

MBUFA

Mileage Based User Fee Alliance



MILEAGE-BASED
USER FEE ALLIANCE

Mission Statement

To advance the practice of
mileage-based user fees.



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- ▶ *"Headquartered in Washington, D.C., MBUFA is a non-profit organization that is dedicated to promoting the practice of Mileage-based User Fees as a sustainable and equitable mechanism for transportation funding. Our members share a common mission of supporting and creating a learning and research policy space for collaboration and networking among those interested in advancing the research and concepts for mileage-based user fees."*
- ▶ -- MBUFA Chair Jack Basso



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MEMBERS

AAA
AECOM
Associated General Contractors of America
Association of Equipment Manufacturers
Azuga
Caltrans
Cambridge Systematics
CDM Smith
CH2M
Colorado Contractors Association
Coretex
Cubic Transportation Systems, Inc.
D'Artagnan Consulting
Delaware Department of Transportation
emovis
EROAD
HNTB
Humphrey School of Public Affairs, University of Minnesota
I-95 Corridor Coalition
Indiana, Illinois, Iowa Foundation for Fair Contracting
Intelligent Mechatronic Systems
IBTTA (International Bridge, Tunnel and Turnpike Association)
Minnesota Department of Transportation
Nevada Department of Transportation
New York City Department of Transportation
New Zealand Government to Government Partnerships Ltd.
North Carolina Department of Transportation
Nossaman, LLP
Oregon Department of Transportation
Reason Foundation
Southern California Association of Governments
TransCore
Verdeva, Inc.
Verizon Telematics
Washington Department of Transportation
WSP | Parsons Brinckerhoff
Xerox



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Launched in July 2015, OReGO was the first Road Usage Charge Program in the U.S. and the **Oregon Department of Transportation** has received a \$2.1 million grant for improving upon the system. ODOT listed the activities that the grant will support as "certifying new business models and devices that will allow all Oregonians to participate; developing a manual mileage reporting option that doesn't require specific technology; collaborating with other government bodies such as the cities of Portland and Salem and the Port of Portland to streamline road charge-related services; developing and improving compliance mechanisms that would support a mandatory program; and, working with other states to identify and overcome barriers to interoperability to enhance the viability of road usage charging locally



The **Delaware Department of Transportation** received a \$1.49 million grant that will be used in collaboration with other members of the **I-95 Corridor Coalition** to test user fees measured by on-board devices. [According to DelDOT](#), the project "will include pre-deployment activities to begin addressing the challenges associated with a user-based approach to revenue generation [which] will include strategies to address privacy concerns, equity questions, administration costs and out-of-state usage".

The **Western Road Usage Charge Consortium** (Western RUC), a coalition of fourteen state departments of transportation collaborating on the study of a road user charge funding program, will collaborate with the Oregon Department of Transportation to use its \$1.5 million grant to study the implementation of road user charging in a regional system. [In a press release](#) through Western RUC member **Caltrans** it said the "RUC West grant award will help develop a regional plan that addresses critical policy, organizational, technological, and operational challenges for finding an equitable and innovative way to generate and collect revenue to fund transportation infrastructure".

Caltrans itself received a \$750,000 grant to expand on the State of California's own Road Charge Pilot Program. The pilot was launched in July 2016 and is currently the largest pilot in the country. The grant money will be used to test a road user charge using pay-at-the-pump or charging station. The award, according to Caltrans, "affords Caltrans the opportunity to expand upon the ongoing efforts to engage the public on transportation funding and alternative methods of future revenue generation, while continuing to formulate and strengthen a streamlined system of administration, oversight and compliance for a

- **Hawaii Department of Transportation**, \$4 million, for studying user fee collection based on manual and automated odometer readings at inspection stations.
- **Minnesota Department of Transportation**, \$300,000, for studying the use of Mobility-as-a-Service providers (MaaS) as the revenue collection mechanism
- **Missouri Department of Transportation**, \$250,000, for studying the implementation a new registration fee schedule based on estimated miles per gallon
- **Washington Department of Transportation**, \$3.85 million, for testing critical elements of interoperable, multi-jurisdictional alternative user-based revenue collection

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