Who is the Coalition?

Collective impact organization working together to solve today’s most pressing transportation challenges.

- 35% VEHICLE MILES TRAVELED
- 18 States + D.C. and 200+ agencies
- 3rd LARGEST ECONOMY IN THE WORLD

EXECUTIVE BOARD DOT CEOs

PROGRAM AREAS

- TSMO
- FREIGHT
- INNOVATION
Overview of TETC MBUF Work

NATION’S FIRST MULTI-STATE & NATIONAL TRUCK PILOTS

10 Passenger Vehicle Pilots*

*5 general public and 5 stakeholder

2,700+ Passenger Vehicles

14 States Represented Among Participants

3,000+ Public Opinion Survey Respondents

3 Commercial Vehicle Pilots

500+ Commercial Trucks

19M Miles traveled

48 States Traveled + Canada

Work conducted through STSFA Grants

Participant Surveys & Focus Groups

Geographic & Socioeconomic Equity Analysis

Tolling, Congestion Mitigation & Rate-Setting Studies

Participant Surveys & Interviews

Motor Carrier Working Group

Rate-Setting Studies
Passenger Cars are paying less fuel tax per mile driven.

Fuel tax revenue per car miles decrease since 1993
Truck revenue from miles driven have declined, but trucks are not the pressing issue yet…

Fuel tax revenue per truck miles decrease since 1993
Trucks contribute a lot to transportation funding.

41% HTF Revenue comes from Trucks vs. 10.4% Highway Miles

Heavy Trucks drive 62K Miles Annually

Passenger Vehicles drive 10.7K Miles Annually
Fee Complexity and Trucking:

Future transportation funding needs to take into account the full picture of fees imposed on the trucking industry.

(* Source: American Trucking Trends – ATA 2023)
Non-Uniform State by State MBUF—Killer for Trucking

Caution to not go back to yesteryear.... Or assume today’s system can be applied 1:1

Weight distance tax provisions were repealed in 20 states for several reasons, and currently only remain in New York, Kentucky, Oregon, New Mexico, and Connecticut.

- State 1
- State 2
- State 3
- State 4
- State 5
- State 6
- State 7
- State 8
- State 9
- State 10

- State 11
- State 12
- State 13
- State 14
- State 15
- State 16
- State 17
- State 18
- State 19
- State 20
International Truck MBUF Pilot & Key Findings
Key Themes:
1. Expand Diversity of Pilot Fleet
2. Weight-Based Rate Setting and Transparency
3. Impact of Uniformity on State Sovereignty
4. Clearinghouse Proof of Concept
Finding 1
MBUF can be applied to all commercial vehicles regardless of weight, fuel type, international travel, and type of operation.

- With some modifications the existing framework for motor carriers to report their travel and reconcile fuel tax can be used for MBUF.
- Inclusion of all CMVs would require intrastate operators to maintain distance records.

Impact assessment on carriers and jurisdictional agencies crucial before expansion.
Finding 2
MBUF can be applied to all commercial vehicles regardless of weight, fuel type, international travel, and type of operation.

- Today the amount paid by a carrier for road use is not consistent among its vehicles, regardless of weight.
- Balance to be found between precision and complexity: Keep it Simple!

Prioritize a simple, easily verifiable, and non-burdensome uniform application without tracking individual truck configurations and weights.
Finding 3
Uniformity does Not have to be Identical to be Scalable and has the Potential to Substantially Decrease Administrative Costs on Both the MC and Agency side.

- Complexity drives non-compliance and increases evasion potential.
  
  Uniformity minimizes complexity while providing scalability and maintaining jurisdictional sovereignty.

Strive for consistency and interoperability to reduce compliance costs amid diverse reporting requirements.
Finding 4
Clearinghouse Framework Can be Adapted to Handle MBUF but Roles and Responsibilities Need to be Clearly Defined.

- Clearinghouse PoC demonstrates technical feasibility for MBUF validation and processing system modification.

Uniform requirements are essential to ensure data security, system performance, compliance, and data protection for motor carriers and agencies.
High Level Takeaways

- Truck are not just big cars.
- Motor carrier industry must continue be at the table
- Keep focus on uniformity, simplicity and scalability
- MBUF may show promise for trucks… but that does not mean but it is ready for implementation.

Regardless of the method chosen, our work shows it is important to ensure any transition to an alternative highway transportation funding solution is interoperable, scalable, and respects a jurisdiction’s sovereignty.
Conclusion…more answers are needed before going forward….

Roles and Responsibilities
(e.g. governance, certification, audit, compliance & enforcement)

Business Rules
(e.g. leased vehicles when owner and operator are different parties; interoperability between account managers)

Guidance for Uniformity
(e.g. simplicity vs. fairness; feasibility, impact and hurdles)

Consumption vs Distance Based
(e.g. EVs, KwH charge vs MBUF)

Impact on Carrier
(e.g. intrastate and <26,000lbs)

Being *Capable* is not the same as being *Ready*
More Resources Available


Mileage-Based User Fees:
2022 International Truck Pilot

Final Report
September 12, 2023

Prepared by NEWROAD

The Eastern Transportation Coalition is a partnership of 17 states and the District of Columbia focused on connecting public agencies across modes of travel to increase safety and efficiency. Additional information on the Coalition, including other reports, can be found on the Coalition’s website: https://tetcoalitionmbuf.org
Thank you!

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