

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.

○