Texas Transportation Institute’s University Transportation Center for Mobility
Hubert H. Humphrey Institute of Public Affairs, University of Minnesota
Center for Transportation Studies, University of Minnesota
Why Mileage-based Fees?

• Revenue
  – Fuel efficiency eroding revenues

• System management and other policy objectives
  – Congestion management
  – Environmental benefits
  – Impacts by user type

• Cost allocation
  – Allocate resources based on use
Who is talking about it?

- Transportation Research Board Fuel Tax Study (2006)
- National Surface Transportation Policy and Revenue Commission (2007)
- National Surface Transportation Infrastructure Financing Commission (2009)
Ohio studies vehicle-miles tax to replace or supplement fuel tax

Mileage tax, not gas tax, may pay for Minnesota road work

As driving miles decline, a mileage tax may replace Minnesota’s gas tax to build and maintain roads

By BILL McAULIFFE, Star Tribune
Last update: February 4, 2009 - 9:40 AM

Michigan studies tax per miles driven

Tom Greenwood / The Detroit News

Metro Atlanta planners ponder axing federal gas tax

Taxing drivers for miles driven deserves study, agency says in report to Congress

By ARIEL HART
The Atlanta Journal-Constitution
Tuesday, October 14, 2008

NFIB survey finds little support for vehicle miles traveled tax

Idaho Business Review, January 9, 2009
By IBR Staff

A bad excuse for a tax

March 17, 2009

Mileage-tax proposal stirs debate

By Denis Cuff
Contra Costa Times
Posted: 03/21/2009 01:35:47 PM PDT
Updated: 03/22/2009 06:37:30 AM PDT

Kulongoski to pursue mileage tax

By Hasso Hering
Albany Democrat-Herald

Mr. LaHood's Good Idea

The transportation chief's mileage tax shouldn't be a nonstarter.

Monday, February 23, 2009; A18
What are some of the challenges?

• Public and political resistance
  – Privacy
  – Loss of incentive for fuel efficiency
  – Cost of administration
  – Equity

• Transition from current system
  – Collection and distribution of funds
  – Integration and interoperability
• Vision of Symposium
  – Advance the discussion
  – Identify a potential path forward
• Symposium Structure
  – Where Are We Now?
  – Panel Sessions: The Issues
  – Where Are We Going?
    • What are the greatest challenges or barriers to transitioning from the fuel tax to a per-mile fee?
    • What would the transition look like, and who would lead?
    • What additional research, testing and demonstration are needed?