



GREEN Streets Act

The transportation sector is the largest source of GHG emissions in the United States. Government investments that solely focus on adding and widening roads only result in more car trips. This continually increases emissions and makes our communities less healthy. Creating car-oriented communities has other negative outcomes as well, such as creating barriers for access and connectivity to jobs and services, and exacerbating air pollution.

We need new federal legislation, such as the Generating Resilient, Environmentally Exceptional National (GREEN) Streets Act, to alleviate GHG emissions from all public roads, enhance access and connectivity in communities, and promote environmental justice and climate resilience in our transportation systems. Prioritizing alternative transportation options, such as public transit and active transportation, is crucial for states addressing climate change.

- **The issue:** Federal transportation policy and funding, at all levels, only encourages projects that expand highway networks. This car-oriented design leaves communities forced to drive for longer and more frequent trips, creating more congestion and generating more emissions. This harms the health and well-being of our communities, and weakens our local and national economy.
- **Bill purpose:** To reduce greenhouse gas emissions (GHG) from all public roads, advance environmental justice, and create resilient transportation systems
- **Bill details:**
 - Direct the Secretary of Transportation to create minimum standards for states to use to reduce GHG emissions, per capita vehicle miles traveled (VMT), and air pollution on the nation's public roads.
 - Require states and metropolitan planning organizations (MPOs) to consider projects and strategies that reduce per capita VMT and GHG emissions
 - Require states and MPOs to analyze, and make public, impacts on environmental justice communities, emissions, and VMT for projects over \$25 million that increase traffic capacity