EXPLORING
How to pay for our roads in the future

This year, the I-95 Corridor Coalition led the first-ever mileage-based user fee (MBUF) Pilot on the East Coast, gaining real-world experience to better understand how a user fee might work in a multi-state environment. The Pilot ran from May through July, with a few participants continuing through August. The Pilot is one component of the study the Coalition is conducting through two grants received from the USDOT’s “Surface Transportation System Funding Alternatives” program.

The I-95 Corridor Coalition is neutral if MBUF is the ultimate solution to establishing a sustainable and equitable transportation funding approach. This is just a pilot. No decisions have been made about the future of mileage-based fees.

Participants included senior staff from departments of transportation, members and staff from state legislatures and the U.S. Congress, thought leaders, local officials, representatives from the trucking industry, toll authorities, local media and national organizations.

>20% OF THE MILES DRIVEN DURING THE PILOT WERE OUTSIDE THE STATE WHERE THE PARTICIPANT LIVED – CONFIRMING THAT DEALING WITH OUT-OF-STATE MILEAGE IS IMPORTANT.

THE TOLLING PROOF OF CONCEPT PILOT SHOWS THAT IT IS FEASIBLE FOR MBUF TECHNOLOGY TO COLLECT TOLLS.

FOCUS AREAS FOR THE PILOT:
- MANAGING OUT-OF-STATE MILEAGE
- INTEROPERABILITY WITH TOLLING
- VALUE-ADDED BENEFITS
- MULTI-STATE TRUCKING (PHASE 2)

I-95 CORRIDOR COALITION
MILEAGE-BASED USER FEE - PHASE 1 PILOT

www.i95coalitionmbuf.org

155 PARTICIPANTS

459,448 MILES DRIVEN

13 COALITION STATES WITH RESIDENTS PARTICIPATING
AFTER RECEIVING THEIR MBUF INVOICE, WHICH SHOWED THE ESTIMATED AMOUNT OF STATE FUEL TAX THEY HAD PAID, 31% OF PARTICIPANTS THOUGHT THEY ACTUALLY PAID MORE IN STATE FUEL TAXES.

94% OF PARTICIPANTS SUPPORT DOING MORE RESEARCH ON MBUF.

90% WOULD BE WILLING TO PARTICIPATE IN ANOTHER PILOT.

PRIVACY AND SECURITY ARE COMMON CONCERNS WITH MBUF, BUT PARTICIPATION IN THE PILOT REDUCED THOSE CONCERNS. PARTICIPANTS RANKING “PRIVACY OF MY PERSONAL DATA” AS A HIGH CONCERN DROPPED FROM 57% TO 30% AFTER THE PILOT.

65% OF PARTICIPANTS HAD A HIGH LEVEL OF AGREEMENT THAT AFTER THE PILOT THEY ARE MORE AWARE OF THE AMOUNT THEY PAY IN STATE FUEL TAXES TO MAINTAIN AND OPERATE THE ROADS.

PARTICIPANTS RANKING “PRIVACY OF MY PERSONAL DATA” AS A HIGH CONCERN DROPPED FROM 57% TO 30% AFTER THE PILOT.

4.5/5 PARTICIPANTS WERE SATISFIED WITH THE PILOT, WITH AN AVERAGE RANKING OF 4.5 ON A SCALE OF 1 – 5, WITH 5 BEING VERY SATISFIED.

PARTICIPATING IN THE PILOT INCREASED PEOPLES’ OPINION OF MBUF. PARTICIPANTS WHO LIKED THE MBUF CONCEPT:
BEGINNING - 75%
END - 80%

NEXT STEPS - PHASE 2

• MULTI-STATE TRUCK PILOT
• HEAR FROM THE PUBLIC THROUGH AN EXPANDED MULTI-STATE PILOT WITH UP TO 1,000 VOLUNTEERS
• FURTHER TESTING OF THE TOLL CONCEPT
• EXPLORE PRIVACY CONCERNS AND EQUITY ACROSS URBAN AND RURAL AREAS

Information based on preliminary survey and Pilot data. September 2018