

118TH CONGRESS
1ST SESSION

H. R. 3531

To amend title 23, United States Code, to provide sanctions for States using certain congestion pricing systems, to amend the Intermodal Surface Transportation Efficiency Act of 1991 to require consent of affected States in carrying out value pricing pilot projects, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 18, 2023

Mr. PASCRELL (for himself, Mr. GOTTHEIMER, Mrs. WATSON COLEMAN, Mr. KEAN of New Jersey, Mr. VAN DREW, Mr. PALLONE, Mr. SMITH of New Jersey, Ms. SHERRILL, Mr. MENENDEZ, and Mr. NORCROSS) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 23, United States Code, to provide sanctions for States using certain congestion pricing systems, to amend the Intermodal Surface Transportation Efficiency Act of 1991 to require consent of affected States in carrying out value pricing pilot projects, 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 “Stop Taxation of Over-
5 burdened People from New Jersey by Correcting Obnox-

ious New Gimmick and Ensuring the Stability of Transportation Infrastructure from Obstinate Neighbors Act” or the “STOP NJ CONGESTION Act”.

SEC. 2. SANCTIONS FOR STATES USING CERTAIN CONGESTION PRICING SYSTEMS.

(a) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by inserting after section 159 the following:

“§ 160. Sanctions for States using certain congestion pricing systems

“(a) IN GENERAL.—On October 1, 2023, and each October 1 thereafter, the Secretary shall withhold the amounts described in subsection (b) from the amount required to be apportioned to the State under section 104(b) for that fiscal year from each State that implements a congestion pricing system described in, or similar to, the program described in the environmental assessment titled ‘Final Environmental Assessment and Draft Finding of No Significant Impact (FONSI) for Central Business District (CBD) Tolling Program, Manhattan, New York’, dated April 2023.

“(b) AMOUNTS DESCRIBED.—The amounts referred to in subsection (a) are—

“(1) for amounts required to be apportioned to the State under section 104(b)(1), 50 percent; and

1 “(2) for amounts required to be apportioned to
2 the State under section 104(b)(2), 50 percent.

3 “(c) EFFECT OF WITHHOLDING.—No funds withheld
4 under this section from apportionment to a State shall be
5 available to that State.”.

6 (b) CLERICAL AMENDMENT.—The analysis for chap-
7 ter 1 of title 23, United States Code, is amended by insert-
8 ing after the item relating to section 159 the following:

 “160. Sanction for States using certain congestion pricing systems.”.

9 **SEC. 3. VALUE PRICING PILOT PROGRAM.**

10 Section 1012(b) of the Intermodal Surface Transpor-
11 tation Efficiency Act of 1991 (23 U.S.C. 149 note; Public
12 Law 102–240) is amended—

13 (1) by redesignating paragraph (8) as para-
14 graph (9); and

15 (2) by inserting after paragraph (7) the fol-
16 lowing:

17 “(8) CONSENT OF AFFECTED STATES.—Before
18 implementing a value pricing pilot program under
19 this subsection, the project sponsor shall meaning-
20 fully engage with, and receive consent from, each
21 State reasonably affected by the value pricing pilot
22 program, including any State with a geographic area
23 included in a regional or local study area included in
24 an environmental review prepared in accordance

1 with the National Environmental Policy Act of 1969
2 (42 U.S.C. 4321 et seq.)”.

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