

118TH CONGRESS
1ST SESSION

H. R. 4982

To amend title 23, United States Code, to require the Secretary of Transportation to conduct an economic impact study for certain proposed toll facilities and projects, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 27, 2023

Mrs. CHAVEZ-DEREMER 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 the Secretary of Transportation to conduct an economic impact study for certain proposed toll facilities and 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 “Tolling Transparency
5 Act of 2023”.

6 **SEC. 2. REQUIREMENTS FOR TOLLING.**

7 (a) IN GENERAL.—Section 129(a) of title 23, United
8 States Code, is amended—

1 (1) in paragraph (3)(B)(i), by striking “para-
2 graph (9)(C)” and inserting “paragraph (10)(C)”;

3 (2) in paragraph (6), by striking “paragraph
4 (3)” and inserting “paragraph (4)”;

5 (3) in paragraph (9)(C)(i)(II), by striking
6 “paragraph (3)(B)” and inserting “paragraph
7 (4)(B)”;

8 (4) by redesignating paragraphs (3) through
9 (11) as paragraphs (4) through (12), respectively;
10 and

11 (5) by adding after paragraph (2) the following:

12 “(3) ECONOMIC IMPACT STUDY INCLUDED IN
13 NEPA REVIEW.—

14 “(A) IN GENERAL.—As part of any review
15 process that may be required by the National
16 Environmental Policy Act of 1969 (42 U.S.C.
17 4321 et seq.) for a proposed toll facility under
18 this subsection or a proposed project that uses
19 tolls carried out under subsection (d), the Sec-
20 retary shall conduct an economic impact study
21 examining—

22 “(i) the impact of such toll facility or
23 project on businesses and communities;

1 “(ii) significant impacts due to the di-
2 version of traffic onto county and city
3 roadways;

4 “(iii) the level of confidence that any
5 negative impacts of such toll facility or
6 project can or will be adequately mitigated,
7 or that any suggested mitigation will be
8 implemented in time to prevent significant
9 impacts when tolling is scheduled to begin;

10 “(iv) the level of confidence in mod-
11 eling analysis completed for such toll facil-
12 ity or project; and

13 “(v) the impact of such toll facility or
14 project on low-income residents and sen-
15 iors.

16 “(B) LIMITATION ON TOLLING.—

17 “(i) IN GENERAL.—A public authority
18 with jurisdiction over a toll facility or
19 project described in subparagraph (A) may
20 not collect a toll of any kind for any pur-
21 pose unless the economic impact study de-
22 scribed in subparagraph (A) is completed.

23 “(ii) DISCRETION OF SECRETARY.—If
24 the Secretary determines that the results
25 of such economic impact study indicate

1 that such toll facility or project would have
2 an unreasonable adverse impact, the Sec-
3 retary may prohibit such toll facility or the
4 use of tolls in such project.”.

5 (b) CONFORMING CHANGES.—

6 (1) CONGESTION RELIEF PROGRAM.—Section
7 129(d)(6)(B)(v) of title 23, United States Code, is
8 amended by striking “subsection (a)(3)” and insert-
9 ing “subsection (a)(4)”.

10 (2) HOV FACILITIES.—Section 166(c)(2) of
11 title 23, United States Code, is amended by striking
12 “section 129(a)(3)” and inserting “section
13 129(a)(4)”.

14 (3) APPLICABILITY OF PROVISIONS FOR INTER-
15 NATIONAL BRIDGES.—Section 535f of title 33,
16 United States Code, is amended by striking “section
17 129(a)(3)” and inserting “section 129(a)(4)”.

○