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(Original Signature of Member)

111TH CONGRESS
1ST SESSION

H. R.

To relieve traffic congestion.

IN THE HOUSE OF REPRESENTATIVES

Mr. CASTLE (for himself and Mr. CAPUANO) introduced the following bill;
which was referred to the Committee on _____

A BILL

To relieve traffic congestion.

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 “National Highway
5 Chokepoint Congestion Relief Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) In 2007, traffic congestion in the top 437
9 urban areas resulted in major chokepoints and bot-

1 tation” has the meaning such term has under sec-
2 tion 101 of title 23, United States Code.

3 **SEC. 9. SENSE OF CONGRESS REGARDING PERFORMANCE**
4 **MEASURES AND QUANTITATIVE GOALS FOR**
5 **STATE DOTs.**

6 It is the sense of Congress that—

- 7 (1) States should adopt both interim and long-
8 term objectives for significantly reducing traffic con-
9 gestion at chokepoint areas within each State; and
10 (2) establishing performance measures and
11 quantitative goals will allow State departments of
12 transportation to use available resources as effi-
13 ciently as possible on projects that have the max-
14 imum impact in reducing traffic congestion and im-
15 proving mobility.

16 **SEC. 10. SENSE OF CONGRESS ON NONAUTOMOTIVE TRAV-**
17 **EL MODES, TRAVEL DEMAND MANAGEMENT,**
18 **GROWTH MANAGEMENT STRATEGIES, AND**
19 **GREEN INFRASTRUCTURE.**

20 It is the sense of Congress that alleviating traffic con-
21 gestion requires that the House of Representatives and the
22 Senate commit to authorizing and funding—

- 23 (1) nonautomotive modes of travel, including
24 intercity passenger rail, commuter rail, light rail,
25 heavy rail, bus transit, and bikeways;

1 (2) travel demand management strategies, in-
2 cluding ridesharing, dedicated highway lanes for
3 high occupancy vehicles, staggered work hour initia-
4 tives, and telecommuting;

5 (3) growth management and land use strate-
6 gies; and

7 (4) strategies that promote the inclusion of
8 trees and green infrastructure along transportation
9 corridors, which has been shown to reduce air pollu-
10 tion by removing airborne contaminants and to re-
11 duce congestion by calming traffic and creating safer
12 roadways.

13 **SEC. 11. RITA STUDY OF CONGESTION PRICING.**

14 Not later than 1 year after the date of enactment
15 of this Act, the Administrator of the Research and Innova-
16 tive Technology Administration, through the Volpe Na-
17 tional Transportation Systems Center, shall—

18 (1) study the extent to which congestion pricing
19 can provide an incentive for travelers to drive during
20 off-peak hours or to change their mode of transpor-
21 tation for time-sensitive journeys;

22 (2) study the potential for congestion pricing to
23 generate revenue and thus require less tax-based
24 funding;