

119TH CONGRESS
1ST SESSION

H. R. 4420

To reauthorize and amend the Healthy Streets program to enhance the resilience, accessibility, and safety of the Nation’s transportation corridors by supporting strategic investments in tree canopy, shade infrastructure, and other nature-based cooling strategies along pedestrian, bicycle, and transit routes.

IN THE HOUSE OF REPRESENTATIVES

JULY 15, 2025

Ms. STRICKLAND (for herself, Mr. LAWLER, Ms. NORTON, Ms. ADAMS, Mr. THANEDAR, Ms. TITUS, Ms. MATSUI, Mr. CLEAVER, Mr. COHEN, Mr. STANTON, Ms. ANSARI, Ms. GARCIA of Texas, Ms. SCANLON, Mr. RUIZ, Mr. KENNEDY of New York, and Mr. HARDER of California) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To reauthorize and amend the Healthy Streets program to enhance the resilience, accessibility, and safety of the Nation’s transportation corridors by supporting strategic investments in tree canopy, shade infrastructure, and other nature-based cooling strategies along pedestrian, bicycle, and transit routes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Cool Corridors Act
3 of 2025”.

4 **SEC. 2. FINDINGS; PURPOSE.**

5 (a) FINDINGS.—Congress finds the following:

6 (1) Extreme heat is a growing public health
7 and infrastructure challenge.

8 (2) Tree canopy and green infrastructure re-
9 duce surface and air temperatures, improve safety
10 and usability along transportation corridors, and
11 protect infrastructure from heat-related degradation.

12 (3) Communities with limited infrastructure in-
13 vestment often lack sufficient tree cover and face in-
14 creased exposure to extreme heat and limited trans-
15 portation access.

16 (4) Federal programs such as the Healthy
17 Streets program and the Urban and Community
18 Forestry Program have demonstrated both high de-
19 mand and the effectiveness of locally driven, commu-
20 nity-scale interventions.

21 (5) Locally driven efforts to plant and maintain
22 trees along key walking, biking, and transit corridors
23 are under-resourced, despite proven benefits to heat
24 mitigation, public safety, and community health.

25 (b) PURPOSE.—The purpose of this Act is to—

1 (1) promote the deployment of cooling infra-
 2 structure along transportation corridors;

3 (2) enhance resilience and safety of transpor-
 4 tation systems in the face of extreme heat and im-
 5 prove air quality;

6 (3) improve safety, accessibility, and usability
 7 for pedestrians, cyclists, and transit users;

8 (4) extend the useful life of infrastructure; and

9 (5) prioritize investment in communities facing
 10 disproportionate heat and access challenges.

11 **SEC. 3. REAUTHORIZATION OF HEALTHY STREETS PRO-**
 12 **GRAM.**

13 Section 11101(b)(2)(C) of the Infrastructure Invest-
 14 ment and Jobs Act (23 U.S.C. 101 note(b)(2)(C)) is
 15 amended by striking “through 2026” and inserting
 16 “through 2030”.

17 **SEC. 4. HEALTHY STREETS PROGRAM.**

18 (a) IN GENERAL.—Section 11406 of the Infrastruc-
 19 ture Investment and Jobs Act (23 U.S.C. 101 note) is
 20 amended—

21 (1) in subsection (a)—

22 (A) in paragraph (2)—

23 (i) in subparagraph (D) by striking
 24 “and” at the end;

1 (ii) in subparagraph (E) by striking
2 the period and inserting a semicolon; and

3 (iii) by adding at the end the fol-
4 lowing:

5 “(F) State and local transit agencies;

6 “(G) State departments of transportation;

7 “(H) local educational agencies; and

8 “(I) tree and greenspace stewardship orga-
9 nizations, environmental asset management
10 groups, or infrastructure resilience partners
11 with experience in protecting and sustaining
12 green infrastructure and shade assets.”; and

13 (B) by adding at the end the following:

14 “(8) COOL CORRIDOR.—The term ‘cool corridor’
15 means—

16 “(A) a designated transportation route en-
17 hanced through linear greening strategies, in-
18 cluding tree canopy, shade infrastructure, and
19 other nature-based solutions designed to reduce
20 surface and ambient temperatures; and

21 “(B) incorporates planning and steward-
22 ship measures to ensure the long-term
23 functionality, protection, and climate resilience
24 of the activities described in subparagraph (A).

1 “(9) HEAT MITIGATION STRATEGIES.—The
2 term ‘heat mitigation strategies’ means activities
3 that result in the mitigation of heat in public spaces,
4 including tree planting, vegetative infrastructure,
5 cool or reflective surfaces, shade structures, and
6 other evidence-based practices, including the maintenance and preservation of already existing green infrastructure, roadside vegetations and trees.”;

7
8 (2) in subsection (b)—

9 (A) by inserting “for demonstration
10 projects in geographically and climatically diverse regions, including both urban and rural communities with historically low tree canopy or high heat vulnerability” before “to eligible entities”;

11 (B) in paragraph (1) by striking “and” at
12 the end;

13 (C) in paragraph (2) by striking the period
14 and inserting “, including the integration of
15 shade structures, bus stop shelters, and climate-resilient streetscape elements, which may include the strategic planting of trees for shade”;

16 and

17 (D) by adding at the end the following:

1 “(3) to plan, design, construction, and maintain
2 tree canopy and green infrastructure along public
3 transportation corridors, including alongside trans-
4 portation right of ways, at bus stops, near transit
5 hubs, and within designated public-school zones and
6 properties;

7 “(4) to deploy smart sensors and data tools to
8 monitor heat exposure and performance;

9 “(5) for community engagement, planning, and
10 workforce development activities relating to heat
11 mitigation, tree planting and maintenance; and

12 “(6) to integrate cooling infrastructure into ex-
13 isting or planned multimodal corridors or new and
14 existing transportation projects; particularly school
15 zones, and neighborhood-scale corridors where pedes-
16 trian mobility is high to create cool corridors”;

17 (3) in subsection (d)(2)—

18 (A) in subparagraph (A) by striking “and”
19 at the end;

20 (B) in subparagraph (B) by striking the
21 period at the end and inserting “; and”; and

22 (C) by adding at the end the following:

23 “(C) plans to undergo review and seek ap-
24 proval from the State or local agency of juris-
25 diction prior to project implementation to en-

1 sure projects do not interfere or hinder any on-
2 going or future developments.”;

3 (4) in subsection (f)—

4 (A) in paragraph (1) by inserting “that is
5 impacted by high heat or low tree canopy cov-
6 erage” after “disadvantaged community”;

7 (B) in paragraph (2) by striking “or” at
8 the end;

9 (C) in paragraph (3) by striking the period
10 at the end and inserting a semicolon; and

11 (D) by adding at the end the following:

12 “(4) that improves access to transit, schools,
13 jobs, or essential services;

14 “(5) that incorporates maintenance and long-
15 term sustainability plans;

16 “(6) that leverages additional funding through
17 public private or interagency coordination;

18 “(7) that aims to preserve and maintain exist-
19 ing green infrastructure and vegetation alongside
20 transportation corridors and transit routes;

21 “(8) that incorporates the use of vegetation or
22 tree species that require minimal maintenance; or

23 “(9) that integrates workforce training and
24 urban forestry job creation strategies.”; and

25 (5) by adding at the end the following:

1 “(i) INTERAGENCY COORDINATION.—In carrying out
2 the program under this section, the Secretary shall coordi-
3 nate with the following, as appropriate:

4 “(1) The Administrator of the Environmental
5 Protection Agency.

6 “(2) The Secretary of Energy.

7 “(3) The Secretary of Housing and Urban De-
8 velopment.

9 “(4) The Secretary of Agriculture, particularly
10 the Chief of the Forest Service.

11 “(5) The Director of the United States Climate
12 Resilience Toolkit and United States Global Change
13 Research Program.

14 “(j) TECHNICAL ASSISTANCE AND GUIDANCE.—The
15 Secretary, in coordination with relevant Federal agencies,
16 shall provide—

17 “(1) technical assistance, model project tem-
18 plates, and guidance to grantees to promote cost-ef-
19 fective and evidence-based project delivery under this
20 section; and

21 “(2) guidance on tree species selection, short
22 and long term stewardship plans, and integration
23 with local forestry plans.

1 “(k) SPECIFICATIONS FOR TREE PLANTING.—If the
2 recipient of a grant under this section uses grant funding
3 for tree planting—

4 “(1) such planting shall be done in a manner
5 that does not obstruct traffic views or hinder public
6 safety, as determined by the Secretary; and

7 “(2) the recipient shall be responsible for tree
8 maintenance, including watering and upkeep, as
9 needed.

10 “(l) REPORTING.—A recipient of a grant under this
11 section shall submit to the Secretary an annual report
12 on—

13 “(1) temperature reduction and environmental
14 performance metrics;

15 “(2) infrastructure resilience improvements;

16 “(3) public health and equity outcomes;

17 “(4) cost-benefit analyses; and

18 “(5) community engagement practices.”.

19 (b) REPORT.—Not later than 5 years after the date
20 of enactment of this Act, the Secretary of Transportation
21 shall submit to Congress a report evaluating the outcomes
22 of the program under section 11406 of the Infrastructure
23 Investment and Jobs Act (23 U.S.C. 101 note) and mak-
24 ing recommendations for permanent authorization and in-
25 tegration of the program into the surface transportation

- 1 block grant program under section 133 of title 23, United
- 2 States Code.

