

Six Mileage Fee Scenarios. The Road User Fee Task Force developed six scenarios for a mileage fee collection system, each differentiated by mode of fee collection and payment.

Descriptions

Scenario One – Mileage Fee (Collection Center). Actual mileage data is uploaded to collection center for fee calculation and monthly billings to owners of passenger vehicles using Oregon’s road system. Mileage data collection would occur via an electronic odometer, either global positioning system technology (GPS) or Odometer Tag technology. Transmission of summary mileage data (and not vehicle location movements) would occur by radio frequency to local readers. *(See Appendix O for the list of options considered by the Road User Fee Task Force under Scenario One.)*

Scenario Two – Mileage Fee (Service Station Collection/ Actual VMT with Credit). Actual mileage data is uploaded to service stations for fee calculation and payment. All operators of vehicles containing an electronic odometer would be charged a fee based on vehicle miles traveled since last fueling. User receives credit for estimated fuel tax paid. Mileage data collection would occur via electronic odometer, either global positioning system (GPS) or Odometer tag technology. Transmission of summary mileage data (and not vehicle location movements) would occur by radio frequency to local readers. Fee application would occur at the point of sale. *(See Appendix P for the list of options considered by the Road User Fee Task Force under Scenario Two.)*

Scenario Three – Mileage Fee (Service Station Collection/ Switch at Pump with No Credit). Actual mileage data is uploaded to service stations for fee calculation and payment. Switch at fuel pump (electronic or manual) determines which user pays mileage fee and which user pays fuel tax. Shifts incidence of taxation from distributor level to service station level. Mileage data collection would occur via electronic odometer, either global positioning system device (GPS) or Odometer Tag device. Transmission of summary mileage data (and not vehicle location movements) would occur by radio frequency to local readers. Fee application would occur at the point of sale. *(See Appendix Q for the list of options considered by the Road User Fee Task Force under Scenario Three.)*

Scenario Four – Mileage Fee (Service Station Collection/ Estimated VMT with Credit). Mileage data is estimated through electronic calculation at service stations for fee calculation and payment. Mileage data estimate is determined as a function of the amount of gasoline purchased and the EPA fuel efficiency rating for the vehicle. User receives credit for estimated fuel tax paid. Transmission of vehicle identification information would occur by radio frequency from an Automatic Vehicle Identification to a local reader at the service station. Fee

application would occur at the point of sale. *(See [Appendix R](#) for the list of options considered by the Road User Fee Task Force under Scenario Four.)*

Scenario Five – Mileage Fee (Department of Motor Vehicles Collection). Actual mileage data is uploaded to Department of Motor Vehicles locations for fee calculation and payment as a condition of registering passenger vehicles. User receives credit for estimated fuel tax paid. Mileage data collection would occur via electronic odometer, either global positioning system device (GPS) or Odometer Tag device. Transmission of summary mileage data (and not vehicle location movements) would occur by radio frequency to local readers. *(See [Appendix S](#) for the list of options considered by the Road User Fee Task Force under Scenario Five.)*

Scenario Six – Statewide Tolling. System-wide spot tolling calibrated to reflect approximate VMT based on Automatic Vehicle Identification devices. Charging of tolls is primarily electronic through on board devices. Could apply to the state highway system only or to state and local road systems together. *(See [Appendix T](#) for the list of options considered by the Road User Fee Task Force under Scenario Six.)*