest Action: Referred to the Subcommittee on Highways and Transit. (Dec 9, 2019)

Official Text: <https://www.congress.gov/bill/116th-congress/house-bill/5354>

Sponsor

Name: Rep. Huffman, Jared [D-CA-2]

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

Cosponsors (7 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Blumenauer, Earl [D-OR-3]	D · OR		Dec 6, 2019
Rep. Connolly, Gerald E. [D-VA-11]	D · VA		Dec 6, 2019
Rep. Lowenthal, Alan S. [D-CA-47]	D · CA		Dec 6, 2019
Rep. Pocan, Mark [D-WI-2]	D · WI		Dec 6, 2019
Rep. Haaland, Debra A. [D-NM-1]	D · NM		Dec 10, 2019
Rep. Foster, Bill [D-IL-11]	D · IL		Dec 11, 2019
Rep. Lee, Barbara [D-CA-13]	D · CA		Feb 6, 2020

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Dec 9, 2019

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
116 S 2084	Identical bill	Jul 10, 2019: Read twice and referred to the Committee on Environment and Public Works.

Generating Resilient, Environmentally Exceptional National Streets Act or the GREEN Streets Act

This bill establishes national goals to reduce carbon dioxide and other greenhouse gas emissions and improve the resilience of the transportation system.

Specifically, the bill directs

- the Department of Transportation (DOT) to establish minimum standards for states to decrease greenhouse gas emissions and per capita vehicle miles traveled (VMTs) on the National Highway System;
- DOT to establish measures for states to assess and reduce carbon dioxide;
- states and metropolitan planning organizations (MPOs) to consider projects and strategies that reduce carbon dioxide and other greenhouse gas emissions and decrease per capita VMTs;
- states and MPOs to publish an analysis of the impact on per capita VMTs and mobile source greenhouse gas emissions for each project that adds new lanes or otherwise increases traffic capacity and costs more than \$25 million;
- states that are out of compliance with the per capita VMT standards or carbon dioxide or greenhouse gas emission measures to dedicate federal highway funding to achieve compliance; and
- DOT to establish national transit access standards and performance measures for transit accessibility, transit stop distance, and transit mode share.

Actions Timeline

- **Dec 9, 2019:** Referred to the Subcommittee on Highways and Transit.
- **Dec 6, 2019:** Introduced in House
- **Dec 6, 2019:** Referred to the House Committee on Transportation and Infrastructure.