

HR 2340

Toll Credit Marketplace Act of 2021

Congress: 117 (2021–2023, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Apr 1, 2021

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

Latest Action: Referred to the Subcommittee on Highways and Transit. (Apr 2, 2021)

Official Text: <https://www.congress.gov/bill/117th-congress/house-bill/2340>

Sponsor

Name: Rep. Pappas, Chris [D-NH-1]

Party: Democratic • **State:** NH • **Chamber:** House

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Malinowski, Tom [D-NJ-7]	D · NJ		Apr 1, 2021
Rep. Newman, Marie [D-IL-3]	D · IL		Apr 1, 2021
Rep. Sherrill, Mikie [D-NJ-11]	D · NJ		Apr 1, 2021

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Apr 2, 2021

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 S 1931	Related bill	Oct 6, 2021: By Senator Carper from Committee on Environment and Public Works filed written report. Report No. 117-41.
117 S 1953	Related bill	May 27, 2021: Read twice and referred to the Committee on Environment and Public Works.
117 S 1808	Related bill	May 25, 2021: Read twice and referred to the Committee on Environment and Public Works.

Toll Credit Marketplace Act of 2021

This bill directs the Department of Transportation (DOT) to establish and implement a toll credit exchange pilot program to

- identify the extent of the demand to purchase toll credits,
- identify the cash price of toll credits through bilateral transactions between states,
- analyze the impact of the purchase or sale of toll credits on transportation expenditures,
- test the feasibility of expanding the pilot program to allow all states to participate on a permanent basis, and
- identify any other repercussions of the toll credit exchange.

In carrying out the pilot program, DOT must provide that an originating state may transfer or sell to a recipient state a credit not previously used by the originating state. DOT must also make available a public website on which originating states must post the amount of toll credits that are available for sale or transfer to a recipient state.

DOT may terminate the pilot program or the participation of any state in the pilot program if the program is not serving a public benefit or it is not cost effective.

Actions Timeline

- **Apr 2, 2021:** Referred to the Subcommittee on Highways and Transit.
- **Apr 1, 2021:** Introduced in House
- **Apr 1, 2021:** Referred to the House Committee on Transportation and Infrastructure.