

113TH CONGRESS
1ST SESSION

H. R. 3638

To establish a Road Usage Fee Pilot Program to study mileage-based fee systems, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 3, 2013

Mr. BLUMENAUER introduced the following bill; which was referred to the Committee on Ways and Means, and in addition to the Committees on Transportation and Infrastructure and Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To establish a Road Usage Fee Pilot Program to study mileage-based fee systems, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Road Usage Fee Pilot
5 Program Act of 2013”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) The 2009 report of the National Surface
2 Transportation Infrastructure Financing Commis-
3 sion recommends a transition away from the fuel tax
4 to a more stable funding source, noting that a mile-
5 age-based fee system is the consensus choice for pol-
6 icy leaders.

7 (2) The 2008 report of the National Surface
8 Transportation and Revenue Study Commission rec-
9 ommends further study of the implementation of
10 mileage-based fee systems at the State level and of
11 their compatibility with a national revenue system,
12 noting that in the long run, a mileage-based fee sys-
13 tem seems the most likely and appropriate method
14 to be implemented.

15 (3) According to the Congressional Budget Of-
16 fice, the revenue raised from the gas tax since its
17 last increase in 1992 has lost over one-third of its
18 purchasing power due to increasing fuel efficiency,
19 changing transportation patterns, and inflation.

20 (4) By 2030, the corporate average fuel econ-
21 omy standards will have reduced Highway Trust
22 Fund receipts by more than 20 percent.

23 (5) The fuel tax revenue mechanism results in
24 some industries paying more than their commensu-
25 rate road use.

1 (6) Since 1990, while gas tax revenues have
2 consistently decreased, the number of vehicle miles
3 traveled nationally has consistently increased.

4 **SEC. 3. ROAD USAGE FEE PILOT PROGRAM.**

5 (a) ESTABLISHMENT.—The Secretary of the Treas-
6 ury (in this Act referred to as the “Secretary”) shall es-
7 tablish a competitive grant program to be known as the
8 Road Usage Fee Pilot Program (in this Act referred to
9 as the “Program”) to make grants to eligible entities to—

10 (1) conduct pilot studies of methods for record-
11 ing and reporting the number of miles traveled by
12 particular vehicles;

13 (2) conduct pilot studies of payment, enforce-
14 ment, and privacy protection methods for mileage-
15 based fee systems; and

16 (3) implement mileage-based fee systems in ju-
17 risdictions that have adopted a plan for such sys-
18 tems.

19 (b) APPLICATION REQUIRED.—To be eligible for a
20 grant under the Program, an eligible entity shall submit
21 to the Secretary an application at such time, in such form,
22 and containing such information and assurances as the
23 Secretary may require.

24 (c) SELECTION OF PILOT STUDIES.—In awarding
25 grants under the Program, the Secretary shall select pilot

1 studies that, in combination, explore means to address the
2 following concerns:

3 (1) Protection of personal privacy.

4 (2) Ease of public compliance.

5 (3) Level of public acceptance.

6 (4) Geographic and income equity.

7 (5) Integration with State and local transpor-
8 tation revenue mechanisms.

9 (6) Administrative issues.

10 (7) Cost.

11 (8) Enforcement issues.

12 (9) Potential for fraud or evasion.

13 (10) Feasibility of implementation.

14 (d) PRIORITY.—In awarding grants under the Pro-
15 gram, the Secretary shall give priority to pilot studies
16 that—

17 (1) serve as a model for broad implementation
18 of a mileage-based fee system;

19 (2) address concerns of rural and urban user
20 equity;

21 (3) involve multistate projects;

22 (4) have a high volume of enrolled vehicles;

23 (5) integrate with State and local revenue sys-
24 tems;

1 (6) integrate with local demand management
2 plans;

3 (7) are likely to lead to implementation of mile-
4 age-based fee systems, dependent on the results of
5 the program;

6 (8) integrate with other intelligent transpor-
7 tation system technologies; and

8 (9) test the proposed revenue collection system
9 by collecting and distributing revenue.

10 (e) **REQUIRED MINIMUM FUNDS FOR PLANNING OR-**
11 **GANIZATIONS.**—In awarding grants under the Program,
12 the Secretary shall ensure that not less than 10 percent
13 of funds available under the Program in a fiscal year are
14 reserved for pilot studies carried out in conjunction with
15 metropolitan planning organizations or regional transpor-
16 tation planning organizations.

17 (f) **COST SHARING.**—An eligible entity that receives
18 a grant under this Act shall provide funds, from non-Fed-
19 eral sources, in an amount equal to 20 percent of the
20 amount of grant funds provided to the entity to carry out
21 the activities supported by the grant.

22 **SEC. 4. WORKING GROUPS.**

23 (a) **ESTABLISHMENT.**—The Secretary, in consulta-
24 tion with the Secretary of Transportation, shall establish
25 the following working groups:

1 (1) A technology and privacy working group
2 that shall—

3 (A) evaluate the technology platforms and
4 standards used in the Program;

5 (B) develop national technology standards
6 and make recommendations to provide consist-
7 ency in transportation data laws; and

8 (C) balance the effectiveness of revenue
9 systems with user privacy.

10 (2) A transportation system and equity working
11 group that shall evaluate the costs of collection and
12 administration of methods studied in the Program
13 and the success of such methods in achieving rural
14 and urban user equity.

15 (3) An environmental working group that shall
16 evaluate the potential of the methods studied in the
17 Program to manage demand and to reduce the emis-
18 sion of greenhouse gases.

19 (b) MEMBERSHIP.—Each of the working groups es-
20 tablished under subsection (a) shall be comprised of at
21 least 1 member with relevant subject-matter experience in
22 the private sector and at least 1 member with relevant
23 subject-matter experience in the public sector.

1 **SEC. 5. REPORTS.**

2 (a) INTERIM REPORT.—Not later than 2 years after
3 the date of the first disbursement of funds under a grant
4 under the Program, the Secretary shall submit to Con-
5 gress an interim report describing the progress of the Pro-
6 gram, the progress of the working groups established
7 under section 4(a), and any data or results from the Pro-
8 gram.

9 (b) FINAL REPORT.—Not later than 4 years after the
10 date of the first disbursement of funds under a grant
11 under the Program, the Secretary shall submit to Con-
12 gress a final report containing data and results from the
13 Program, an analysis of the feasibility of each method
14 studied to be used as a mileage-based fee system, and the
15 evaluations done by the working groups established under
16 section 4(a).

17 **SEC. 6. DEFINITIONS.**

18 In this Act:

19 (1) ELIGIBLE ENTITY.—The term “eligible enti-
20 ty” means one or more of the following:

21 (A) A State government or political sub-
22 division thereof.

23 (B) A local government or political subdivi-
24 sion thereof.

25 (C) A metropolitan planning organization.

1 (D) A regional transportation planning or-
2 ganization.

3 (E) A tribal organization.

4 (2) METROPOLITAN PLANNING ORGANIZA-
5 TION.—The term “metropolitan planning organiza-
6 tion” has the meaning given that term in section
7 134(b) of title 23, United States Code.

8 (3) REGIONAL TRANSPORTATION PLANNING OR-
9 GANIZATION.—The term “regional transportation
10 planning organization” has the meaning given that
11 term in section 134(b) of title 23, United States
12 Code.

13 **SEC. 7. AUTHORIZATION OF APPROPRIATIONS.**

14 (a) GRANT PROGRAM.—There is authorized to be ap-
15 propriated \$30,000,000 to carry out section 3, to remain
16 available until expended.

17 (b) WORKING GROUP AND REPORT.—There is au-
18 thorized to be appropriated \$2,500,000 to carry out sec-
19 tion 4 and \$2,500,000 to carry out section 5, to remain
20 available until expended.

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