

118TH CONGRESS
1ST SESSION

H. R. 4609

To amend title 49, United States Code, to provide grants and develop value capture policy.

IN THE HOUSE OF REPRESENTATIVES

JULY 13, 2023

Mr. DESAULNIER introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to provide grants and develop value capture policy.

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 “Incentivizing Value
5 Capture for Greener Transportation Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) In 2018, greenhouse gas emissions (GHG)
9 rose sharply by 3.4 percent, the second-largest an-
10 nual gain in more than 20 years, and GHG emis-

1 sions have grown by approximately 1.5 percent every
2 year over the last decade.

3 (2) Greenhouse gas emissions from the trans-
4 portation sector, including cars and trucks, are the
5 largest source of GHG emissions in the United
6 States with the transportation sector emitting
7 1,900,000,000 tons of carbon dioxide (CO₂) annu-
8 ally.

9 (3) Annual vehicle miles traveled (VMT) in the
10 United States have nearly tripled since 1971, rising
11 to 3,210,000,000,000 in 2018.

12 (4) Consequently, in 2018, Americans lost an
13 average of 97 hours a year due to congestion, cost-
14 ing them nearly \$87,000,000,000.

15 (5) Residents in communities located near high-
16 capacity transit are twice as likely not to own a car
17 as residents who live elsewhere, and they own half
18 as many cars per household.

19 (6) Increasing transit ridership and improving
20 our transit systems in urban, suburban, and exurban
21 areas, using innovative solutions such as land value
22 capture, will help reduce VMT, congestion, GHG
23 emissions, and reliance on fossil fuels and vehicles.
24 By reducing such factors, the United States can help
25 curb the effects of climate change.

1 **SEC. 3. VALUE CAPTURE POLICY AND PLANNING PRO-**
2 **GRAM.**

3 Chapter 53 of title 49, United States Code, is amend-
4 ed by adding at the end the following:

5 **“SEC. 5341. TECHNICAL ASSISTANCE AND VALUE CAPTURE**
6 **POLICY.**

7 **“(a) TECHNICAL ASSISTANCE AND POLICY DEVEL-**
8 **OPMENT.—**

9 **“(1) TECHNICAL ASSISTANCE GRANTS.—**The
10 Secretary may make a grant available to a State or
11 local government if the Secretary determines that
12 such grant will assist recipients under this section
13 to—

14 **“(A)** develop more State and local value
15 capture mechanisms for long-term funding that
16 promote mobility, public transportation, and af-
17 fordable transit-oriented development;

18 **“(B)** improve public transportation and
19 mobility; and

20 **“(C)** develop strategic partnerships that
21 create greater self-help capacity that leads to
22 greater long term and robust investments in
23 public transportation, mobility, inclusive eco-
24 nomic development, and affordable transit-ori-
25 ented development.

1 “(2) PERFORMANCE BENCHMARKS AND MAIN-
2 TENANCE OF EFFORT.—

3 “(A) PERFORMANCE BENCHMARKS.—To
4 be eligible for a grant under this section, the
5 grantee shall include in its application an expla-
6 nation of how the grant funds will demonstrably
7 increase transit capacity and ridership and re-
8 duce carbon dioxide emissions, vehicle miles
9 traveled, and congestion.

10 “(B) MAINTENANCE OF EFFORT.—

11 “(i) IN GENERAL AND POSSIBLE RE-
12 DUCTION.—In addition to the eligibility re-
13 quirements of subparagraph (A), a grantee
14 also needs to include in its application a
15 certification to maintain the same funding
16 level as the aggregate expenditures at or
17 above the average level of expenditures in
18 the 2 fiscal years prior to the date of en-
19 actment of this section. If a State or local
20 government that receives a grant under
21 this section reduces its combined fiscal ef-
22 fort for value capture initiatives and pro-
23 grams or the aggregate expenditures with-
24 in the State or local government to support
25 value capture, public transportation, or af-

1 fordable transit-oriented development pro-
2 grams for any fiscal year that a State or
3 local government receives a grant author-
4 ized under this section relative to the pre-
5 vious fiscal year, the Secretary, except as
6 provided in clause (ii), shall reduce support
7 for such State or local government under
8 this section by the same amount as the de-
9 cline in State or local effort for such fiscal
10 year.

11 “(ii) WAIVER.—The Secretary may
12 waive the requirements of this subpara-
13 graph if—

14 “(I) the Secretary determines
15 that a waiver would be appropriate
16 due to a precipitous decline in the fi-
17 nancial resources of a State or local
18 government as a result of unforeseen
19 economic hardship or a natural dis-
20 aster that has necessitated across-the-
21 board reductions in State or local
22 services, including value capture, pub-
23 lic transportation, and affordable
24 transit-oriented development pro-
25 grams; or

1 “(II) due to the circumstances of
2 a State or local government requiring
3 reductions in specific programs, if the
4 State or local government presents to
5 the Secretary a justification and dem-
6 onstration why other programs could
7 not be reduced and how value capture,
8 public transportation, and affordable
9 transit-oriented development programs
10 in the State will not be disproportion-
11 ately harmed by such State or local
12 action.

13 “(3) DAVIS-BACON.—The Secretary shall en-
14 sure that laborers and mechanics employed by con-
15 tractors and subcontractors in construction work fi-
16 nanced by a grant made under this section will be
17 paid wages not less than those prevailing on similar
18 construction in the locality, as determined by the
19 Secretary of Labor under subchapter IV of chapter
20 31 of title 40 (commonly known as the ‘Davis-Bacon
21 Act’).

22 “(4) ENFORCEMENT.—The Secretary may re-
23 voke grant funds provided under this section if a
24 grantee fails to implement the maintenance of effort

1 under paragraph (2)(B) and Davis-Bacon provisions
2 referred to paragraph (3).

3 “(5) EVALUATION.—Not later than 3 years
4 after receiving a grant under this section, the grant-
5 ee shall assess the effectiveness of the use of the
6 funds by evaluating whether the funds created a de-
7 monstrable increase in transit capacity and ridership
8 and a reduction in carbon dioxide emissions, vehicle
9 miles traveled, and congestion.

10 “(6) TECHNICAL ASSISTANCE.—The Secretary,
11 through a competitive bid process, may enter into
12 contracts, cooperative agreements, and other agree-
13 ments with national nonprofit organizations and uni-
14 versities that have the appropriate demonstrated ca-
15 pacity to provide value capture-related technical as-
16 sistance under this subsection, including guidance on
17 implementing foreign value capture models within
18 the United States.

19 “(7) SUPPLEMENT NOT SUPPLANT.—Grant
20 funds received under this section shall be used to
21 supplement and not supplant other Federal, State,
22 and local public funds expended on public value cap-
23 ture and affordable transit-oriented development
24 programs in the State or local government.

1 “(8) VALUE CAPTURE POLICY REQUIRE-
2 MENTS.—

3 “(A) VALUE CAPTURE POLICY.—Not later
4 than October 1 of the fiscal year that begins 2
5 years after the date of enactment of this sec-
6 tion, the Secretary, in collaboration with State
7 departments of transportation, metropolitan
8 planning organizations, and regional council of
9 governments, shall establish voluntary and con-
10 sensus-based value capture standards, policies,
11 and best practices for State and local value cap-
12 ture mechanisms that promote greater invest-
13 ments in public transportation and affordable
14 transit-oriented development.

15 “(B) REPORT.—Not later than 15 months
16 after the date of enactment of this section, the
17 Secretary shall make available to the public a
18 report cataloging examples of State and local
19 laws and policies that provide for value capture
20 and value sharing that promote greater invest-
21 ment in public transportation and affordable
22 transit-oriented development.

23 “(C) BEST PRACTICES.—Based on the re-
24 port required under subparagraph (B), the Sec-
25 retary shall identify and disseminate examples

1 of best practices where States and local govern-
2 ments have adopted value capture and value
3 sharing mechanisms that have successfully pro-
4 vided for greater investment in public transpor-
5 tation and affordable transit-oriented develop-
6 ment.

7 “(b) DEFINITIONS.—In this section:

8 “(1) AFFORDABLE COMMERCIAL SPACE.—The
9 term ‘affordable commercial space’ means commer-
10 cial space dedicated to either protect or promote
11 small and disadvantage businesses provided below
12 market rent value.

13 “(2) AFFORDABLE HOUSING.—The term ‘af-
14 fordable housing’ means housing, the cost of which
15 does not exceed 30 percent of the income of a fam-
16 ily.

17 “(3) TRANSIT-ORIENTED DEVELOPMENT.—The
18 term ‘transit-oriented development’ means a mix of
19 commercial, residential, office, and entertainment
20 centered around or located near a public transpor-
21 tation station that promotes affordable housing and
22 commercial space.

23 “(4) VALUE CAPTURE.—The term ‘value cap-
24 ture’ means capturing a portion of the incremental
25 economic value created by government investments,

1 activities, and policies that may generate alternative
2 revenue streams, assets, or other financial value for
3 which could assist in funding those investments and
4 activities.”.

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