

115TH CONGRESS
1ST SESSION

H. R. 932

To direct the Secretary of Transportation to develop performance measures for assessing transportation connectivity and accessibility for highway and public transportation systems, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 7, 2017

Mr. ELLISON (for himself, Mr. GRIJALVA, Mr. POCAN, Ms. MAXINE WATERS of California, Mr. CARSON of Indiana, Mr. HUFFMAN, Ms. LEE, and Mr. QUIGLEY) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Secretary of Transportation to develop performance measures for assessing transportation connectivity and accessibility for highway and public transportation systems, and for other purposes.

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 “Mobility, Opportunity,
5 and Vocation Enabling Act” or the “MOVE Act”.

1 **SEC. 2. ESTABLISHMENT OF PERFORMANCE MEASURES**
2 **FOR TRANSPORTATION ACCESSIBILITY.**

3 (a) **CONNECTIVITY AND ACCESSIBILITY PERFORM-**
4 **ANCE MEASURES.**—Section 150 of title 23, United States
5 Code, is amended—

6 (1) in subsection (c) by adding at the end the
7 following:

8 “(7) **MULTIMODAL TRANSPORTATION**
9 **CONNECTIVITY AND ACCESSIBILITY.**—

10 “(A) **IN GENERAL.**—Not later than 6 years
11 after the date of enactment of the Mobility, Op-
12 portunity, and Vocation Enabling Act, the Sec-
13 retary shall issue such regulations as are nec-
14 essary to establish performance measures relat-
15 ing to transportation connectivity and accessi-
16 bility for States and metropolitan planning or-
17 ganizations to use to assess the connectivity
18 and accessibility of roadways, public transit in-
19 frastructure, pedestrian and bikeway infrastruc-
20 ture, and other transportation infrastructure.

21 “(B) **CONTENT.**—The performance meas-
22 ures required under subparagraph (A) shall in-
23 clude measures to assess—

24 “(i) with respect to the general popu-
25 lation serviced by a transportation sys-
26 tem—

1 “(I) the change in cumulative ac-
2 cess to employment opportunities;

3 “(II) multi-modal choice and en-
4 hanced interconnections among modes
5 to—

6 “(aa) offer variety of choice
7 between and among modes;

8 “(bb) provide accessible and
9 reliable transportation for all
10 users; and

11 “(cc) encourage travel de-
12 mand management; and

13 “(III) such other areas the Sec-
14 retary considers appropriate; and

15 “(ii) with respect to disadvantaged
16 populations serviced by a transportation
17 system—

18 “(I) transportation accessibility
19 for disadvantaged populations;

20 “(II) change in cumulative job
21 accessibility for disadvantaged popu-
22 lations; and

23 “(III) such other areas the Sec-
24 retary considers appropriate.

1 “(C) DISADVANTAGED POPULATION DE-
2 FINED.—In this paragraph, the term ‘disadvan-
3 taged population’ means a low-income or minor-
4 ity population, or people with disabilities, as de-
5 termined by the Secretary.”; and

6 (2) in subsection (d) by striking “and (6)” and
7 inserting “(6), and (7)”.

8 (b) TITLE 23 METROPOLITAN PLANNING COORDINA-
9 TION.—Section 134(h)(2)(B) of title 23, United States
10 Code, is amended by adding at the end the following:

11 “(iii) MULTIMODAL TRANSPORTATION
12 ACCESSIBILITY PERFORMANCE TARGETS.—
13 Selection of performance targets by a met-
14 ropolitan planning organization shall be co-
15 ordinated, to the maximum extent prac-
16 ticable, with the relevant State and pro-
17 viders of public transportation to ensure
18 consistency with section 150(c)(7).”.

19 (c) TITLE 49 METROPOLITAN PLANNING COORDINA-
20 TION.—Section 5303(h)(2)(B) of title 49, United States
21 Code, is amended by adding at the end the following:

22 “(iii) MULTIMODAL TRANSPORTATION
23 ACCESSIBILITY PERFORMANCE TARGETS.—
24 Selection of performance targets by a met-
25 ropolitan planning organization shall be co-

1 ordinated, to the maximum extent prac-
2 ticable, with the relevant State and pro-
3 viders of public transportation to ensure
4 consistency with section 150(e)(7) of title
5 23.”.

○