

## HR 4021

Leveraging Performance-Based Transportation Services Act of 2017

**Congress:** 115 (2017–2019, Ended)

**Chamber:** House

**Policy Area:** Transportation and Public Works

**Introduced:** Oct 11, 2017

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

**Latest Action:** Referred to the Subcommittee on Highways and Transit. (Oct 12, 2017)

**Official Text:** <https://www.congress.gov/bill/115th-congress/house-bill/4021>

### Sponsor

**Name:** Rep. Perry, Scott [R-PA-4]

**Party:** Republican • **State:** PA • **Chamber:** House

### Cosponsors

*No cosponsors are listed for this bill.*

### Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Oct 12, 2017

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

*No related bills are listed.*

## **Leveraging Performance-Based Transportation Services Act of 2017**

This bill authorizes an owner or operator of a leveraged system to submit directly to the National Transit Database data regarding the public transportation service provided by the system.

"Leveraged system" means a provider of public transportation services, whether public or private, including commuter bus services and services provided by a private provider of public transportation by vanpool that the Department of Transportation determines: (1) is able to recover, through fare revenue or payments made directly by the provider, all operating costs associated with the services; (2) meets Federal Transit Administration requirements with respect to the provision of services; and (3) does not negatively impact other publicly subsidized or privately provided public transportation services.

The data submitted by the owner or operator of a leveraged system to the National Transit Database shall be used by DOT in calculating apportionments for capital payments.

A public transportation service meets the requirements of this bill unless the service: (1) overlaps or directly competes with a service provided by the designated recipient concerned and has a direct effect on such service, including a projected ridership reduction of more than 3% along a corridor served by the designated recipient; or (2) is provided by a service provider that has fewer than 10 vehicles serving the recipient's designated area.

### **Actions Timeline**

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- **Oct 12, 2017:** Referred to the Subcommittee on Highways and Transit.
- **Oct 11, 2017:** Introduced in House
- **Oct 11, 2017:** Referred to the House Committee on Transportation and Infrastructure.