

# IBTTA ROAD USAGE CHARGING & FINANCE CONFERENCE

## May 15-17, 2022 | DENVER, COLORADO

### CALL FOR PRESENTATIONS – SESSION DESCRIPTIONS

***Note to all submitters:*** We ask that all papers submitted in response to this Call for Presentations consider the equity impacts of the plans, proposals, case studies, theories, and experiences described.

#### **TOLLING AND RUC RELATIONSHIPS**

Toll systems have been operating in the United States for over 100 years while Road Usage Charging (RUC) systems are a recent innovation. With the completion of several voluntary pilots and full roll out of RUC systems planned in several states, attention is focused now on how RUC systems might be operated and administered when implemented. This session will explore the synergies between tolling and RUC. Will the roll out of RUC systems and subsequent operations change the way the public feels about paying for infrastructure? Will RUC be managed by DOTs, DMVs, toll operators, and/or private account managers? What role can toll agencies play in managing RUC? How might a national RUC program feature tolling as an integral component? Can future infrastructure funding systems accommodate both programs? How will we address equity concerns?

#### **TECHNOLOGY**

Today's transportation is defined by rapid advancements in automation, sensors, connectivity, and software. These technological evolutions both demand new transportation financing and present the opportunity for a new RUC paradigm of data accuracy and integrity, minimized administrative burden, enhanced user experience, and seamless integration with other services and systems as part of a holistic transportation network. We are seeking presentations that explore the opportunities and implications of in-vehicle and roadside technologies for RUC and its place in the larger transportation landscape. This includes the roles of new and existing technology market players (e.g. OEMs, telematics providers, third-party aggregators, payment collectors, etc.), the use of technology to enable interoperability and expand services (e.g. MaaS, mobility wallets, etc.), technological solutions to allow user choice and protect privacy, and the need for standardization as these technologies interact with and integrate into the RUC market. Submitted papers should also address equity concerns.

## **MULTIJURISDICTIONAL MATTERS, ENFORCEMENT AND COMPLIANCE: TO COLLECT OR NOT TO COLLECT, THAT IS THE QUESTION.**

Over the years the tolling industry has developed policies, business rules, legislation and legal agreements to manage among and between jurisdictions issues such as enforcement, compliance and out-of-state reciprocity, all towards the goal of maximizing collection of toll revenue. With the emergence of RUC, the same questions arise both for how to capture revenue and how to be equitable and fair to all users of the system. The tolling experience can provide important guidance for any new road funding mechanism. Proposed presentations should showcase innovative RUC solutions that respond to specific multijurisdictional challenges of the RUC transition, including cross border and out-of-state users, enforcement and compliance, audit and financial management, and adjudication of delinquent accounts. Other issues to address include in-vehicle payments and technology, agency and internal processes, easing the burden of collections, equity, and opportunities for combining tolling and RUC.

## **TRANSITIONING FROM THE GAS TAX**

The writing has been on the wall for the gas tax in the United States since the turn of the century when highway trust fund revenues were first outpaced by spending. As U.S. states and many countries around the world consider various options, there seems to be general agreement that transportation revenue should eventually draw primarily from a usage fee (RUC or MBUF) and be supplemented by other sources of dedicated and sustainable transportation revenue. Technology and innovative business practices enable many transition pathways and policy outcomes that are often the subject of vigorous debate. Some suggest implementing RUC for specific vehicle segments such as electric vehicles and fleets; others focus on the backend of streamlining accounts and enrollment; and still others espouse a universal switchover. Options must respond to issues of public acceptance, political palatability, administrative practicality, equity, sustainability and, of course, sufficient revenue generation. For this session we seek presentations that explore the opportunities and challenges of the potential pathways that would transition us away from the century-old gas tax.

## **CONCEPT OF OPERATIONS FOR RUC**

As DOTs continue to face funding challenges, much work has been done over the last decade to explore RUC as an alternative funding mechanism for the fuel tax. This work has explored the unique challenges faced by states across the country, though many common misconceptions and questions remain about RUC outside the realm of practitioners. This session is looking for presentations that provide a basic overview of a RUC system (including common objectives, users, needs and operational scenarios for any RUC system versus those that may be unique to a jurisdiction), share highlights and lessons learned from work done to date (including international examples), or help organizations think about how this could be deployed in their state, region or country. Submitted papers should also address equity implications.

### **RATE SETTING AND PRICING DECISIONS: HOW MUCH DO I HAVE TO PAY?**

Static, time of day, and dynamic tolls are set and adjusted through various processes including indexing, legislative approvals, and automatic adjustments based on usage. The uses of toll revenues vary from paying off the debt used to fund the infrastructure capital cost to helping pay for other transportation modes. Current concerns about reduced fuel tax revenues, pandemic-induced changes in travel behavior, equity, and climate change have spawned renewed discussions about toll rate setting parameters, policies and processes. Can implementing road usage charging and tolling help reduce greenhouse gas emissions? Can pricing be increased during bad air quality days? Can different rates be charged for electric and internal combustion engine vehicles? What measure and tools are available to help policy makers with rate setting? This session seeks contributions that examine fundamental questions and provide solutions regarding rate setting for tolling and RUC to advance sustainable revenue, equity, and climate change.

### **SHOW ME THE MONEY (REVENUE OPTIONS AND ALTERNATIVES)**

Multiple approaches have been used to finance transportation projects including PPPs, TIFIA, bonds and loans backed by a variety of revenue streams including tolls, sales taxes, property taxes and other sources. How do you balance the risks and get everyone on board to maximize support for the various funding and financing approaches? How can traditional financing approaches leverage new funding streams like RUC? What are the implications of using toll revenue to support other transportation projects in the region? How do you address equity concerns from customers? What changes and advancements are agencies making to be more efficient in collecting revenue, reducing violations and collecting from violators including the use of mobile payment platforms? What can RUC do differently to avoid some of the leakage issues experienced by traditional tolling? Come share your successes and plans with us.

### **POST COVID REALITIES**

As we enter the third year of the COVID-19 pandemic, there is considerable uncertainty regarding the determinants of short-term and long-term changes in travel behaviors, including the shape of growth in journey-to-work travel and small-package deliveries. This uncertainty makes it harder to predict the growth and characteristics of personal and commercial vehicle travel. The impact of the pandemic on travel patterns so far has varied by geography, economic sector compositions, government policies, and work-from-home policies. Willingness to pay a road usage charge may also change as the pandemic impacts travel patterns, household income, and supply chains. Vehicle automation and electrification will add to this uncertainty. This session seeks contributions that explicitly acknowledge and incorporate these uncertainties in traffic and revenue forecasts and their impact on capital programs, decision-making, and equity concerns.

### **HARNESSING FEDERAL FUNDING AND CHAMPIONING STATE LEGISLATIVE ACTION ON RUC**

The enactment of the Infrastructure Investment and Jobs Act (IIJA) in 2021 provided significant new funds for transportation, including targeted funding for RUC programs. At the federal level, previous funding for state programs has been expanded to a broader range of transportation and mobility organizations, with higher federal shares and incentives for entities that have not been previously funded. IIJA also provides for a national RUC pilot program in all 50 states and Puerto Rico for all vehicle types and categories of highway users. At the same time, state legislatures are considering bills that would advance RUC programs at the state and regional levels. In this session, we seek presentations that illustrate how agencies are pursuing IIJA funds set aside for RUC as well as success stories on obtaining state legislative buy-in to RUC, including the consideration of equity and privacy in establishing RUC research, trials and programs.

### **FUTURE CASTING OF TOLLING AND RUC**

With changes in transportation occurring on so many fronts—societal, political, technological, institutional—it is difficult to make sense of where road usage charging and tolling may fit in the medium- to long-term. In this session, we seek presentations that explore how tolling and road usage charging may influence or be influenced by the following factors: connected, (highly) automated, shared and electric vehicles; integrated multimodal travel planning and mobility wallets; mechanisms for leveraging private capital and markets; expectations of user control and privacy; digital transactions and accounts; infrastructure revenue needs; social, equity and environmental demands; and emerging technologies such as blockchain and augmented reality.

### **COMMUNICATING ROAD USAGE CHARGING (RUC) AND DEVELOPING STAKEHOLDER ACCEPTANCE**

While several agencies have initiated RUC pilots and conducted communications research, broad public education campaigns to introduce RUC concepts and policies have been limited. What lessons have been learned from RUC pilot programs or tolling strategies and how might a user-centric design approach to RUC impact technology and policy choices? What questions remain to be answered? If we design programs with drivers' needs in mind, will acceptance and enforcement be easier? In this session, we seek presentations that address:

- Strategies to educate drivers about the need for RUC,
- What specific RUC terminology and policies are most easily understood by drivers,
- The coexistence of RUC with tolled facilities,
- Approaches to ensure equity for lower-income drivers, and
- Ideas for evaluating user acceptance and satisfaction with RUC.