



MILEAGE-BASED  
USER FEE ALLIANCE

This is the Spring 2014 issue of MBUFA's e-Newsletter. Please use the links below to jump directly to articles and departments of interest. We welcome any comments and suggestions as well as contributions (news, features or links to recent research) for upcoming issues.

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**By Jack Basso,  
Chairman of  
MBUFA**

## **DC UPDATE FROM CHAIRMAN JACK BASSO**

Memorial Day is the traditional start of summer. This year, it also marks the beginning of negotiations to enact a new surface transportation bill and to avert the Highway Trust Fund shortfall.

During the last few weeks the President has sent a reauthorization bill to Congress and the Senate has reported a reauthorization bill out of the Environment and Public Works Committee. The President, the Vice President, and the Secretary of Transportation have been traveling around the country to highlight the necessity of moving a new bill and providing funds to restore the Highway Trust Fund balance before the end of the summer.

At the same time, the states continue to explore alternative funding options, including a mileage-based fee system. At the MBUFA Conference in March, we heard from Illinois, Florida and Oregon - all in different stages of exploring MBUF as an option. That list of states continues to grow. States are well equipped to explore sustainable funding options. They have the same financial pressures and political realities as federal policy makers. But there are many questions to answer and procedures to define.

This is why federal support for pilots and studies is so important in this upcoming bill. Sustainable funding options, like MBUF, need to be tested and proven that they are viable at the state level or that their promise does not meet predictions. The Senate bill is a step in the right direction.

MBUFA was formed to be a resource to policymakers and others interested in better understanding and testing mileage-based fee systems. By Labor Day, Congress will be on recess and the Trust Fund will be in a dire emergency unless Congress moves forward with a bill and a funding solution. Let's hope that the promise of action we are seeing at the start of summer will have been converted into law by summer's end.

Finally, I would like to thank Jim Whitty (Oregon DOT) for his key contribution in helping launch MBUFA and for his valuable service for the past four years as Vice Chair of MBUFA's Board of Directors. At the same time, I want to thank and congratulate Caltrans Acting Chief Deputy Director Norma Ortega as she succeeds Jim as Vice Chair.



**By Barbara  
Rohde, Executive  
Director of  
MBUFA**

## **EXECUTIVE DIRECTOR'S REPORT**

As Executive Director of the organization now for nearly four years, I want to thank Jim Whitty from Oregon DOT for his tireless efforts to both help create and sustain MBUFA. In early 2010, we began to discuss the need for the organization, and Jim was the first to say it was necessary. Oregon DOT was our first Member. Jim agreed to serve as Vice Chair immediately for the Board. In February of this year, Jim asked that he be able to focus more time on the new legislation in Oregon and resigned as Vice Chair. However, he is continuing as an active Member and we look forward to his continued advice and counsel on the issue. We are very pleased Norma Ortega, the Acting Chief Deputy Director of the California Department of Transportation, was nominated by the Board of Directors and agreed to serve. Further information about Ms. Ortega's appointment is contained in this newsletter. MBUFA is grateful to both Jim and Norma for their early support of MBUFA and their continued leadership on this issue. Thank you both.

MBUFA has had a busy spring. On March 12, we held our first national conference. A full article is contained in this newsletter, but I wanted to thank the many Members who assisted us with this effort. Lou Neudorff from CH2MHill and Adrian Moore of the Reason Foundation co-chaired the Steering Committee and gave exceptional effort to leading a Steering Committee of talented people (Susan Binder, Shirley Ybarra, Jack Opiola, Dick Schnacke, Lee Munnich) to make this first conference such a success. We all truly appreciated their efforts. Attendees rated the conference very high and have already asked that we provide another conference next year.

Last week, we celebrated another major step in the effort to move the issue of mileage-based fees forward. The U.S. Senate's Environment and Public Works Committee unanimously reported out the reauthorization bill for MAP-21 that contained a major provision to study alternative revenue sources for the nation. MBUF is eligible to apply for funding in this section of the bill as currently written. We are also working with Committees in the House of Representatives to seek similar language to move this effort forward. The Senate bill contains a provision for a five member Commission to be appointed to review the various options available.

During this period we also welcome a new International Member: sanef its technologies.



In a statement from the company on joining MBUFA, Jerome Couzineau, CEO of its technologies, noted about their interest in VMT technologies "this is one of the most ambitious solutions to the future of tolling and we see the United States setting the trend for the rest of the world."

Let's hope that Congress agrees with Mr. Couzineau by supporting expanded tests and trials in the new reauthorization bill.



## **NORMA ORTEGA JOINS MBUFA BOARD OF DIRECTORS AS VICE CHAIR**

Norma Ortega, former Chief Financial Officer and now Acting Chief Deputy Director of the California Department of Transportation (Caltrans), has been elected Vice Chair of the Board of Directors of the Mileage-Based User Fee Alliance (MBUFA.) This volunteer position is in addition to her position at Caltrans. In making the announcement, MBUFA Chairman Jack Basso said, "I am so pleased Norma Ortega has accepted this role given her vast knowledge of finance issues in transportation and the perspective she brings from a state Department of Transportation." Ms. Ortega succeeds Jim Whitty, Oregon Department of Transportation, who served on the Board for nearly four years.

Norma Ortega brings a wealth of experience to the MBUFA Board. She has been with Caltrans for more than 28 years and has served in a number of increasingly responsible fiscal management positions. During her career at Caltrans, Ms. Ortega has led a number of fiscal strategies designed to keep funds flowing for transportation. In her current role as Acting Chief Deputy Director, she is responsible for managing the internal operations for Caltrans, a \$13 billion organization with 20,000 employees.

In accepting the Board position, Ms. Ortega stated, "I am delighted to join the Board of the Mileage-Based User Fee Alliance. Those of us working in transportation fiscal policy are keenly aware of the need to broaden the potential alternatives to support stable infrastructure in this nation and the work of the Mileage-Based User Fee Alliance is one avenue to meeting those goals."



## SENATE INCLUDES LANGUAGE ON ALTERNATIVE TRANSPORTATION FUNDING IN REAUTHORIZATION BILL

MBUFA was pleased to see Section 1121 in the MAP-21 Reauthorization Bill that was voted out by the Senate Environment and Public Works Committee on May 15, 2014.

Although no specific language for VMT is contained in this measure, it will provide competitive avenues for at least three alternative funding streams for transportation.

The full text of the bill can be found [here](#). Section 1121 appears on pages 82-89.



## INTERNATIONAL SYMPOSIUM IN SWEDEN

*The International Symposium on "Re-Considering Motor Fuel Taxes - Options for Reforming the Taxation of Vehicle Use and Ownership" will be held September 18-19 at the Centre for Transport Studies at the KTH Royal Institute of Technology in Stockholm, Sweden.*

In many developed economies, motor fuel taxes have long been the main instruments for generating tax revenues from the transport sector. Nowadays they are also rationalized on the grounds of reducing congestion, carbon emissions, local air pollution, energy dependency, and sometimes accident costs. However, for several reasons there is now much debate about reforming or partially replacing these taxes.

First, motor fuel taxes are increasingly complemented by more targeted instruments, including fuel efficiency and emission rate standards, parking charges, and congestion pricing systems. Second, alternative fuels (biofuels, natural gas, electricity, etc.) are starting to replace gasoline and diesel and these new fuels are often left untaxed or even are subsidized. Third, annual vehicle and sales taxes are commonly differentiated according to the vehicles' environmental and safety qualities. Lastly, the need for fiscal consolidation after the crisis has heightened interest in additional revenue sources, not least in countries that have traditionalized subsidized petroleum.

Many of these trends will continue and may accelerate in the future, eroding the principal revenue base (fossil fuels) of traditional transportation taxes, and confounding the discussion of how externalities (congestion, climate, air pollution, accidents, road wear and tear) and fiscal needs are best handled in the transport sector.

This raises a number of important research questions:

1. How well have current fuel taxes satisfied environmental, fiscal, distributional, and other objectives of concern to policymakers? What are the second best properties of (differentiated) vehicle and sales taxes?
2. What are the drivers of change in this process? What makes countries introduce other pricing and regulatory instruments and prevents them from extending and reforming fuel and vehicle taxes? Is this, for example, the result of tax competition between countries or different levels of government, or a reluctance to burden motorists?
3. What might be a more effective and/or less costly mix of fiscal and regulatory policies to better achieve the same objectives? What are the major impediments for this restructuring and how might they be overcome? Is there a role for earmarking transportation revenues? To what extent can, and should, road pricing schemes replace or complement fuel taxes at a local or national level, in both developed and developing countries?

[For information on attending the symposium, click here.](#)



## **MBUFA 2014 NATIONAL CONFERENCE REPORT**

**By John Condon,  
Verdeva, Inc.**

The Mileage-Based User Fee Alliance held its first annual national conference on March 12 at the Pew Conference Center in Washington D.C. to discuss the necessity and challenges of solving the nation's unsustainable transportation financing with road user fees. The event, sponsored by Computer Aid, Inc., CH2M HILL, 3M, and the Reason Foundation was attended by MBUFA members from both the public and private sectors. Throughout the day, guest speakers presented the case for mileage-based fees as the superior long-term alternative to the gas tax and featured panels offered rich and lively discussions among themselves and members.

Under the looming threat of a funding shortfall in the Highway Trust Fund, the themes that carried the day were why a change to the nation's transportation financing system was necessary, why mileage-based user fees were the best way to go about that, and what the challenges were in implementing such a system. MBUFA chair Jack Basso opened the conference describing the scenario that would occur if the HTF were allowed to run out of money. Fifty million dollars in projects could be lost if the fund crosses its minimum prudent balance - which could happen as early as July - and loses its ability to provide for already-committed projects.



*AASHTO Executive Director Bud Wright*

During the luncheon speech, AASHTO Executive Director Bud Wright spoke further on the funding system's inefficiencies, explaining that as the federal gas tax has lost 38% of its purchasing power through inflation since it was last changed in 1993, there have been over \$50 billion of general funds transferred to the HTF since 2008 to keep it solvent. Compared to other household utilities, transportation is the "grand bargain", he said, as it would only cost a driver \$1.15 per week on average to shore up the HTF.

Lou Neudorff of CH2M HILL also compared road usage to utilities to illustrate the point that along with a mileage-based user fee being a more sustainable funding source for transportation than the gas tax, and are not tolls or a form of congestion pricing, the fee also aligns with the fair principle that users of the system pay for the system. Other alternative forms of funding are inefficient: Indexing the gas tax to inflation can have some benefit he said, but merely "slows the drain" caused by inflation and does not stop it while a wholesale tax on gas is too vulnerable to price fluctuations.

Dr. Robert Atkinson, President of the Information Technology and Innovation Foundation agreed and detailed why the National Surface Transportation Infrastructure Financing Commission, which he chaired, recommended mileage-based user fees as the best alternative to the unsustainable gas tax. The price signals such fees present are the most efficient and were most closely tied to the supply and demand of the use of the transportation system. Knowing what road a fee is generated from can lead to efficient transportation investment, as that money can go back into funding that road's maintenance. To achieve this while assuaging the privacy concerns voiced by "a small amount of people who speak very loudly," Dr. Atkinson said than an anonymous system can be implemented.

Three panels throughout the day offered members and non-members the chance to work through discussions on what the real and perceived challenges mileage-based user fees were facing. The first panel, "Moving MBUF: Impressions from the Auto Industry," was moderated by Dr. Adrian Moore, Vice President of Policy for the Reason Foundation and Vice President of Education for MBUFA, and featured participants from the automobile industry who voiced their concerns over what the system would look like. James O'Keefe of the Alliance of Automobile Manufacturers relayed that the automobile industry is concerned that if a system were to include mandates for tracking-technology installation in vehicles, that would be costly to car manufacturers and create an image for them as tax collectors. William Chernicoff of Toyota Motor North America suggested that the solution was on the state level and that light duty vehicles be charged a technology neutral annual access fee for road use and commercial trucks be assessed a mileage-based fee.

The next panel, "The State of MBUF: Perspectives from State Capitols around the Nation," moderated by Lee Munich, Senior Fellow at the Humphrey School of Public Affairs at the University of Minnesota and Secretary-Treasurer for MBUFA, featured panelists



*William Chericoff of Toyota Motor North America making his presentation during the panel "Moving MBUF: Impressions from the Auto Industry"*



*Lee Munich, Humphrey School of Public Affairs, University of Minnesota; Sen. Bruce Starr, Oregon State Senate; Beth Kigel, Florida Transportation Commission; Sen. John J. Cullerton, Illinois State Senate*

representing the states' interest in pursuing alternative transportation funding methods. As the lead author of the only enacted legislation allowing mileage charges, Bruce Starr, a Republican state senator in Oregon, offered that many of the challenges he experienced while collecting votes had to do with educating lawmakers

and the public about the issue. "You can't solve a problem that no one knows exists," he stated, and further discussed the confusion lawmakers had over issues like privacy. Calling GPS the "three dangerous letters," he stressed that bipartisan agreement on the bill was not reached until it was understood that not only was the proposed system an opt-in system, but using GPS to read mileage data was just one of three mileage-reporting options a volunteer participant could choose from. States were referred to as the "laboratories of democracy" numerous times throughout the day, and the burgeoning attention states are showing MBUFs was demonstrated with John J. Cullerton, President of the Illinois State Senate, and Beth Kigel of the Florida Transportation Commission attending the panel. Both Cullerton and Kigel noted states' urgency in moving towards finding a funding solution.

The invalidity of privacy as an argument against MBUFs was one of many topics explored on the final panel of the afternoon, "Debunking MBUF Myths: Administrative Costs, Fairness, Privacy, Multi-Jurisdiction Issues (Interoperability)," which was moderated by Patrick Jones, the Executive Director and CEO of the International Bridge, Tunnel and Turnpike Association. It was noted by this panel that during Oregon's pilot, very few people chose a non-GPS option for reporting their mileage. Similarly, anonymous electronic toll collection is an option, but very few people seem to choose it compared with other electronic toll users, according to panelist Edward Regan,

Senior Vice President at CDM Smith. Additionally, the panel discussed the idea that as data collected by private companies through telematics becomes more valuable and commonplace, the specter of privacy concerns surrounding MBUFs, founded or not, will fade.



*Mike Warren, CH2M HILL; Jeff Buxbaum, Cambridge Systematics; Edward Regan, CDM Smith; Trey Baker, Texas A&M Transportation Institute*

Peter Rogoff, recently appointed the Acting Under Secretary of Policy for the US



*Peter Rogoff, Acting Under Secretary for Policy, US Department of Transportation*

Department of Transportation, spoke of the necessity to find a solution to the long-term problems the HTF faces and, significantly, did not rule out MBUFs as an option. As for the current funding shortfall, he described the president's proposed one-time \$150 billion injection of revenue collected from corporate tax reform into the HTF, which is included in the president's \$302 billion surface transportation reauthorization bill. It is not sufficient to "tread water," he said, as the nation's population is projected to increase by 100 million by the year 2050, which is soon in regard to infrastructure projects.

Executive Director of MBUFA Barbara Rohde was very pleased with the success and enthusiasm of the conference and its participants, particularly noting the wide range of individuals the conference brought together. Another conference is anticipated next year with its location and date to be announced later.



## **ILLINOIS STATE SENATE PRESIDENT CREATES VMT TASK FORCE**

**By Clayton K. Harris III, Midwest Director, US Government Affairs, CH2M HILL**

On the state action front dealing with vehicle miles traveled (VMT) there has been quite a bit of activity coming through CH2M HILL and out of Illinois.

Illinois Senate President John Cullerton has been interested in VMT for more than a year and has had the opportunity to look at the legislation that Oregon passed as well as the process VMT took through the Oregon legislature. While attending the Innovations Conference on Asphalt and Transportation in Peoria, President Cullerton was asked to present what he had learned on the topic and to give his thoughts. Going back to his further education from the MBUFA conference in March and his meeting with Jim Whitty, the President addressed

where Illinois was in reference to the gas tax and how we may be able to move forward.

President Cullerton's keen perception and can-do attitude led him to establish an Illinois task force to study VMT, along the same lines that Oregon traveled, while making his speech at the ICAT conference. In forming the task force he appointed one of Illinois top legislators and the head of the Senate Transportation Committee, Senator Martin Sandoval.

Since the meeting in January, Senator Martin Sandoval has taken the reins with drafted language and filed a Senate Joint Resolution in the Illinois General Assembly (SJR0077). What is now expected in Illinois is for the joint resolution to pass and then for the task force to be empanelled. Once this occurs, there will be hearings throughout Illinois over the summer months with a report due back to the General Assembly. The goal is once the report goes back to the Illinois General Assembly, there will then be a comprehensive bill drafted so that Illinois may also join the ranks of progressive thinking and moving states addressing VMT in America.



## **INDIANA GOVERNOR SIGNS LAW AUTHORIZING ALTERNATIVE TRANSPORTATION FUNDING STUDY**

Indiana Governor Mike Pence recently signed into law a bill authorizing the Indiana Department of Transportation (INDOT) to initiate a third party to conduct a study researching transportation funding alternatives. The study, which is not to exceed two years, must analyze a variety of alternatives including, specifically, a funding mechanism based on vehicle miles traveled. Each alternative studied will be evaluated based in terms of privacy, ease of use, compliance, and revenue collection costs.

Indiana's state gas tax has not been raised since 2003 and is not tied to inflation, which has led to lawmakers' concern over the state's ability to fund road maintenance and construction with a weakening revenue stream.

Text of the bill, authored by Republican Representative Ed Soliday, can be found [here](#).



**By Jeff Doyle,  
Director,  
Public/Private  
Partnerships,  
WSDOT**

## **WESTERN ROAD USAGE CHARGING CONSORTIUM UPDATE**

We're approaching the one-year anniversary of the formation of the Western Road Usage Charging Consortium (WRUCC), a multi-state collaboration of western region DOTs interested in conducting joint research into mileage-based user fee systems. I'm pleased to report that we currently have ten states that have joined WRUCC, with several others considering joining. Only the 18 western-most WASHTO region states are currently eligible to join WRUCC. Mr. Matt Garrett, Director of the Oregon Department of Transportation, is a founding member and Chair of the Board of Directors.

This past quarter, the WRUCC Steering Committee has focused on two primary tasks: perfecting the organization's charter, bylaws, and policies in advance of the July 2014 Board of Directors' Meeting; and developing the work plan for 2014-15. Although the foundational documents are important, the work plan is much more interesting: it is a portfolio of RUC-related projects or policies that members have proposed for research, development, or active collaboration. There is a wide variety of projects under consideration, ranging from projects that will require outside expertise (e.g., state-specific analysis of potential impacts of high-mpg vehicles on future state gas tax revenues, or development of methods to collect a road usage charge from out-of-state motorists); to activities that member DOTs can or should carry out on their own (e.g., creating a strategic communications network among agency public information officers). The list of potential projects far exceeds the capacity to fund and accomplish them within a one-year work plan period. Once the WRUCC Steering Committee has fully scoped and cost-estimated the list of potential projects, we will narrow down and select those projects that are most compelling, time-sensitive, and capable of completion within the available (modest) resources.

The primary purpose of WRUCC is information sharing among members, regardless of whether a state is actively exploring a mileage-based tax system. Many of the WRUCC members are only interested in monitoring developments in neighboring states or mileage-based taxes generally. Some member states do not wish to participate in policy development, detailed research projects, or pilot projects until the topic is more "ripe" in their state. The WRUCC was specifically designed to accommodate these situations, as the first and highest use of the \$25,000 membership dues is to provide a backbone organization and forum for agency professionals to interact with and observe the various policy initiatives, research, and system tests occurring in other states. The secondary purpose of WRUCC is to provide a structure to more easily facilitate joint funding of the work plan projects. We expect that many states - but not all states - will choose to allocate some of their membership dues to one or more specific work plan projects for 2014-15.

The Board of Directors will meet during WASHTO's Annual Meeting in Albuquerque, July 13-16, 2014. We anticipate the Board endorsing the work plan at their meeting. Our next quarterly WRUCC update should include a description and status report on the specific projects and activities underway - stay tuned for more news.



By Dr.-Ing.  
Andreas Kossack

## CAR-VIGNETTE FOR FOREIGNERS USING GERMAN AUTOBAHNS

The following is a reprint of "Car-Vignette for Foreigners Using German Autobahns," by Dr.-Ing. Andreas Kossack, published in *Thinking Highways - Europe/Rest of the World, Volume 9 Issue 2, June/July 2014*, with permission from *Thinking Highways*.

German car owners have to pay for the use of certain roads in foreign countries. Foreign car owners use German roads for free. That is not fair and no longer acceptable. In order to make sure that they adequately contribute to the infrastructure costs, a vignette <toll sticker> must be introduced for the use of the German autobahns by foreign car owners. That was the over-and-again stated position of the Bavarian Christ Social Party (CSU) during the election campaign on federal level in Germany last year. The CSU is the sister and coalition party of the reigning Christ Democratic Union (CDU). After the victory of the "black" parties, the Bavarian governor and chief of the CSU claimed that he would not sign any coalition contract for the upcoming legislative period that does not include the "car vignette for foreigners" connected to the condition that no German car owner has to pay any additional cent in this context. The price of a vignette, valid for one year, was proclaimed to be 100 € <\$137USD>. Meanwhile, the coalition contract was signed. It includes the "firm intention" to introduce a car vignette for foreigners compatible with the relevant EU regulations. The new Federal Minister of Transport is a Bavarian from the CSU.

A fundamental principle of the European Union is the non-discrimination of foreigners. That means in this case that a vignette may only be introduced if residents and foreigners are treated equal in the respective regard. In order to comply with the demanded condition that no German car owner should suffer any additional burden, it is stated by the Minister of Transport that the vehicle tax in Germany will be reduced by 100 €. That sounds simple. However, the approach contains numerous questionable aspects and components respectively:

- The share of foreign cars using German autobahns amount to only about 6%.

- The transaction/enforcement system however, will have to include 100% of the users.
- As a consequence of these two facts the net-revenue would be very low - if there would be any at all.
- According to EU regulations, vignettes must be offered split into different periods of time for foreigners and residents (for example: year, month, week, day).
- A substantial part of the German car owners pay less than 100 € vehicle tax per year; and: What about the car owners not intending to use the Autobahns or only to use them few times a year?
- A direct coupling of the introduction of the vignette with the reduction of the vehicle-tax for residents would not comply with EU law.
- Et cetera.

Nevertheless, the Federal Minister of Transport announced that the details of the project will be published before the 2014 summer holiday season and that the vignette-system will be "activated" on January 1, 2016.

In fact, there are some tricks thinkable to make the system work without directly violating EU law - in particular, decoupling the introduction of the vignette and the reduction of the vehicles tax. However, the approach as a whole is basically founded neither logical nor fair:

- In those European countries where time-related tolls (8 countries out of EU 27 + 3) or distance related tolls (9 countries) are collected, the residents have to pay the same as foreigners.
- A toll for all foreign car owners using German autobahns will have to be paid as well by car owners being residents in countries where no tolls for any road use are collected.
- The tax burden of German car owners does not exceed the average tax burden of foreigners from other EU member countries.

Taking all that into account, the other EU member countries (in particular the neighboring countries to Germany) have more than enough good reasons for protesting against the respective plans, and they yet announced to do so. On the other hand, the whole "affair" is a typical example for the handling of tolling road use by politicians to date - not only in Germany. The internationally renowned director of the British "Royal Automobile Club Foundation" Prof. Stephen Glaister, marked that in 2011 appropriately, by stating "there is still considerable ignorance and misunderstanding about it." Not very much has changed since then obviously.



## EVENTS

### MAY

[AASHTO Spring Meeting](#)  
May 28-30, Louisville, KY

### JULY

[TRB 5th International Conference on Surface Transportation Financing: Innovation, Experimentation, and Exploration](#)  
July 9-11, Irvine, CA

Western Road Usage Charge Consortium Board of Directors Meeting (to be held during [WASHTO Annual Meeting](#))  
July 13-16, Albuquerque, NM

### SEPTEMBER

[IBTTA 82nd Annual Meeting & Exhibition](#)  
September 14-17, Austin, TX

[International Symposium: "Re-Considering Motor Fuel Taxes - Options for Reforming the Taxation of Vehicle Use and Ownership"](#)  
September 18-19, 2014, Stockholm, Sweden

### OCTOBER

[Global Summit: Innovations & Technologies for Sustainable Mobility, Environment and Road Safety](#)  
October 19-21, Prague, Czech Republic

### NOVEMBER

[2014 AASHTO Annual Meeting](#)  
November 21-24, Charlotte, NC



## NEWS

[Could Michigan Drivers Pay Fees Based on Miles Driven? Report Says Yes](#)

[America's Transportation Needs Are Huge. Too Bad The Way We Fund Them Is Broken](#)

[California Could Start Taxing Motorists for Every Mile They Drive](#)

[Straight Talk on Gas Tax: Vehicle Miles Fee a Better Approach?](#)

[MBUFA's Adrian Moore on CNN's Newsroom](#)

[Someday Soon You'll Pay For Every Mile You Drive](#)

[Dem Proposes Taxing Drivers By The Mile](#)

[Metro-North Derailment Demonstrates Need For Infrastructure Investment, Says LaHood](#)

[Mass. Miles: The Bay State May Become The "Miles-Traveled State"](#)

[Panelists Talk Vehicle Miles Traveled Fee Option For Transportation Financing](#)

[PBS NewsHour: Should Drivers Be Charged For Every Mile Driven?](#)

[Study Proposes Implementing Per-Mile Tolls On U.S. Interstate System](#)

[Indiana Lawmaker: Mileage Charge Could Replace State Gas Tax](#)

[One Way To Pilot A Fee Mile vs. Gasoline Taxes: Institute It Now, For Alternative Fuel Vehicles](#)

[Nevada To Consider 'Vehicle Miles Traveled' Tax For Road Funding](#)



## **RESEARCH LIBRARY**

[Context and Considerations of a Mileage Fee for Michigan: By SMART-Sustainable Mobility & Accessibility Research & Transformation at the University of Michigan for the Michigan Environmental Council](#)

[Documents and Presentations from 2013 Oregon Road Usage Charge Summit](#)

[Text of H.R. 3636: Update, Promote, And Develop America's Transportation Act Of 2013](#)

[Text of H.R. 3638: Road Usage Fee Pilot Program Act of 2013](#)

["What do Americans Think About Federal Tax Options to Support Public Transit, Highways, and Local Streets and Roads? Results from Year Four of a National Survey". The Mineta Transportation Institute](#)

**Council of State Governments Knowledge Center Transportation Policy Academy presentations on Oregon's Mileage-Based Road Usage Charge Program**

- [Oregon's Road Usage Charge Program: Paying for Distance Travelled \(Jim Whitty PowerPoint presentation\)](#)
- [Cost and Revenue Modeling for Road Usage Charging \(Travis Dunn \(D'Artagnan Consulting\) PowerPoint presentation\)](#)
- [Evaluation of Oregon DOT Road Usage Charging Pilot Program \(Steve Morello, D'Artagnan Consulting\)](#)
- [Road Usage Charge Pilot Program Administration and Lessons Learned \(Louis Neudorff, CH2M HILL\)](#)
- [Road Usage Charging Urban-Rural Analysis \(DHM Research\)](#)
- [Pilot Program Communications \(Kristin Hull, CH2M HILL\)](#)

[RAND: Mileage-Based User Fees for Transportation Funding: A Primer for State and Local Decisionmakers.](#)

["Road to Nowhere: Federal Transportation Infrastructure Policy" -- Council on Foreign Relations](#)

[The Mediating Role of Motorists' Evaluation of Current Roadway Conditions in Determining Their Willingness to Pay for Future Improvements. Morgan State University National Transportation Center](#)

[Equity of Evolving Transportation Finance Mechanisms: Transportation Research Board August, 2011](#)



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Humphrey School of Public Affairs, University of Minnesota  
I-95 Corridor Coalition  
IBTTA (International Bridge, Tunnel and Turnpike Association)  
LECET (Laborers- Employers Cooperation and Education Trust)  
Minnesota Department of Transportation  
Nevada Department of Transportation  
New York City Department of Transportation  
North Carolina Department of Transportation  
Oregon Department of Transportation  
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Reason Foundation  
SANEF ITS Technologies  
TransCore  
True Mileage, Inc.  
Verdeva, Inc.  
Washington Department of Transportation  
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