



## Findings from the *Mileage-Based User Fees: 2022 International Truck Pilot*

Since 2018 The Eastern Transportation Coalition has been dedicated to bringing the trucking industry voice to the conversation about solutions to sustainable road funding. The International Truck Pilot (ITP) was the third pilot with a focus on trucking needs and considerations.



June -  
November

49

U.S.  
states

4

Canadian  
provinces

253

participating trucks

00%

>8M  
miles driven



types of carriers

14

motor carrier  
companies

2

mega  
carriers

5

large  
carriers

4

midsize  
carriers

2

small  
carriers

1

owner  
operator

During the six month ITP the Coalition collected and analyzed the truck pilot data, generating a simulated statement for each of the 14 companies participating in the pilot.

### *The International Truck Pilot answered these questions:*

Will a weight-  
based approach  
work?

Will an MBUF work  
for ALL commercial  
vehicles?

Can we use existing  
clearinghouses?

Can one MBUF  
framework be applied in  
different contexts?



TETC's MBUF truck work is guided by input from the Motor Carrier Working Group composed of stakeholders from the trucking community: trucking companies, trucking associations, trucking manufacturers, freight shippers, and regulators. This group is instrumental in raising and evaluating diverse viewpoints, concerns, and recommendations about MBUF.

## Key Findings

MBUF can be applied to **ALL** commercial vehicles.

1

Adapting the Motor Carrier framework for MBUF, accommodating diverse vehicles, travel types, and weights within jurisdictions, is possible. However, it entails lighter vehicles and intrastate operators tracking and reporting distance, necessitating alterations to documents such as IFTA and IRP. Assessing impacts on CMVs, agencies, and international agreements is essential before implementing. **Inclusive pilot programs with stakeholders are vital for informed decisions.**

A weight-based MBUF could provide a more **transparent link** between usage and cost of road use.

2

An MBUF approach, utilizing weight, can provide a **more transparent and accurate cost for road use**, as it directly correlates with the actual mileage traveled. If MBUF has the capability to absorb other taxes and fees into the road use rates, it could potentially **provide consumers with a clearer understanding of the true cost of highway usage.**

Uniformity doesn't have to be identical to be scalable and could substantially decrease administrative costs for carriers and agencies.

3

The pilot showed that uniformity does not necessarily mean identical rates across jurisdictions, but rather a **consistent framework that can significantly reduce administrative costs** for both motor carriers and agencies. The pilot highlighted sustainable funding benefits through simplified administration and transparent reporting

Clearinghouse frameworks can be adapted to handle MBUF but **roles and responsibilities need to be clearly defined.**

4

A Clearinghouse Proof of Concept showcased the technical feasibility of existing systems to be modified to validate and process MBUF information. However, it is crucial to address stakeholders concerns regarding data integrity and privacy, therefore **collaborative policy and governance decisions are required to establish uniform requirements.** Further testing is needed to fully understand the roles and responsibilities associated with reporting.