



SELECT LEGISLATION INTRODUCED IN THE 111th CONGRESS

[H.R. 932, Community Regeneration, Sustainability, and Innovation Act](#) (Tim Ryan). Many communities face a growing number of vacant and abandoned properties due to population and employment losses over the past twenty to thirty years. The sub-prime mortgage foreclosure crisis has only worsened this problem in many areas. Vacant land and buildings harm residents and municipalities: they decrease property values, pose safety and health risks, drain municipal budgets and strain staffing capacity, and decrease tax revenue. The Regeneration Act would create a new pilot program and a dedicated funding stream within HUD targeted toward cities experiencing large-scale property vacancy and population losses. This will build the capacity of local governments to prevent, demolish, manage, and reclaim vacant and abandoned properties as well as authorize a host of projects like urban agriculture, renewable energy production, and green infrastructure that re-imagine the way our cities reuse vacant land and buildings.

[H.R. 1329, CLEAN TEA](#) (Earl Blumenauer). The Clean Low-Emissions Affordable New Transportation Efficiency Act would provide that 10% of any revenue from climate change legislation would be used for low-carbon transportation planning and projects. This bill was partially included in H.R. 2454, the American Clean Energy and Security Act, which passed the House of Representatives in June of 2009.

[H.R. 1443, Complete Streets Act](#) (Doris Matsui). The Complete Streets Act of 2009 ensures that future transportation investments made by State departments of transportation and Metropolitan Planning Organizations (MPOs) create appropriate and safe transportation facilities for all those using the nation's roads—motorists, transit vehicles and riders, bicyclists, and pedestrians of all ages and abilities. In doing so, the Complete Streets Act will help eliminate transportation access barriers for children, disabled users, the elderly, those who do not drive, and others.

[H.R. 1778, the Retrofit for Energy and Environmental Performance \(REEP\) Program Act](#) (Peter Welch). This bill provides financial incentives to homeowners and business owners to encourage them to retrofit the nation's existing buildings, which account for 10 percent of global carbon emissions. The program, based on Vermont's leadership, seeks to increase building efficiency 20 percent nationwide, while creating tens of thousands of jobs and helping homeowners and business owners save on energy bills.

[H.R. 1780, Smart Planning for Growth Act](#) (Doris Matsui). The Smart Planning for Smart Growth Act creates the framework needed for states and communities of over 200,000 people to meet greenhouse gas reduction goals through more focused short-, medium- and long-term land use and transportation planning. The legislation directs and provides grants to states and metropolitan planning organizations (MPOs) to develop and implement land use and transportation plans that will reduce greenhouse gas emissions and vehicle miles traveled, while simultaneously focusing future job growth close to existing and planned job centers. This bill was included in the House passed American Clean Energy and Security Act.

[H.R. 2222, Green Communities Act](#) (Allyson Schwartz). This bill creates a new program through the Department of Commerce's Economic Development Administration. This program will encourage public-private partnership by contracting with five nationally recognized non-profit organizations that will provide technical assistance to 80 municipalities across the United States. After the communities have completed the technical assistance portion, they will be eligible for additional grant funding to help implement their green planning.

[H.R. 2665, National Centers of Excellence for Regional Smart Growth Planning](#) (Doris Matsui). The National Centers of Excellence for Regional Smart Growth Planning Act directs the EPA Administrator to designate at least three national centers of excellence for regional smart growth planning, selected from metropolitan planning organizations that have demonstrated excellence in regional planning. The legislation also authorizes grants to improve the collection of data and the development of models for smart growth planning; implement comprehensive regional smart growth planning programs; apply planning outcomes in regional transportation plans; and work with units of local governments to coordinate land use, transportation, and air quality planning.

[H.R. 2724, National Transportation Objectives Act](#) (Rush Holt). This bill would clearly define objectives and performance targets for the U.S. Department of Transportation to move our national surface transportation system forward and address our nation's economic, energy, and environmental challenges. These national transportation objectives of promoting energy efficiency and security, protecting the environment, improving economic competitiveness, increasing safety, upgrading system connectivity, and providing urban and rural opportunities would link to 10 precise performance targets. Among these targets would be to reduce vehicle miles traveled 16 percent; cut transportation-generated CO2 by 40 percent; triple walking, biking, and mass transit ridership, and increase freight rail by 20 percent in 20 years.

[H.R. 3271, Green Routes to Work](#) (Earl Blumenauer). This bill provides tax credits to employers and employees to promote alternative commuting methods and commuter equity, including bicycling, telecommuting, and van pooling.

[H.R. 3461, Orphan Highway Restoration Act](#) (Earl Blumenauer). This bill creates a new program to provide Federal funds to assist states and local governments in their efforts to rehabilitate or repair the Main Street sections of the orphan highways running through their towns. It would provide a needed boost to state and local transportation departments as it provides important new resources to revitalize local economies and communities. The bill would create redevelopment opportunities that benefit local businesses and labor, improve safety on our roads, and reinvest in the communities that make America great.

[H.R. 3517, Commute LESS Act](#) (Albio Sires). The Commute - Leveraging Employer Support and Successes Act would create a national program to provide commuters with real options to conserve fuel, reduce congestion, and spend less time stuck in traffic. It will assist employers in offering employee commuter choice programs and establishes an employer advisory council to better involve the transportation needs of commuters in the planning process.

[H.R. 3670, The Historic Homeowners Revitalization Act](#) (Russ Carnahan). The federal government has long had a robust tax credit program designed to encourage the restoration of historic commercial properties. Currently, those who own qualifying historic properties for investment purposes may qualify for a tax credit of up to 20% of their qualified rehabilitation costs. Those who own a historic home for use as their residence, however, do not qualify for this tax credit. The Historic Homeowner Revitalization Act of 2009 will remedy this inequity by expanding the federal historic rehabilitation tax credit program to homeowners.

[H.R. 3715, Community Restoration and Revitalization Act](#) (Schwartz). This bill modernizes and improves the historic tax credit for rehabilitating historic buildings. This credit has been used to develop more than 35,600 projects nationwide and leveraging \$50 billion in private investment. The bill ensures that the credit can be used to finance small-scale projects and incentivizes efforts to make historic buildings more energy-efficient.

[H.R. 3734, Urban Revitalization and Livable Communities Act](#) (Abio Sires). This bill invests in the health, economic vitality and well-being of communities across this nation by providing safe and affordable places for recreation. The Act would provide federal assistance grants to rehabilitate and develop urban parks and community recreational infrastructure and for the continued investment in community programs, such as those aiding at-risk youth.

[H.R. 4287, Enhancing Livability for All Americans](#) (Cohen). Creates an Office of Livability within the Office of the Secretary at the U.S. Department of Transportation. The office, which will work extensively with rural, suburban, and urban communities throughout the country, will manage a robust grant system that will provide grants to communities for creating strategic growth plans and for project implementation, provide funds for and oversee research studies throughout the Department of Transportation pertaining to livability, coordinate all interagency livability efforts with executive branch agencies as well as provide guidance to all intra-agency livability policies and efforts, administer or provide oversight to all existing and newly created Department of Transportation livability programs, and develop and promote national policies that enhance livability as well as provide technical assistance to communities studying and implementing livability projects.

[H.R. 4722, Active Community Transportation Act](#) (Blumenauer). Funds community efforts to provide transportation options that improve community vitality, reduce carbon pollution, boost public health, and create jobs.

[H.R. 4690, Livable Communities Act](#) (Perlmutter). Establishes a grant program administered by HUD to assist local governments in planning for and creating better, more affordable places to live and work. Also creates at HUD an Office of Sustainable Housing and Communities.

[H.R. 5824, Transportation and Housing Affordability Transparency Act](#) (Blumenauer). Requires HUD to create an index to measure the transportation costs associated with the location of a home and provide this information to consumers and policymakers.