



THE EASTERN
TRANSPORTATION
COALITION



Motor Carrier Industry and RUC

Bringing Complexity and Diversity of Truckers to the Table

California Technical Advisory Committee | March 1, 2024

Tab 8



Overview of TETC MBUF Work

NATION'S FIRST MULTI-STATE & NATIONAL TRUCK PILOTS

10 Passenger Vehicle Pilots*
*5 general public and 4 stakeholder

3 Commercial Vehicle Pilots

Completed 4 of 6 awarded grants

2,700+ Passenger Vehicles

500+ Commercial Trucks

14 States Represented Among Participants

19M Miles traveled

3,000+ Public Opinion Survey Respondents

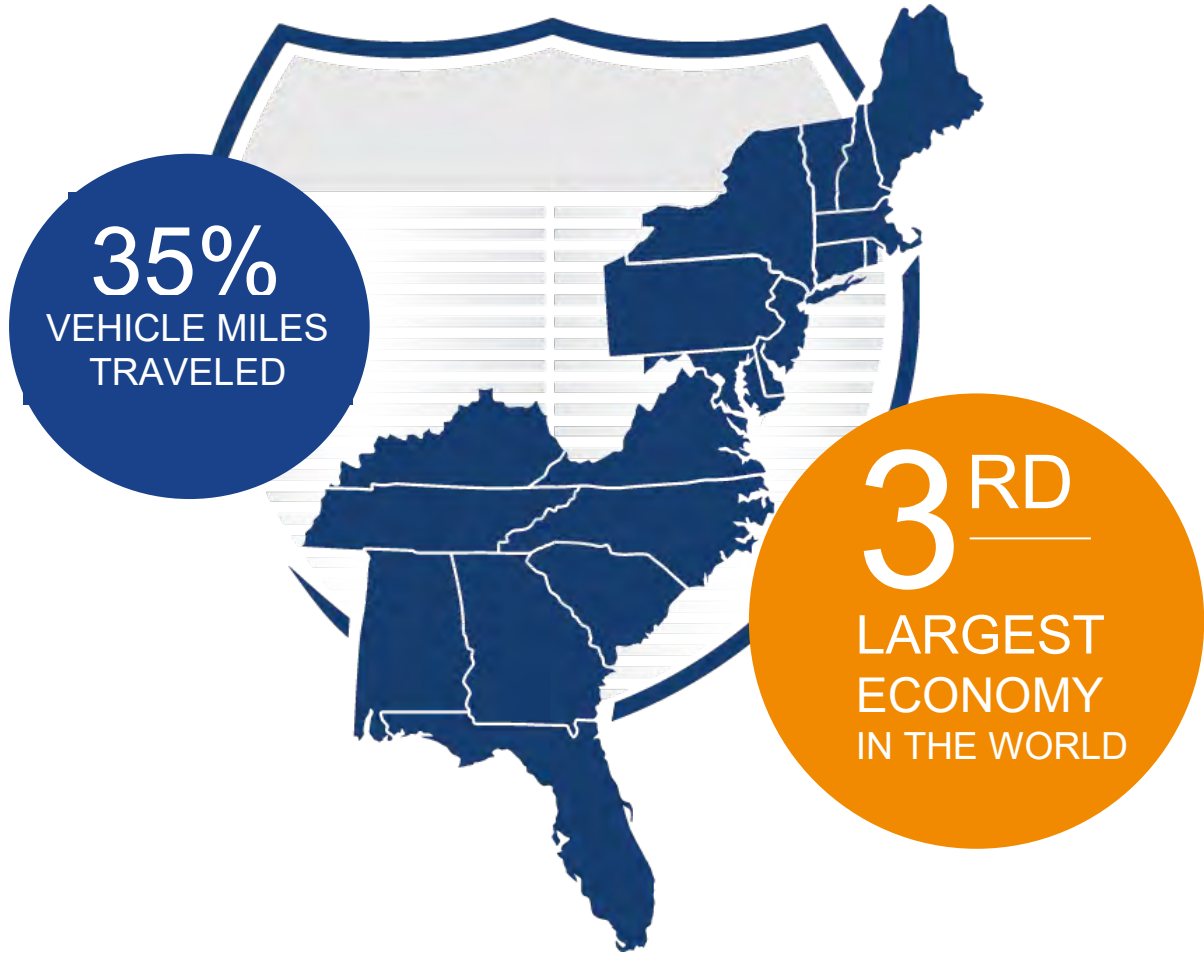
48 States Traveled + Canada

Participant Surveys & Focus Groups	Geographic & Socioeconomic Equity Analysis	Tolling, Congestion Mitigation & Rate-Setting Studies
------------------------------------	--	---

Participant Surveys & Interviews	Motor Carrier Working Group	Rate-Setting Studies
----------------------------------	-----------------------------	----------------------

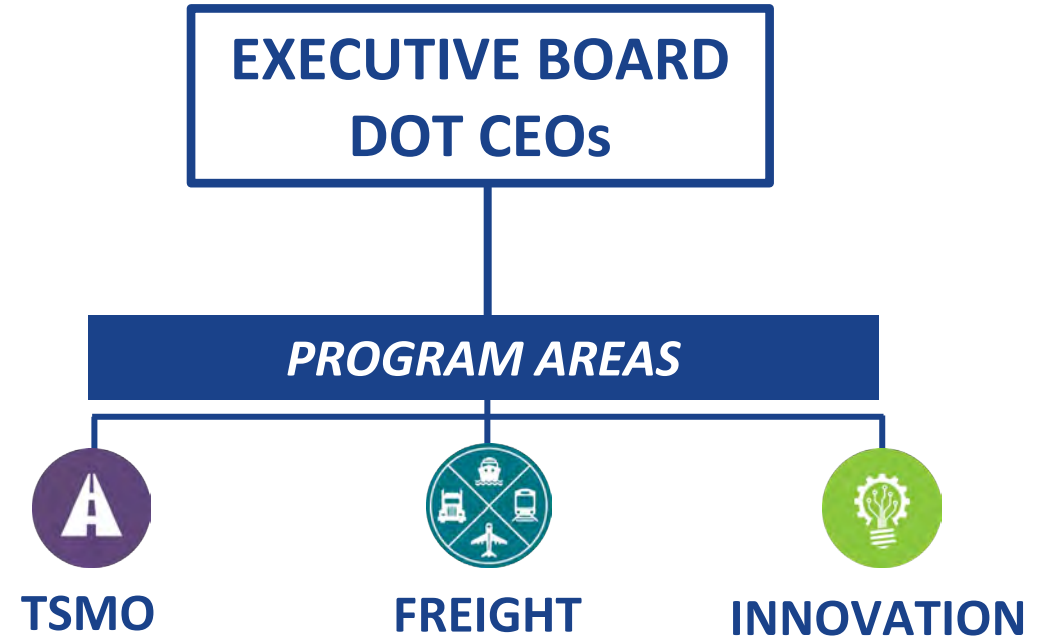
Who is the Coalition?

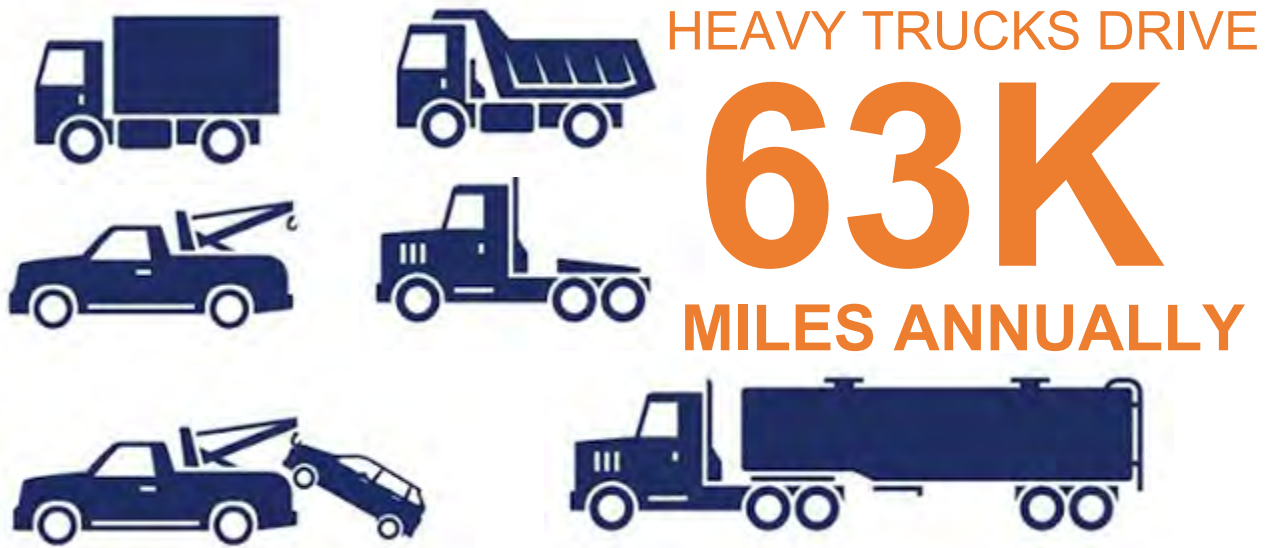
Collective impact organization working together to solve today's most pressing transportation challenges.



18 States + D.C.

and 200+ agencies

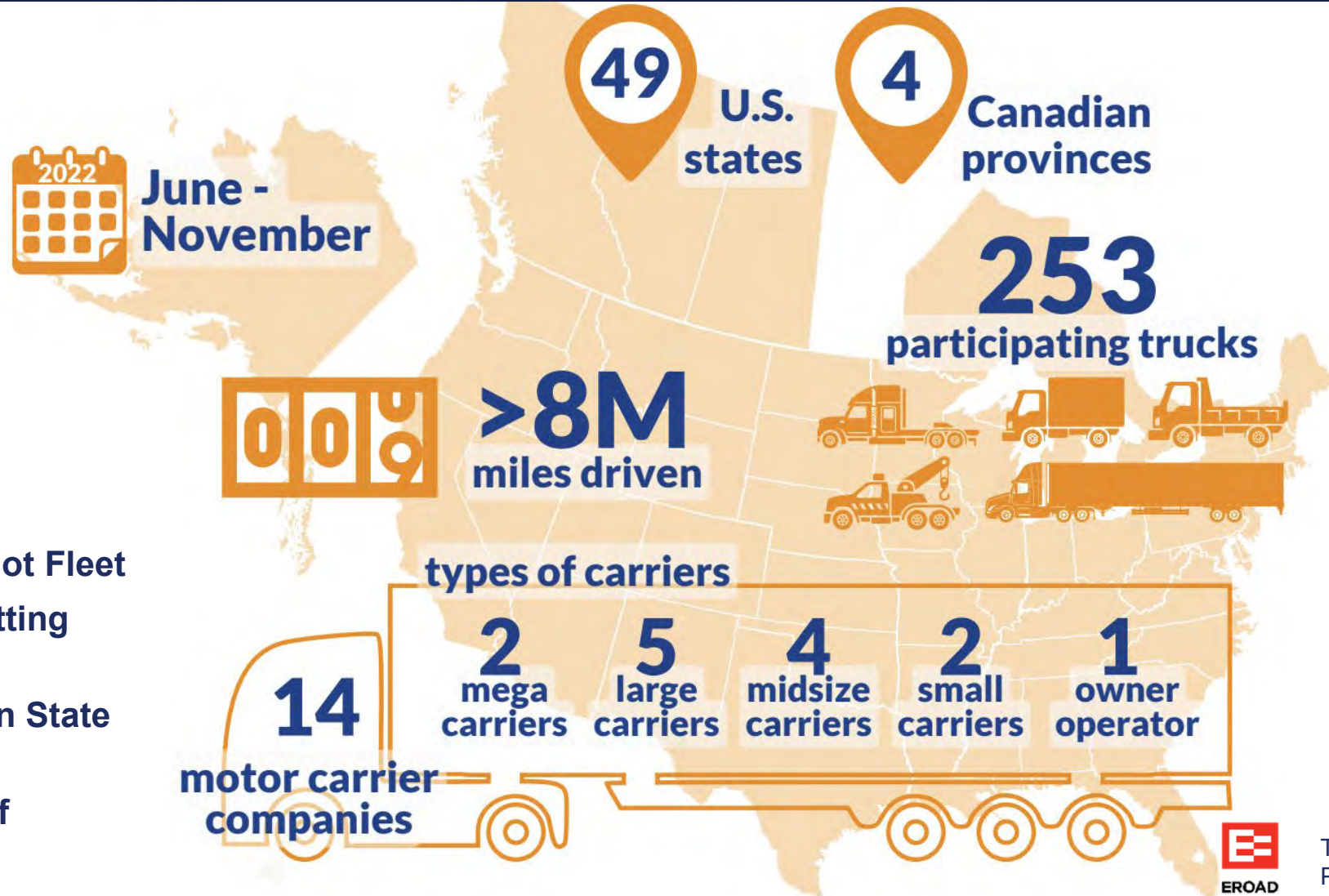




Trucks cannot simply be treated as big cars.

37% HTF Revenue comes from Trucks
vs.
9.74% Highway Miles

2022 International Truck Pilot



Key Themes:

1. Expand Diversity of Pilot Fleet
2. Weight-Based Rate Setting and Transparency
3. Impact of Uniformity on State Sovereignty
4. Clearinghouse Proof of Concept

Finding 1

MBUF can be applied to all CMVs regardless of weight, fuel type, international travel, and type of operation.

- With some modifications the existing framework for motor carriers to report their travel and reconcile fuel tax can be used for MBUF.
- Inclusion of all CMVs would require intrastate operators to maintain distance records.



Impact assessment on carriers and jurisdictional agencies crucial before expansion.

Finding 2

A Weight-Based MBUF has the Potential to Provide a More Transparent Link Btw. Usage and Cost of Road Use.

- Today the amount paid by a carrier for road use is not consistent among its vehicles, regardless of weight.
- Balance to be found between precision and complexity: Keep it Simple!



Prioritize a simple, easily verifiable, and non-burdensome uniform application without tracking individual truck configurations and weights.

Finding 3

Uniformity does Not have to be Identical to be Scalable and has the Potential to Substantially Decrease Administrative Costs on Both the MC and Agency side.

- Complexity drives non-compliance and increases evasion potential.
- Uniformity minimizes complexity while providing scalability and maintaining jurisdictional sovereignty.



Strive for consistency and interoperability to reduce compliance costs amid diverse reporting requirements.

Finding 4

Clearinghouse Frameworks Can be Adapted to Handle MBUF but Roles and Responsibilities Need to be Clearly Defined.

- Clearinghouse PoC demonstrates technical feasibility for MBUF validation and processing system modification.



Uniform requirements are essential to ensure data security, system performance, compliance, and data protection for motor carriers and agencies while respecting state sovereignty.

High Level Takeaways

- Trucking is much more complex and diverse
- Motor carrier industry must continue to be at the table
- Keep focus on uniformity, simplicity and scalability
- MBUF shows promise for commercial vehicles but is not ready for implementation



Regardless of the method chosen, our work shows it is important to ensure any transition to an alternative highway transportation funding solution is interoperable, scalable, and respects a jurisdiction's sovereignty.

And...there is more work to be done....

Roles and Responsibilities

(e.g. governance, certification, audit, compliance & enforcement)

Business Rules

(e.g. leased vehicles when owner and operator are different parties; interoperability between account managers)

Guidance for Uniformity

(e.g. simplicity vs. fairness; feasibility, impact and hurdles)

Consumption vs Distance Based

(e.g. EVs, kWh charge vs MBUF)

Impact on Carrier

(e.g. intrastate and <26,000lbs)

Being *Capable*
is not the same
as being *Ready*

Example: Roles and Responsibilities

Critical to Review R&R along the MBUF value chain:

- What would it mean in practice?
- Holistic view
- Impact on stakeholders



Learn from History

Electronic Tolling: not understanding the impact on CMV users vs. passenger vehicles created significant challenges in early adoption, including w/ toll technology and business rule interoperability.

UNDERSTAND
& BALANCE

Needs

Wants

User | Payer

Technology
Provider

Clearing-
house

Agency

DEFINE

Requirements

Processes

Safeguards

Roles
&
Responsibilities



**THE EASTERN
TRANSPORTATION
COALITION**

CONNECTING FOR SOLUTIONS

Thank you!

**Marygrace Parker
Freight Program Director
<https://tetcoalitionMBUF.org>**

**Follow us on LinkedIn:
[linkedin.com/company/tetc](https://www.linkedin.com/company/tetc)**