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Transportation, Access, and Opportunity Act of 2015

Congress: 114 (2015–2017, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Aug 6, 2015

Current Status: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.

Latest Action: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs. (Aug 6, 2015)

Official Text: <https://www.congress.gov/bill/114th-congress/senate-bill/2008>

Sponsor

Name: Sen. Merkley, Jeff [D-OR]

Party: Democratic • **State:** OR • **Chamber:** Senate

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Banking, Housing, and Urban Affairs Committee	Senate	Referred To	Aug 6, 2015

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Transportation, Access, and Opportunity Act of 2015

This bill modifies transportation programs to establish a goal of achieving an interconnected transportation system that connects people to jobs, schools, and essential services; and to require more data and public input during the planning process.

States and metropolitan planning organizations (MPOs) must permit the public to provide input during the development and implementation of transportation plans.

(MPOs are federally required and funded organizations responsible for the regional transportation planning process in certain urban areas.)

The bill revises the goals of the federal highway program to include achieving an interconnected transportation system which connects people to jobs, schools, and other essential services through a multimodal network. The Department of Transportation (DOT) may establish a performance measure for MPOs to measure transportation connectivity.

DOT must establish the Connection to Opportunity Pilot Program for up to 10 MPOs to develop and implement projects to improve multimodal connectivity and increase connections for transportation-disadvantaged individuals and neighborhoods with limited transportation options. The participating MPOs must submit performance data to DOT, and DOT must use the data to evaluate the programs and consider developing a national indicator to measure multimodal connections to opportunities.

DOT must create and maintain data sets and analysis tools to assist MPOs, states, and entities within DOT in carrying out performance management analyses.

The bill permanently extends the authorization for the Transportation Alternatives Program, revises federal share requirements, and permits nonprofit organizations and certain MPOs to receive funding under the program.

Actions Timeline

- **Aug 6, 2015:** Introduced in Senate
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