

## Background

What are the revenue impacts of a vehicle miles travelled (VMT) fee system, and which road users are impacted?



### A Case Study of Oregon

The data obtained from Oregon was collected from 2009-2012 and was representative of the State. The data included information on both travel and vehicle characteristics.



## Methodology

### Data Collection

Socioeconomics | Mobility | Health



## Results

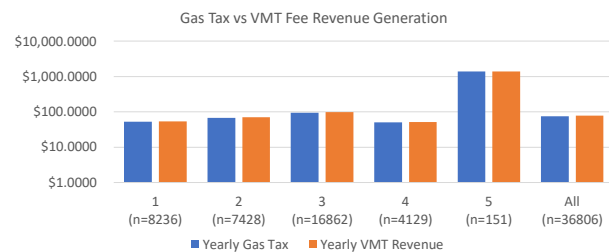
### 1 CLUSTER ANALYSIS

Five groups created exhibiting three main travel styles- local commuting, short trips, and long-distance travel.

	Local Commuters (w/ children)	Short Trippers (prolonged activities)	Short Trippers (quick errands)	Local Commuters (w/o children)	Long Distance Trekkers
Person Trips	2	4	7	2	2
Activity Duration	573	238	54	254	420
Trip Distance	9.1	6.3	4.2	9.1	212.35
Trips by Car	79%	84%	84%	88%	94%
Trips by School Bus	10%	4%	1%	3%	0%

### 2 GAS TAX & VMT FEE

Difference between gas tax and equivalent VMT fee revenue generation is minimal.



### 3 EQUITY ANALYSIS

Analysis performed across various socio-demographics to determine burden.



Income

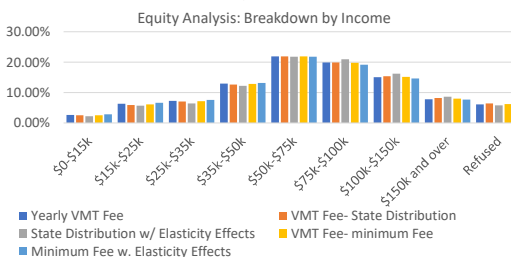
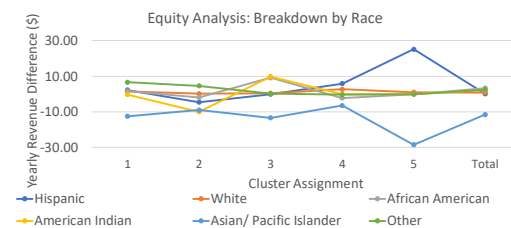


Race



Survey Region

## Equity Breakout



## Key Takeaways

This study utilized household survey data from Oregon to analyze the revenue impacts of a switch to a VMT fee, with analyses to determine the impacts on various road user groups and socio-demographic groups. Key takeaways include:

- Minimal change in revenue generation with switch to equivalent VMT fee
- Important to consider revenue distribution in setting rates
- Driver responses to fees will have impacts on VMT and revenue