

HR 351

To amend the Intermodal Surface Transportation Efficiency Act of 1991 to prohibit congestion or cordon pricing in a value pricing program, and for other purposes.

Congress: 119 (2025–2027, Current)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Jan 13, 2025

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

Latest Action: Referred to the Subcommittee on Highways and Transit. (Jan 14, 2025)

Official Text: <https://www.congress.gov/bill/119th-congress/house-bill/351>

Sponsor

Name: Rep. Malliotakis, Nicole [R-NY-11]

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

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Gottheimer, Josh [D-NJ-5]	D · NJ		Jan 22, 2025
Rep. Van Drew, Jefferson [R-NJ-2]	R · NJ		Jan 22, 2025

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Jan 14, 2025

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Summary (as of Jan 13, 2025)

This bill prohibits the Federal Highway Administration (FHWA) from establishing or maintaining a value pricing program under the FHWA's Value Pricing Pilot Program that includes value pricing, congestion pricing, or cordon pricing.

In general, value pricing, also referred to as congestion pricing, includes a variety of strategies to manage congestion on highways and surface streets (e.g., charging drivers on congested roadways during peak periods). Cordon pricing is a form of congestion pricing that includes a zone-based pricing system that involves either variable or fixed charges to drive within or into a congested area within a city.

- Jan 13, 2025:** Referred to the House Committee on Transportation and Infrastructure.
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