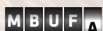




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# Looking Across the Borders: Lessons for Implementing MBUF in a Multi-State Environment

Patricia Hendren, PhD

The Eastern Transportation Coalition

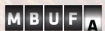
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A multi-state, national approach must  
treat cars and trucks differently.

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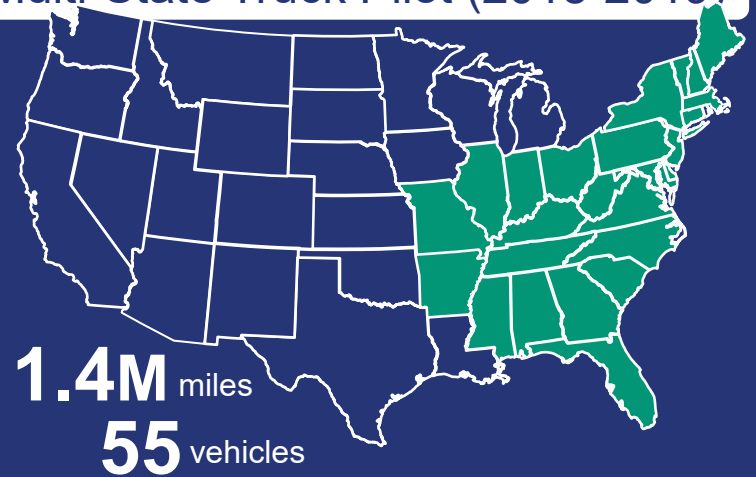
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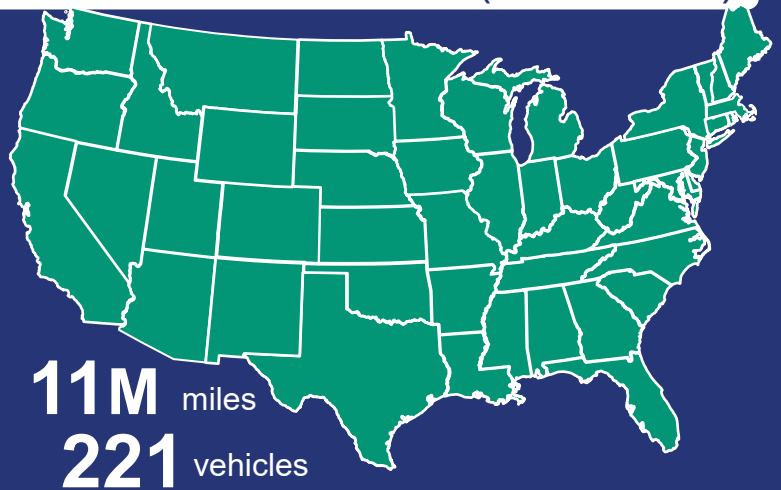
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### Multi-State Truck Pilot (2018-2019)



### National Truck Pilot (2020-2021)



● States traveled by participants

## Our Findings

Trucks cannot simply be treated as big cars in an MBUF system.

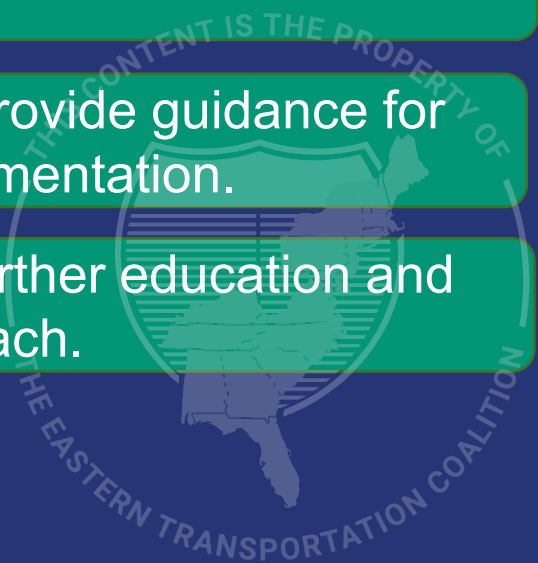
Bringing the trucking industry's voice to the table is essential.

A tiered rate based on MPG doesn't work.

Existing regulations provide guidance for MBUF implementation.

There is a need for further education and outreach.

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  - U.S. Department of Transportation  
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  - ITS AMERICA
  - MBUFA
  - THE EASTERN TRANSPORTATION COALITION
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  - IBTTA  
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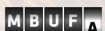


Trucks cannot simply be treated as big cars in an MBUF system.

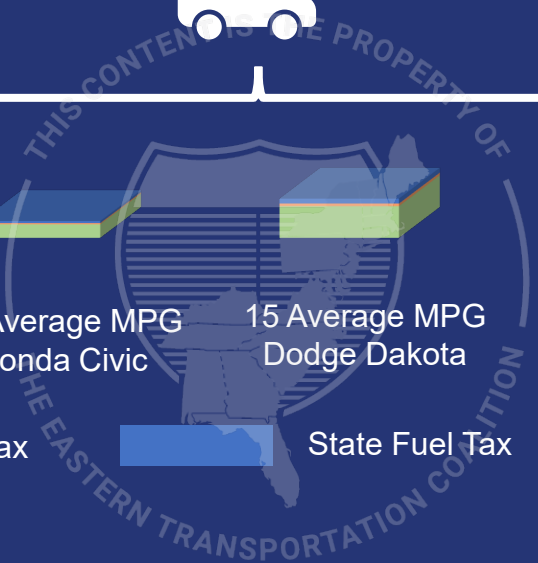
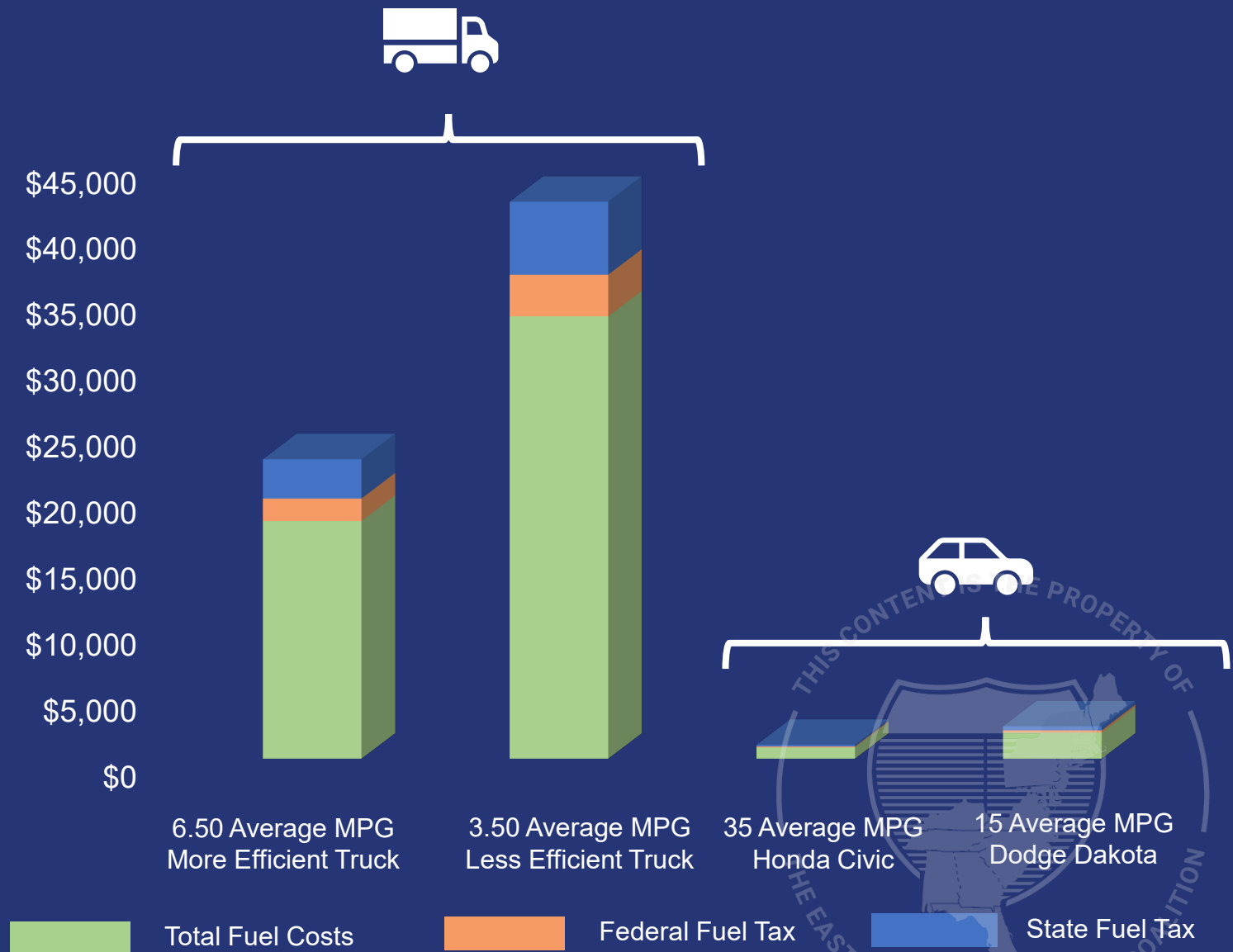
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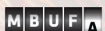
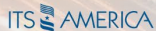


Bringing the  
trucking  
industry's voice  
to the table is  
essential.

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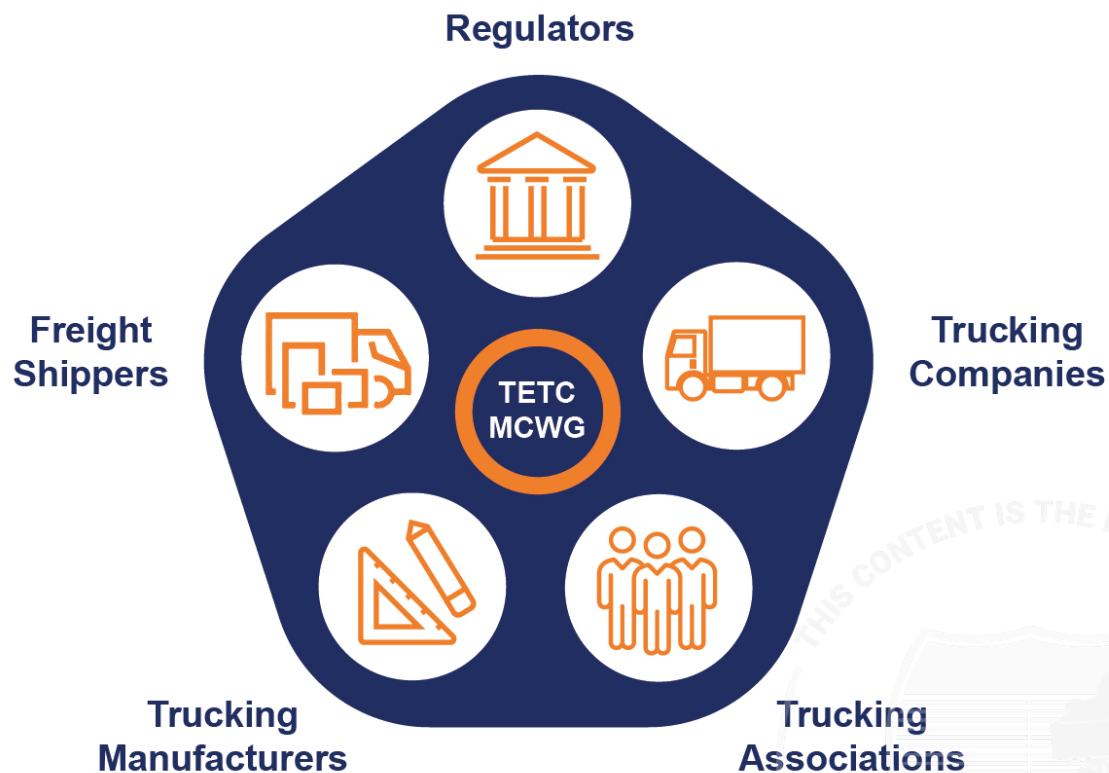
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## The Eastern Transportation Coalition Motor Carrier Working Group

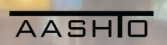


A tiered rate  
based on  
MPG  
doesn't  
work.

Company M	MPG	Total Miles	Total MBUF Calculations	Difference
Average MPG (> 5.5 – 7.0 MPG)	5.50	380,009	\$35,571	(\$4,881)
Low MPG (4.0 – 5.5 MPG)	5.50	380,009	\$46,862	\$6,410

*National Truck Pilot MPG Range Comparative Analysis*

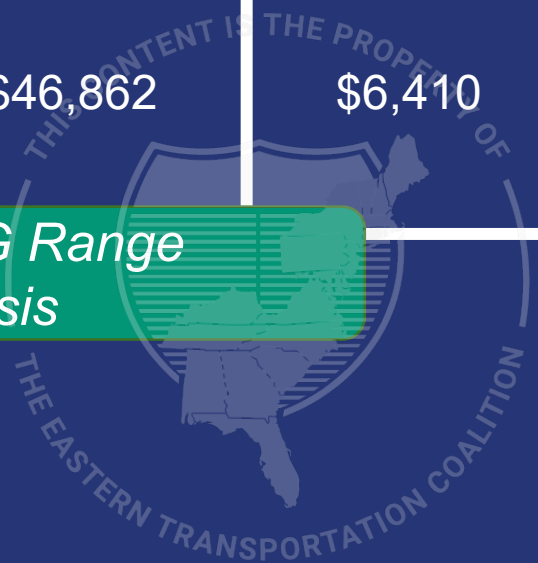
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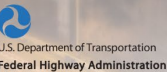


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# Existing regulations provide guidance for MBUF implementation.

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## KEY TAKEAWAYS FROM IFTA / IRP TO APPLY TO MBUF

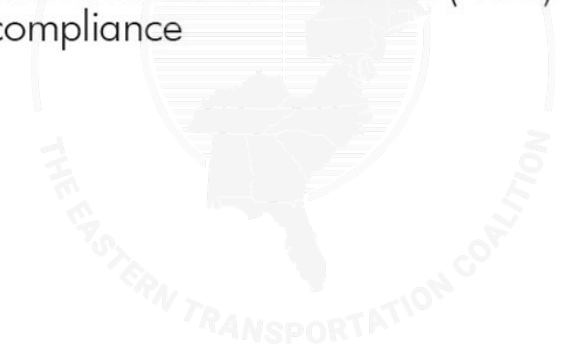
- ✓ Register in one jurisdiction
- ✓ License/decals work in all jurisdictions
- ✓ Simplify tax filing process
- ✓ Reduce administrative costs

## IFTA / IRP SHORTCOMINGS

- ✗ Tax redistribution not collection
- ✗ Fleet-based reporting
- ✗ Quarterly filing period

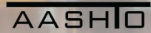
## ELD SHORTCOMINGS

- ✗ Not all trucks are required to have an ELD
- ✗ No precise location information
- ✗ Federal law prohibits agencies from using ELD data for any purpose other than hours of service (HOS) compliance



There is a  
need for  
further  
education  
and  
outreach.

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Explain why increasing the fuel tax alone isn't enough long-term.



Highlight the complexity of the trucking industry to policymakers.



Demonstrate how pilots increase awareness and understanding.





# Why multi-state matters



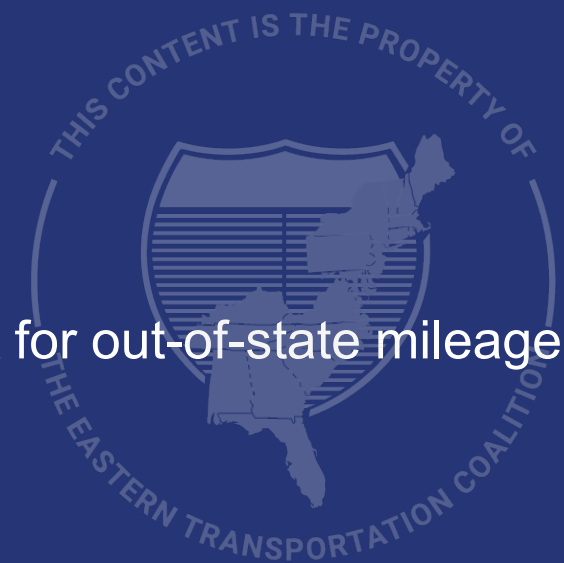
Capturing miles drive by “out-of-towners” will be important for many states in the Eastern U.S.



MBUF offers a way to rectify fuel tax shortcomings and capture payments from those purchasing gas in other states



MBUF can account for out-of-state mileage



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**Thank you!**

