

AMENDMENT

OFFERED BY MR. DESAULNIER OF CALIFORNIA

At the end of subtitle B of title III, add the following:

1 **SEC. 31 ____ . TASK FORCE TO ESTABLISH BENCHMARKS FOR**
2 **TRANSIT AGENCY COORDINATION.**

3 (a) IN GENERAL.—Not later than 2 years after the
4 date of enactment of this Act, the Administrator of the
5 Federal Transit Administration shall convene a task force
6 to provide recommendations regarding benchmarks for ur-
7 banized areas (as such term is defined in section 5302
8 of title 49, United States Code) for—

9 (1) best practices on the allocation and use of
10 transit funds, including ranges or consideration for
11 investment across categories such as capital mod-
12 ernization, state of good repair, infrastructure ex-
13 pansion, operations, workforce and labor costs, safe-
14 ty improvements, and resiliency;

15 (2) best practices regarding the composition of
16 transit agency funding sources, including roles of
17 Federal, State, local and farebox revenues, public-
18 private partnerships, value capture, and other dedi-
19 cated funding mechanisms;

1 (3) indicators of effective transit coordination
2 within the same metropolitan service area that re-
3 cipients of Federal funds should consider when de-
4 veloping planning activities, which shall include con-
5 siderations for any matters determined relevant by
6 the task force or Administrator, including—

7 (A) integrated payments and fare integra-
8 tion within the same metropolitan service area;

9 (B) cooperative planning;

10 (C) transactional data standards for mobil-
11 ity scheduling software to assist in coordinating
12 services across multiple providers;

13 (D) network redesign; and

14 (E) sharing of infrastructure;

15 (4) best practices for access to transit; and

16 (5) best practices for coordinating regional
17 transit and land use planning, funding, and imple-
18 mentation.

19 (b) COMPOSITION.—

20 (1) IN GENERAL.—The task force shall consist
21 of up to 15 members selected by the Administrator
22 and having expertise in an operational or academic
23 discipline that is relevant to the operations, mainte-
24 nance, or governance of transit services in regions
25 that are served by multiple transit agencies.

1 (2) FAIR REPRESENTATION.—The number of
2 members shall be determined by the Administrator
3 to ensure sufficient and fair representation of rel-
4 evant disciplines.

5 (c) DISCIPLINES.—For purposes of subsection (b),
6 disciplines shall include transit agencies, municipal gov-
7 ernments that have land use authority, representatives of
8 State departments of transportation, representatives from
9 transit unions, relevant standards development organiza-
10 tions, metropolitan planning organizations, academia, first
11 and last mile service providers, community groups or indi-
12 viduals who use public transportation, and associations
13 that represent public transportation.

14 (d) DURATION.—

15 (1) IN GENERAL.—Members of the task force
16 shall be appointed for the duration of the task force.

17 (2) LENGTH OF EXISTENCE.—

18 (A) IN GENERAL.—The task force shall
19 have an initial length of existence of 2 years.

20 (B) OPTION.—The Administrator may ex-
21 ercise an option to lengthen the duration of the
22 existence of the task force for a period of 2
23 years.

24 (e) DUTIES.—Not later than the date on which the
25 task force is terminated, the task force shall submit to

1 Congress, and make publicly available, a report that pro-
2 vides the recommendations for the best practices described
3 in subsection (a)(1).

4 (f) CONSIDERATIONS.—In developing recommenda-
5 tions for the best practices described in subsection (a)(1),
6 the task force shall—

7 (1) consider the interconnection between land
8 use, transit-oriented development, and transit serv-
9 ices to provide better options for transit riders;

10 (2) prioritize improving the experience of tran-
11 sit riders and improved service delivery, especially
12 riders who utilize multiple forms of transit in a sin-
13 gle ride, like the ease and quality of the ride, safety,
14 reducing delays, connection to other modes of tran-
15 sit, and location of transfer points;

16 (3) prioritize safety and security of riders
17 across transit systems;

18 (4) develop and recommend a framework or
19 model to assist transit agencies in making strategic
20 investment decisions, including how to prioritize lim-
21 ited funding to maximize rider benefits, service reli-
22 ability, safety, and long-term system sustainability;

23 (5) examine potential methods for self-sus-
24 taining long-term funding or public financing for

1 transit to achieve cost-effectiveness, such as value
2 capture;

3 (6) consider the use of first and last mile serv-
4 ice and associated infrastructure by riders;

5 (7) include considerations to reduce vehicle
6 miles traveled by riders;

7 (8) consider greenhouse gas emissions impacts,
8 compliance with the Clean Air Act (42 U.S.C. 7401
9 et seq.), applicable State and local regulations, and
10 applicable judiciary rulings; and

11 (9) consider the interconnection between land
12 use, transit-oriented development, and transit serv-
13 ices to provide better options for transit riders.

14 (g) INITIAL REPORT.—If the Administrator exercises
15 the option to lengthen the duration of the task force under
16 subsection (d)(2)(B), not later than 2 years after the date
17 of the establishment of the task force, the task force shall
18 submit to Congress, and make publicly available, an initial
19 report containing an update on the information described
20 in subsection (a)(1).

