

HR 3022

Protecting Transit Through Increased Flexibility Act of 2011

Congress: 112 (2011–2013, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Sep 22, 2011

Current Status: Referred to the Subcommittee on Highways and Transit.

Latest Action: Referred to the Subcommittee on Highways and Transit. (Sep 23, 2011)

Official Text: <https://www.congress.gov/bill/112th-congress/house-bill/3022>

Sponsor

Name: Rep. Carson, Andre [D-IN-7]

Party: Democratic • **State:** IN • **Chamber:** House

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Filner, Bob [D-CA-51]	D · CA		Oct 24, 2011
Rep. Jackson, Jesse L., Jr. [D-IL-2]	D · IL		Oct 24, 2011

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Sep 23, 2011

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
112 S 1992	Related bill	Dec 14, 2011: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.
112 HR 3545	Related bill	Dec 2, 2011: Referred to the Subcommittee on Highways and Transit.
112 HR 3200	Related bill	Oct 14, 2011: Referred to the Subcommittee on Highways and Transit.

Protecting Transit Through Increased Flexibility Act of 2011 - Authorizes the Secretary of Transportation (DOT) to make urbanized area formula grants for the operating costs of equipment and facilities for use in public transportation in an urbanized area with a population of at least 200,000, if: (1) the term of the grant does not exceed one year; and (2) such grant funds are derived from formula grants requested by the grantee and approved by the Secretary for capital projects, planning, or transit enhancements.

Repeals current requirements that: (1) the area population not exceed 225,000, (2) the urbanized area include parts of more than one state; (3) the portion of the urbanized area receiving grant funds include only one state; (3) the population of the portion of the urbanized area receiving such funds be less than 30,000; and (4) the grant will not be used to provide public transportation outside of the portion of the urbanized area receiving the funds.

Requires grant applications to: (1) document reduced tax revenue or appropriations of funds available to the recipient over the previous year, as well as increased fuel costs or any other factor affecting the operating costs in the recipient's budget; and (2) certify that the amount requested does not exceed such reductions in tax revenues and appropriations.

Actions Timeline

- **Sep 23, 2011:** Referred to the Subcommittee on Highways and Transit.
- **Sep 22, 2011:** Introduced in House
- **Sep 22, 2011:** Referred to the House Committee on Transportation and Infrastructure.