Transportation Funding and the Role of VMTs
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Transportation Funding and the Role of VMTs
Opportunities for Toll Authority/DMV Collaboration

Boyd Dickerson-Walden
Director of Motorist Services
Florida
Opportunities Abound

- History Repeats Itself
- History better left alone
- LPRs
- Support
- Leverage existing infrastructure
- Transponders
Toll Authority/DMV

History Repeats Itself

• In the beginning, placed stops on vehicle

• UTC process, suspended DLs

• Now back to placing stops on vehicle
Toll Authority/DMV

History Better Left Alone

- Replaced license plates
- Stolen Plates
- Temporary License Plates
Toll Authority/DMV

LPRs

- Misreads
- Plate technology
- License plate stakeholders
Toll Authority/DMV

Support

• Phone Support
• Releasing stops, clearing sanctions
• Access to systems
Leveraging Existing Infrastructure

Toll Authority/DMV

- Tax Collectors
- Authority to resolve issues
- Distributing funds
Toll Authority/DMV

Transponders

- Toll Authority/DMV partnership
- Accuracy
- Interoperability
- VMT
For More Information
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INSERT TROMBINO
PRESENTATION
Oregon’s Road Usage Charge Program

American Association of Motor Vehicle Administrators
Tom McClellan, Oregon DOT
August 27, 2015
Oregon’s Early Per Mile Charge Pilot Programs

1. Road User Fee Pilot (2006-07)
   - Mileage reporting and payment at fuel pump

2. Road Usage Charge Pilot (2012-13)
   - Mileage reporting wirelessly from machine to machine
   - Private sector account manager
Oregon Per-Mile Road Usage Charge Law

Senate Bill 810 directed Oregon DOT to implement 1.5 cent per-mile road usage charge for 5,000 light vehicles as an operational program (voluntary) on July 1, 2015
Oregon Road Usage Charge Program

Will OReGO be a government operated, single technology, closed system that is expensive to operate and extremely difficult to change?

Well, No. Oregon has established an open market billing platform for road usage charging.
Organizing Characteristics for Oregon’s Per Mile Charge System

- Design program with open architecture
- Provide motorists choices
- Technology agnostic
- Provide access to private sector account management
- Interoperable, scalable and geographically unlimited
- Policy Neutral
Road Usage Charge Transactions

1. In-vehicle mileage counter transmits miles and fuel consumption totals to private sector account manager

2. Account manager sends a bill (or net refund) to vehicle owner for mileage charge less fuel tax

3. Vehicle owner pays road usage charge as part of account manager’s total bill

4. Account manager sends road usage charge collected from driver to State of Oregon
Road Usage Charge Account Management

**DOT Account Management**
- Must accept any volunteer
- Only basic reporting (no GPS)
- No value added services
- Cannot sell mileage data

**Commercial Account Managers**
- Recruit and choose volunteers
- All mileage reporting technologies that meet standards
- Add value added services
- With express approval of RUC Payer, can sell mileage data
Volunteer Experience - Entry

1. Select Provider

Sign up with an OReGO account manager!

Thanks for helping us test drive this first in the nation program to charge by the mile for road usage. Signing up with OReGO is really easy. To start your OReGO journey, read about the different options offered by each of our vendors by clicking on one of the green buttons below. Once you've decided on an option you can click on the logo of your selected account manager. That will take you to the account manager's website where you can sign up as an OReGO volunteer. Be sure to have your VIN, license plate, and odometer reading handy!

- **azuga**
  - **Account:** Prepay into wallet
  - **Payment:** Credit or Debit Card
  - **GPS enabled**
  - **Out-of-state miles credited**
  - **Value added services**
  - **Device Security:**

- **Oregon Department of Transportation**
  - **Account:** Post-pay, Quarterly
  - **Payment:** Credit or Debit Card
  - **Not GPS enabled**
  - **No out-of-state miles credited**
  - **No value added services**
  - **Device Security:**

- **Verizon Telematics**
  - **Account:** Not available to general public
  - **Payment:** Credit or Debit Card
  - **GPS enabled**
  - **Out-of-state miles credited**
  - **Value added services**
  - **Device Security:**
Volunteer Experience – Sign Up

2. Sign up and select mileage reporting method

3. Install mileage reporting device

4. Drive
Volunteer Experience - Payment

5. Account settlement
   - Nature of billing
   - Timing of payment
   - Method of payment

Varies by account manager
How An Open Market Affects Road Usage Charge Operations

- Minimizes government footprint
- Competition improves efficiency of operations
- Competition fosters evolution of technologies
- Value added services reduce administration cost
- Payers control system engagement according to individual preferences
Major Issues for Implementing Per Mile Charge in United States
Privacy Protection

Deployed Solution:

• Statutory Directive
  o Must provide choices for reporting method and technology
  o No mandate for GPS
  o Option for private sector account management
  o Must protect personally identifiable information
    ▪ Data only accessible to specified entities
    ▪ Motorist control of data sharing
    ▪ Data destruction within 30 days
Cost of Per-Mile Charge Administration

Cost as % of revenue

Accounts (millions)

Cost of Per-Mile Charge Administration

0% 20% 40% 60% 80% 100%
Equity

• Rural drivers
  ▪ Pay fuel tax now
  ▪ More off-public road driving

• Fuel efficient vehicles
  ▪ Currently not paying fair share for road use
  ▪ Already avoid cost of fuel
  ▪ Per mile charge not a large burden

• Non-resident driving
  ▪ Until regional system developed, still pay fuel tax
  ▪ Western RUC Consortium addressing solution
Future of road usage charging in Oregon?
Final Stage of Development for Road Usage Charge Policy

For a mandatory road usage charge system, the state determines:

- **Which** vehicles are in the program
- **When** vehicles are in the program (transition plan)
- **What** rate structure
Transportation Funding and the Role of VMTs
Up Next:

The Immigration Impact
Rooms 312–314

DMVMatch.com
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Calling All (Police) Cars! Large Truck and Bus Enforcement
Rooms 318–320