

116TH CONGRESS
1ST SESSION

H. R. 3822

To amend titles 23 and 49, United States Code, to require metropolitan planning organizations to consider greenhouse gas emissions in long-range transportation plans and transportation improvement programs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 18, 2019

Mr. DOGGETT (for himself, Mr. BLUMENAUER, Mr. HUFFMAN, Mr. LOWENTHAL, Ms. ESCOBAR, Mr. GRIJALVA, Mr. ESPAILLAT, Mr. GARCÍA of Illinois, and Mr. TONKO) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend titles 23 and 49, United States Code, to require metropolitan planning organizations to consider greenhouse gas emissions in long-range transportation plans and transportation improvement programs, and for other purposes.

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 “Green Transportation
5 Act”.

1 **SEC. 2. GREENHOUSE GAS EMISSIONS IN LONG-RANGE**
2 **TRANSPORTATION PLANS.**

3 (a) **HIGHWAY PLANNING.**—Section 134(c)(2) of title
4 23, United States Code, is amended by adding at the end
5 the following: “Such plans and TIPs shall be developed
6 after consideration of direct and indirect emissions of
7 greenhouse gases (as defined in section 211(o)(1) of the
8 Clean Air Act (42 U.S.C. 7545(o)(1))) and shall provide
9 for reductions in such emissions.”

10 (b) **PUBLIC TRANSPORTATION PLANNING.**—Section
11 5303(c)(2) of title 49, United States Code, is amended
12 by adding at the end the following: “Such plans and TIPs
13 shall be developed after consideration of direct and indi-
14 rect emissions of greenhouse gases (as defined in section
15 211(o)(1) of the Clean Air Act (42 U.S.C. 7545(o)(1)))
16 and shall provide for reductions in such emissions.”

17 (c) **STATEWIDE AND NONMETROPOLITAN HIGHWAY**
18 **PLANNING.**—Section 135(a)(2) of title 23, United States
19 Code, is amended by adding at the end the following:
20 “Such plans and TIPs shall be developed after consider-
21 ation of direct and indirect emissions of greenhouse gases
22 (as defined in section 211(o)(1) of the Clean Air Act (42
23 U.S.C. 7545(o)(1))) and shall provide for reductions in
24 such emissions.”

25 (d) **STATEWIDE AND NONMETROPOLITAN PUBLIC**
26 **TRANSPORTATION PLANNING.**—Section 5304(a)(2) of

1 title 49, United States Code, is amended by adding at the
2 end the following: “Such plans and TIPs shall be devel-
3 oped after consideration of direct and indirect emissions
4 of greenhouse gases (as defined in section 211(o)(1) of
5 the Clean Air Act (42 U.S.C. 7545(o)(1))) and shall pro-
6 vide for reductions in such emissions.”

7 (e) EFFECTIVE DATE.—The amendments made by
8 this section shall take effect—

9 (1) with respect to a metropolitan planning or-
10 ganization that operate within a metropolitan plan-
11 ning area with a population of not less than
12 200,000, on the date of enactment of this section;
13 and

14 (2) with respect to a metropolitan planning or-
15 ganization other than a metropolitan planning orga-
16 nization described in paragraph (1), on the date that
17 is 4 years after the date of enactment of this sec-
18 tion.

19 **SEC. 3. CONSIDERATION OF EMISSIONS OF GREENHOUSE**
20 **GASES.**

21 (a) TITLE 23.—Title 23, United States Code, is
22 amended—

23 (1) in section 134(a)(1)—

24 (A) by striking “fuel consumption and air
25 pollution” and inserting “fuel consumption and

1 air pollution and greenhouse gas emissions”;
2 and

3 (B) by striking “minimizing” and inserting
4 “reducing”;

5 (2) in section 134(i)(2)(H), by striking “play in
6 reducing congestion, pollution,” and inserting “play
7 in reducing congestion, pollution, greenhouse gas
8 emissions,”;

9 (3) in section 134(g)(3)(A), by striking “dis-
10 aster risk reduction, environmental protection,” and
11 inserting “disaster risk reduction, environmental
12 protection, climate change adaptation and resil-
13 ience,”;

14 (4) in section 134(h)(1)(E)—

15 (A) by striking “promote energy conserva-
16 tion” and inserting “promote energy conserva-
17 tion, reduce greenhouse gas emissions”;

18 (B) by inserting “and public health” after
19 “quality of life”; and

20 (C) by inserting “, including housing and
21 land use patterns” after “development pat-
22 terns”;

23 (5) in section 134(i)(2)(D)(i), by striking
24 “greatest potential to” and inserting “greatest po-
25 tential to reduce greenhouse gas emissions and”;

1 (6) in section 134(i)(5)(A), by inserting “air
2 quality, public health, housing, transportation,”
3 after “conservation,”;

4 (7) in section 135(d)(1)(E)—

5 (A) by striking “promote energy conserva-
6 tion” and inserting “promote energy conserva-
7 tion, reduce greenhouse gas emissions”;

8 (B) by inserting “and public health” after
9 “quality of life”; and

10 (C) by inserting “, including housing and
11 land use patterns” after “development pat-
12 terns”;

13 (8) in section 135(d)(1)(I), by striking “miti-
14 gate stormwater” and inserting “mitigate
15 stormwater and climate change”;

16 (9) in section 135(f)(2)(D)(i), by inserting “air
17 quality, public health, housing, transportation,”
18 after “conservation,”;

19 (10) in section 135(f)(4)(A), by striking “have
20 the greatest potential to” and inserting “have the
21 greatest potential to reduce greenhouse gas emis-
22 sions and”;

23 (11) in section 135(f)(8), by striking “play in
24 reducing congestion, pollution,” and inserting “play

1 in reducing congestion, pollution, greenhouse gas
2 emissions,”.

3 (b) TITLE 49.—Title 49, United States Code, is
4 amended—

5 (1) in section 5303(a)(1), by striking “fuel con-
6 sumption and air pollution” and inserting “fuel con-
7 sumption and air pollution and greenhouse gas emis-
8 sions”;

9 (2) in section 5303(i)(2)(H), by striking “re-
10 ducing congestion, pollution,” and inserting “reduc-
11 ing congestion, pollution, greenhouse gas emissions”;

12 (3) in section 5303(g)(3)(A), by striking “re-
13 duction, environmental protection,” and inserting
14 “reduction, environmental protection, climate change
15 adaptation and resilience,”;

16 (4) in section 5303(h)(1)(E), by striking “pro-
17 mote energy conservation” and inserting “promote
18 energy conservation, reduce greenhouse gas emis-
19 sions”;

20 (5) in section 5303(h)(1)(I), by striking “reli-
21 ability of the transportation system” and inserting
22 “reliability of the transportation system and reduce
23 or mitigate stormwater and climate change impacts
24 of surface transportation”;

1 (6) in section 5303(i)(2)(D), by striking “may
2 have the greatest potential to” and inserting “may
3 have the greatest potential to reduce greenhouse gas
4 emissions and”;

5 (7) in section 5304(d)(1)(E), by striking “pro-
6 mote energy conservation,” and inserting “promote
7 energy conservation, reduce greenhouse gas emis-
8 sions,”;

9 (8) in section 5304(f)(2)(D)(i), by striking “re-
10 sources, environmental protection,” and inserting
11 “resources, environmental protection, climate change
12 adaptation and resilience,”; and

13 (9) in section 5304(f)(4)(A), by striking “have
14 the greatest potential to” and inserting “have the
15 greatest potential to reduce greenhouse gas emis-
16 sions and”.

17 **SEC. 4. USE OF FUNDS FOR MEASURING AND MONITORING**
18 **TRANSPORTATION-RELATED GREENHOUSE**
19 **GAS EMISSIONS.**

20 Notwithstanding any other provision of law, a State
21 or metropolitan planning organization may use amounts
22 authorized pursuant to section 1101 of the FAST Act to
23 develop standardized models and methodologies for meas-
24 uring and monitoring transportation-related greenhouse
25 gas emissions.

1 **SEC. 5. SUBMISSION OF REPORTS.**

2 (a) STATES.—Section 150(e) of title 23, United
3 States Code, is amended—

4 (1) in paragraph (3), by striking “and” at the
5 end;

6 (2) in paragraph (4), by striking the period and
7 inserting “; and”; and

8 (3) by adding at the end the following:

9 “(5) the standardized models and methodologies
10 the State uses to measure and monitor transpor-
11 tation-related greenhouse gas emissions.”.

12 (b) MPOs.—Not later than 2 years after the date
13 of enactment of this section, and biennially thereafter,
14 each metropolitan planning organization (as such term is
15 defined in section 134 of title 23, United States Code)
16 shall submit to the Secretary of Transportation the stand-
17 ardized models and methodologies the metropolitan plan-
18 ning organization uses to measure and monitor transpor-
19 tation-related greenhouse gas emissions.

20 (c) ANALYSIS.—The Secretary of Transportation
21 shall collect and organize the models and methodologies
22 that are submitted pursuant to section 150(e)(5) of title
23 23, United States Code, and subsection (b) of this section,
24 in a publicly available clearinghouse.

○