

116TH CONGRESS
2D SESSION

H. R. 6464

To amend title 23, United States Code, to require transportation planners to consider projects and strategies to improve safe and convenient access to employment by all modes of travel for all users, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 7, 2020

Mr. GARCÍA of Illinois (for himself, Ms. PRESSLEY, Mr. TAKANO, Ms. TLAIB, Mr. GRIJALVA, Mr. COHEN, Ms. SCHAKOWSKY, Ms. BARRAGÁN, Mr. THOMPSON of Mississippi, Mrs. HAYES, Mr. RUSH, Mrs. KIRKPATRICK, and Mr. SOTO) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 23, United States Code, to require transportation planners to consider projects and strategies to improve safe and convenient access to employment by all modes of travel for all users, 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 “Improving Access to
5 Jobs Act”.

1 **SEC. 2. CONSIDERATION OF PROJECTS AND STRATEGIES**
2 **TO IMPROVE ACCESS TO EMPLOYMENT.**

3 (a) NATIONAL HIGHWAY PERFORMANCE PRO-
4 GRAM.—Section 119(f) of title 23, United States Code, is
5 amended—

6 (1) in the subsection heading, by striking
7 “CONDITIONS” and inserting “CONDITIONS; SAFE
8 AND CONVENIENT ACCESS TO EMPLOYMENT”; and

9 (2) by adding at the end the following:

10 “(3) SAFE AND CONVENIENT ACCESS TO EM-
11 PLOYMENT ON PUBLIC ROADS.—

12 “(A) PENALTY.—

13 “(i) IN GENERAL.—Subject to clause
14 (ii), if a State reports, in a performance
15 target report under section 150(e), that
16 the State has not achieved the targets of
17 the State for performance measures de-
18 scribed in section 150(d) pertaining to the
19 minimum standards for public roads estab-
20 lished by the Secretary under section
21 150(c)(7), the State shall be required, dur-
22 ing the following fiscal year—

23 “(I) to obligate, from the
24 amounts apportioned to the State
25 under section 104(b)(1), an amount
26 equal to 10 percent of funds appor-

1 tioned to the State for the previous
2 fiscal year for the purpose of achiev-
3 ing the targets through projects on
4 Federal-aid highways; and

5 “(II) to obligate, from the
6 amounts apportioned to the State
7 under section 104(b)(2) (other than
8 amounts suballocated to metropolitan
9 areas and other areas of the State
10 under section 133(d)), an amount
11 equal to 10 percent of the amount of
12 funds apportioned to the State for the
13 previous fiscal year for the purpose of
14 achieving the targets through projects
15 on Federal-aid highways.

16 “(B) RESTORATION.—The obligation re-
17 quirement in subparagraph (A)(i)(I) for a fiscal
18 year shall remain in effect for each subsequent
19 fiscal year until the date on which the Secretary
20 determines that the State has achieved the tar-
21 gets of the State for performance measures de-
22 scribed in section 150(d) pertaining to the min-
23 imum standards for public roads established by
24 the Secretary under section 150(c)(7).”.

25 (b) METROPOLITAN TRANSPORTATION PLANNING.—

1 (1) FEDERAL-AID HIGHWAYS.—Section 134(h)
2 of title 23, United States Code, is amended—

3 (A) in paragraph (1)—

4 (i) by redesignating subparagraphs
5 (F) through (J) as subparagraphs (G)
6 through (K), respectively; and

7 (ii) by inserting after subparagraph
8 (E) the following:

9 “(F) improve safe and convenient access to
10 employment by all modes of travel for all
11 users;”; and

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

13 “(4) LIMITATION ON TRANSPORTATION IM-
14 PROVEDMENT PLAN.—In furtherance of the planning
15 goals described in subparagraphs (F) and of para-
16 graph (1), a metropolitan planning organization
17 shall not approve a transportation improvement plan
18 found to increase the ratio of automobile to non-
19 automobile access in urbanized areas.

20 “(5) DEFINITION OF ACCESS.—In this sub-
21 section, the term ‘access’ means the ability to travel
22 by auto, transit, pedestrian, and bike networks
23 measured in terms of travel times, with impedances
24 for level of travel stress for active travel and costs
25 for low income travelers.”.

1 (2) PUBLIC TRANSPORTATION.—Section
2 5303(h)(1) of title 49, United States Code, is
3 amended—

4 (A) by redesignating subparagraphs (F)
5 through (I) as subparagraphs (G) through (J),
6 respectively;

7 (B) by inserting after subparagraph (E)
8 the following:

9 “(F) improve safe and convenient access to
10 employment by all modes of travel for all
11 users;”; and

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

13 “(4) DEFINITION OF ACCESS.—In this sub-
14 section, the term ‘access’ means the ability to travel
15 by auto, transit, pedestrian, and bike networks
16 measured in terms of travel times, with impedances
17 for level of travel stress for active travel and costs
18 for low income travelers.”.

19 (c) STATEWIDE AND NONMETROPOLITAN TRANSPOR-
20 TATION PLANNING.—

21 (1) FEDERAL-AID HIGHWAYS.—Section 135(d)
22 of title 23, United States Code, is amended—

23 (A) in paragraph (1)—

1 (i) by redesignating subparagraphs
2 (F) through (J) as subparagraphs (G)
3 through (J), respectively; and

4 (ii) by inserting after subparagraph
5 (E) the following:

6 “(F) improve safe and convenient access to
7 employment by all modes of travel for all
8 users;”; and

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

10 “(6) DEFINITION OF ACCESS.—In this sub-
11 section, the term ‘access’ means the ability to travel
12 by auto, transit, pedestrian, and bike networks
13 measured in terms of travel times, with impedances
14 for level of travel stress for active travel and costs
15 for low income travelers.”.

16 (2) PUBLIC TRANSPORTATION.—Section
17 5304(d)(1) of title 49, United States Code, is
18 amended—

19 (A) by redesignating subparagraphs (F)
20 through (I) as subparagraphs (H) through (K),
21 respectively; and

22 (B) by inserting after subparagraph (E)
23 the following:

1 “(F) improve safe and convenient access to
2 employment by all modes of travel for all
3 users;”.

4 (d) NATIONAL GOALS AND PERFORMANCE MANAGE-
5 MENT MEASURES.—Section 150 of title 23, United States
6 Code, is amended—

7 (1) in subsection (b)—

8 (A) by redesignating paragraph (7) as
9 paragraph (8);

10 (B) by inserting after paragraph (6) the
11 following:

12 “(7) ACCESS TO EMPLOYMENT.—To improve
13 safe and convenient access to employment opportuni-
14 ties by all modes of travel for all users.”; and

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

16 “(9) DEFINITION OF ACCESS.—In this sub-
17 section, the term ‘access’ means the ability to travel
18 by auto, transit, pedestrian, and bike networks
19 measured in terms of travel times, with impedances
20 for level of travel stress for active travel and costs
21 for low income travelers.”;

22 (2) in subsection (c)—

23 (A) in paragraph (1)—

1 (i) by striking the paragraph designa-
2 tion and all that follows through “Not
3 later” and inserting the following:

4 “(1) RULEMAKING.—

5 “(A) IN GENERAL.—Not later”; and

6 (ii) by adding at the end the fol-
7 lowing:

8 “(B) UPDATES.—The Secretary shall peri-
9 odically update the rulemaking promulgated
10 under subparagraph (A) as necessary, including
11 to implement the amendments made to this sec-
12 tion by the Improving Access to Jobs Act.”;
13 and

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

15 “(7) ACCESS TO EMPLOYMENT ON PUBLIC
16 ROADS.—For the purpose of carrying out section
17 119(f)(3), the Secretary shall establish minimum
18 standards for States to use in determining and im-
19 proving safe and convenient access to employment
20 for all users by all modes of travel.

21 “(8) DEFINITION OF ACCESS.—In this sub-
22 section, the term ‘access’ means the ability to travel
23 by auto, transit, pedestrian, and bike networks
24 measured in terms of travel times, with impedances

1 for level of travel stress for active travel and costs
2 for low income travelers.”; and

3 (3) in subsection (d)(1)—

4 (A) by striking “subsection (c), each State
5 shall set” and inserting “subsection (c)(1)(A),
6 and not later than 1 year after each update of
7 that rulemaking under subsection (c)(1)(B),
8 each State shall set or update, as applicable,”;
9 and

10 (B) by striking “and (6)” and inserting
11 “(6), and (7)”.

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