Joint Transportation Committee

WSP Introduction and RUC Considerations

May 21, 2020
WYOMING RUC TEAM

• Lead Consultant and Program Manager

• > 65,000 employees worldwide

• Team of 10 RUC Experts (3 from State DOTs)

• Supporting RUC programs around the world:
  - Four-month, 114-person statewide RUC pilot for passenger and electric vehicles; light and medium duty trucks
  - Yearlong demonstration to show how to assess RUC on Shared Mobility and Automated Vehicles.
  - Six-month RUC pilot on Fuel Pumps, EV Charge Stations, TNCs, Insurance, and Automated Vehicles
  - Design and plan for regional pilot showing RUC interoperability between western states

Trucking Technology Subject Matter Expert

• Leading RUC studies and Operational Programs

  - Oregon Weight-Mile Tax program technology provider and administrator.
  - I95 CC Multi-state RUC Pilot for heavy trucks throughout northeast
ITERATIVE APPROACH

Collect Inputs
- Public Opinion
- WYDOT Direction
- Program Goals
- Policies and Administrative Rules
- Systems Capabilities
- JTC and Working Group Input

Analyze
- Reporting Options
- Deployment Timelines
- Key Messages
- Rates/Exemptions/Discounts
- Administrative Organization
- Policies

Recommend
- JTC Approval

Monitor & Evaluate
- Collected Revenue
- Public Feedback
- Operational Efficiency
- Market Interest
- Enforcement Instances
- System Performance

Report/Refine

Deploy
WHAT IS A ROAD USAGE CHARGE (RUC)?

Charge based on miles traveled

- Treats roads like utilities (Pay what you use)
- Traveled Miles are reported and fees paid
- Can be supported using both technology and manual options
- Uses existing marketplace technology
COMMON MISCONCEPTIONS

Driver privacy is sacrificed
  • Multiple tech and non-tech choices
  • Unless explicitly authorized, State never receives personally identifiable info

Rural drivers are unfairly penalized as they drive longer distances
  • Rural drivers actually drive less than suburban drivers
  • RUC can credit travel on private lands/roads

Expensive to deploy and administer
  • Higher volumes can reduce cost
  • Consolidate services with other tech and account management companies

Doesn’t WYDOT have enough funding already?!?!!?
  • Current funding model is unsustainable
  • Independent needs study ongoing
STATES EXPLORING RUC

- **RUC West**

Legend:
- Yellow = Research and Communications
- Green = Pilots Completed or Underway
- Blue = Operational Programs
- Purple = Studies
- Red Star = WSP Involvement

195 Corridor Coalition

WSP
RUC SYSTEM COMPONENTS

DATA COLLECTION
- Collects RUC-related data
- Sends data to Account Manager
- May also provide motorist services
- Removes Personally Identifiable Information (PII)

TRANSACTION PROCESSING
- Calculates per-trip RUC owed
- Aggregates calculated transactions into invoices
- Can calculate multiple rates based on policy decisions
- Creates financial reports

ACCOUNT MANAGEMENT
- Corresponds with RUC Payers
- Collects unpaid RUC
- Provides customer service
- Handles account disputes
- Offers value added services

FINANCIAL ENTITY
- Aggregates collected RUC
- Deposits paid RUC Treasuries
- May serve as financial clearinghouse
- Supports state financial audits
HOW RUC WORKS

1. RUC Data Collector reports date/time, distance traveled, and other user-configurable points to Account Manager.

2. Transaction Processor calculates RUC \[\text{RUC} = \text{(#miles} \times \text{RUC rate})\]
   Sends invoice to RUC Payer.

3. RUC Payer pays any owed RUC to Account Manager at prescribed intervals.

4. Account Manager collects RUC and sends payments and financial reports to WYDOT.
WAYS TO REPORT RUC

**PLUG-IN DEVICES**
Device plugs into vehicle’s OBD-II port to capture and report RUC data. Both GPS and Non-GPS options.

**MOBILE APPS**
Mobile apps use smartphone technology to collect RUC data.

**CONNECTED VEHICLE TELEMATICS**
Connected vehicle sensors, systems, and apps collect and report RUC data.

**ODOMETER READ**
Periodic odometer readings are captured through mobile apps, website uploads, or independent parties.

**PERMIT BLOCKS**
Prepaid RUC for time or mileage increments.
POLICY CONSIDERATIONS

Each of these items (as well as others) will be evaluated:

- Technology or Non-Tech/Low Tech Options
- Commercial or State Maintained Account Manager
- Prepaid vs. Post-Paid RUC
- Location and/or Non-Location Aware Reporting Options
- Rural/Urban Area Rate Differentiation
- Participant Exemptions or Discounts
- Vehicle Types/Implementation Timelines
- Vehicle Exemptions (Government, Transit, etc.)
- Agricultural or Mining Exemptions/Discounts
- Revenue Neutrality vs. Revenue Positive Rate
- Public/Private/Tribal Land and Road Travel
- Administrative Costs
- Organizational Impacts
PROJECTED RESULTS TO JTC

May 2020
• Informative presentation on Road Usage Charge

July 2020
• Recommendations to Capture RUC on IFTA Trucks
• Recommendations to Capture RUC on Non-IFTA Trucks

September 2020
• Recommendations to Capture RUC on All Vehicles
• RUC Revenue Model and Recommended Fee Structure
• Organizational and Administrative Construct
• Public Sentiment and Messaging Strategies
• Policy and Systems Gap Analysis

December 2020
• Recommended Course of Action and Implementation Plan
• Evasion and Enforcement Strategies
• Account Management Recommendations
KEY TEAM

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