

**HOUSE . . . . . No. 3142**

The Commonwealth of Massachusetts

PRESENTED BY:

*Carl M. Sciortino, Jr. and Tricia Farley-Bouvier*

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the passage of the accompanying bill:

An Act relative to the establishment of a vehicle mileage user fee pilot program by the Massachusetts Department of Transportation.

PETITION OF:

NAME:	DISTRICT/ADDRESS:
<i>Carl M. Sciortino, Jr.</i>	<i>34th Middlesex</i>
<i>Tricia Farley-Bouvier</i>	<i>3rd Berkshire</i>
<i>Denise Andrews</i>	<i>2nd Franklin</i>
<i>Cory Atkins</i>	<i>14th Middlesex</i>
<i>Michael Barrett</i>	<i>Third Middlesex</i>
<i>Ruth B. Balse</i>	<i>12th Middlesex</i>
<i>Sonia Chang-Diaz</i>	<i>Second Suffolk</i>
<i>Thomas P. Conroy</i>	<i>13th Middlesex</i>
<i>Jonathan Hecht</i>	<i>29th Middlesex</i>
<i>Patricia D. Jehlen</i>	<i>Second Middlesex</i>
<i>Kay Khan</i>	<i>11th Middlesex</i>
<i>Jason M. Lewis</i>	<i>31st Middlesex</i>
<i>Denise Provost</i>	<i>27th Middlesex</i>
<i>Frank I. Smizik</i>	<i>15th Norfolk</i>
<i>Thomas M. Stanley</i>	<i>9th Middlesex</i>
<i>Benjamin Swan</i>	<i>11th Hampden</i>
<i>Chris Walsh</i>	<i>6th Middlesex</i>

*Martha M. Walz*

8th Suffolk

**HOUSE . . . . . No. 3142**

---

By Mr. Sciortino of Medford, a petition (accompanied by bill, House, No. 3142) of Carl M. Sciortino, Jr. and others relative to the establishment of a vehicle mileage user fee pilot program by the Department of Transportation. Transportation.

---

The Commonwealth of Massachusetts

\_\_\_\_\_  
In the Year Two Thousand Thirteen  
\_\_\_\_\_

An Act relative to the establishment of a vehicle mileage user fee pilot program by the Massachusetts Department of Transportation.

*Whereas*, The deferred operation of this act would tend to defeat its purpose, which is to to immediately provide for reforms and improvements to the commonwealth's transportation system, therefore, it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1 SECTION 1. This bill is intended to help address the need for the commonwealth to  
2 identify short- and long-term alternatives or supplements to the motor vehicle fuel tax, which is  
3 particularly important given the diminishing value of the motor vehicle fuel tax, declining  
4 supplies of conventional petroleum-based fuels, and increasingly fuel-efficient vehicles. The  
5 commonwealth is uniquely positioned to become a leader in the advancement of the technology  
6 and methods needed to develop and implement alternative ways to raise transportation revenue.

7

8 SECTION 2. PILOT PROGRAM.

9 

12

16  (c) The pilot programs shall test the reliability, ease of use, cost, and public acceptance of  
17 technology and methods for:

18  (1) counting the number of miles traveled by particular vehicles;

19  (2) reporting the number of miles traveled by particular vehicles; and

20  (3) collecting payments from participants in the pilot programs.

21  (d) The pilot programs shall also analyze and evaluate the ability of different technologies  
22 and methods to:

23  (1) protect the integrity of data collected and reported;

24  (2) ensure drivers' privacy; and

25  (3) vary pricing based on the time of driving, type of road, proximity to transit, vehicle fuel  
26 efficiency, participation in car-sharing or pooling, or income of the driver.

27  (e) The pilot programs shall last at least one year.

28  (f) The department of transportation may refund motor vehicle fuel taxes paid by  
29 participants in pilot programs under this Act or may otherwise compensate participants in pilot  
30 programs under this Act. Identifying information about the pilot programs shall not be public and  
31 shall be exempt from disclosure under M.G.L. c. 66, s. 10.

32

33  SECTION 3. REPORT. Notwithstanding any general or special law to the contrary, no later  
34 than two years from the passage of this act, the department of transportation shall report to the  
35 general court the initial result of the pilot study, including the feasibility of permanently  
36 assessing a vehicle mileage user fee, an evaluation of the impacts of such a fee on the economy,  
37 the environment, and traffic congestion, a comparison to other potential alternatives or  
38 supplements to the gas tax, and its initial recommendations together with legislation necessary to  
39 carry its recommendations into effect by filing the same with the clerks of the senate and house  
40 of representatives, and to the joint committee on transportation.

41