

# STATEWIDE SURVEY MID-PILOT UPDATE JUNE 2016

Executive Summary and Results



# 2016 Statewide Online Survey

## Executive Summary

### Purpose and Methodology

As part of the Oregon Road Usage Charge Program Communication and Research Plan, we conducted a statewide, demographically representative baseline telephone survey in the fall of 2014, followed up by a mid-pilot survey in June 2016. The survey goals included measuring:

- **Awareness** of current road usage charge or pay per mile concepts, Senate Bill 810, road usage charging advantages for Oregon, and how road usage charging works.
- **Acceptance** (for/against) of a Road Usage Charge Program in Oregon replacing the fuels tax in the future, likelihood to volunteer, likelihood to support a road usage charge program, and perceptions of fairness.
- **Favorability** of opinions about road usage charging messages.

In order to meet these research goals Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey in 2014. The objective of this first telephone survey was to establish a baseline of acceptance and knowledge regarding the concept of a road usage charge program. The survey also assessed general opinions on the existing fuels tax.

In June of 2016, PRR, Inc. conducted a follow-up survey *online* with Oregon residents. The objective of this second survey was to measure changes in acceptance and knowledge of the Road Usage Charge Program, OReGO.

**Research Design:** In the first two week of June 2016, PRR, Inc. conducted an online survey of 650 residents in Oregon using ResearchNow® panelists. The survey took an average of 8-10 minutes to complete. The sample size is sufficient to assess opinions of the general population, and allows a review by multiple subgroups including age, gender, and other demographics.

In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validations. For a representative sample of Oregon, quotas were established for each of the five regions. The data is also weighted to match the census profile of the population for age and gender. In the report, results may add up to 99% or 101% due to rounding.

**Statement of Limitations:** Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population. Also, only differences with correlations  $>.15$  are reported. For a sample size of 650, the margin of error for each question is +/- 3.84% at the 95% confidence level.

# 2016 Statewide Online Survey

## Executive Summary: Key Findings

**There is STILL limited understanding of how transportation is funded.**

- Similar to findings in 2014, almost two-thirds of the respondents (64%) **did not know** they were paying 49 cents per gallon in fuels tax (combined state and federal), whereas 60% did not know this in 2014. One in two (50%) thought this amount was more than what they were paying, few (3%) thought it was less, and one in ten (11%) were entirely **unaware** that they were paying a fuels tax at all.
- Similar to the results in 2014, respondents were not particularly supportive of any alternative funding options. However, they were most supportive of tolls on specific highways and bridges where improvements are being made (43%), increasing the vehicle registration fee (36%), or increasing the fuels tax (35%).
- Additionally, implementing a vehicle sales tax (32%) or road usage charge for miles driven within Oregon (31%) were supported by about one-third of respondents.

**Both familiarity and support for RUC being a fair funding option increased.**

- Up 10% from 2014 and statistically significant, there was an increase in respondents that are somewhat familiar or not at all familiar with the concept of a road usage charge.
- Up 19% from 2014 and also statistically significant, over half of the respondents (56%) somewhat to strongly agreed that a mileage-based system for transportation funding is fair.
- Actual support for a road usage charge program in Oregon was relatively similar to 2014. While few respondents (18%, increase of 3%) were strongly supportive of a road usage charge program in Oregon, over two-fifths (44%) were neutral to strongly supportive.

**The main concern regarding a road usage charge continues to be unfairness for rural drivers.**

- Similar to the 2014 survey, nearly half of respondents (46%) believed that one of the biggest drawbacks was that a road usage charge program penalizes people in rural areas. There was also a 9% increase since 2014 of concern that RUC would not properly track those who cross state lines frequently (43%).
- Bigger reported drawbacks in 2016 than in 2014 were that road usage charging is just another way Oregon can tax more people (27%) and that it penalizes people who buy fuel efficient vehicles (20%).
- Concern for privacy has significantly decreased (by 12%). In 2014 privacy was a bigger concern for respondents (29%), but in 2016 only 17% of respondents indicated privacy as a major drawback.
- Even though not indicated as a high of a drawback as in 2014, two-thirds of respondents (64%) in 2016 still reported feeling very concerned or moderately concerned over the privacy and security of their data in the OReGO program.

**Messages about fuel efficient vehicles not paying their fair share for impact on the roads are more convincing than in 2014.**

- Up 8% and statistically significant, nearly half of all respondents (45%) were convinced by statements regarding how driving more fuel efficient vehicles will reduce their tax burden, but still impact or put wear on the roads.

# 2016 Statewide Online Survey

## Executive Summary: Key Findings

### More Oregonians agree that a road usage charge seems like a fair way to fund transportation improvements.

- Up 9% from 2014 and statistically significant, one-third of respondents (32%) agreed that road usage charges seem like a fair way to fund transportation improvements in Oregon, while a similar number (33%) felt that the road usage charge seemed unfair (down 17% and also statistically significant).

### There is limited awareness of the OReGO program and volunteer opportunities.

- Nearly three-quarters of respondents (71%) had not heard of the OReGO program.

### There is limited familiarity with mileage reporting managers and their features.

- Three-quarters of the respondents (76%) were not at all familiar with the several secure mileage reporting options that are administered by private-sector partners called account managers. Roughly the same number of respondents were also not at all familiar with the option of reporting mileage via GPS (76%) or non-GPS (74%).
- Seven in ten (73%) were not at all familiar with the safeguards that are in place to keep their information private and secure.
- Over three-quarters (77%) were not aware that ODOT does not receive location data from devices that track mileage using GPS.
- Eight in ten (80%) respondents were not at all familiar with the pre-pay and post-pay options for mileage driven, while two-thirds (67%) were not aware of the tax credits available to volunteers in order to offset the fuels tax they pay at the pump.

### Account Manager features are mildly interesting enough for respondents to consider volunteering for OReGO.

- Among the services that respondents found most interesting were: being able to review detailed information about their vehicle if the check engine light comes on (23%), receiving alerts if their vehicle moves without their permission (19%), and the ability to monitor fuel usage costs relative to their driving habits (12%).
- The **least** interesting services were: earning badges for good driving behavior and the ability to compete with friends and family (62%), using a 2MyCar guide smart phone app to find their car (47%), and the ability to review their carbon footprint (43%).

### Few are likely to volunteer for OReGO.

- Just over two-thirds of respondents (39%) were neutral to very likely to enroll in the OReGO program, while few (15%) were likely to very likely.

### There are no significant regional differences.

- Respondents in region 5 were slightly more convinced that RUC is a good idea because residents with high efficiency vehicles will have to pay their fair share.
- Respondents in region 4 and 5 were slightly more indifferent (neither fair or unfair) to RUC being implemented in Oregon.

# 2016 Statewide Online Survey

## Demographic profile of the survey respondents (weighted)\*

### Region

Region 1 – 43%  
Region 2 – 31%  
Region 3 – 14%  
Region 4 – 8%  
Region 5 – 4%

### Age

18 to 24 – 12%  
25 to 34 – 18%  
35 to 54 – 33%  
55 to 64 – 17%  
65 and over – 20%

### Income

Below \$25,000 – 17%  
\$25,000 to \$50,000 – 22%  
\$50,000 to \$75,000 – 22%  
\$75,000 to \$100,000 – 12%  
\$100,000 to \$150,000 – 14%  
\$150,000 and over – 6%

### Gender

Male - 44%  
Female - 56%

### Race

Black/African American – 1%  
White/Caucasian – 88%  
American Indian or Alaska Native – 1%  
Asian/Pacific Islander – 5%  
Hispanic/Latino – 2%  
Other race or combination – 1%

\* As stated in the methodology section, the data is weighted to match the census profile of population for each age and gender.

# 2016 Statewide Online Survey

## Vehicle characteristics and driving behaviors of survey respondents (weighted)\*

**Own or lease Vehicle**— 87%

**Hybrid/Electric Vehicle** – 10%

### **Days a Week on Oregon Highways/Freeways**

None— 6%

1 day – 2%

2 days— 5%

3 days – 10%

4 days – 11%

5 or more days – 66%

### **Typical Miles per Day**

Less than 5 – 14%

5 to 10 miles – 23%

11 to 15 miles – 20%

16 to 25 miles – 22%

26 to 50 miles – 18%

Over 50 miles – 5%

### **Average Mileage of Most Used Vehicle**

Under 20 mpg— 15%

20 to 27 mpg— 46%

28 to 35 mpg – 23%

35 or more mpg – 8%

Don't know – 8%

### **Percentage of Miles in Oregon**

100% – 79%

76% to 99%— 13%

50 to 75%— 3%

25 to 49%— 2%

Less than 25%— 3%

\* As stated in the methodology section, the data is weighted to match the census profile of population for age and gender.

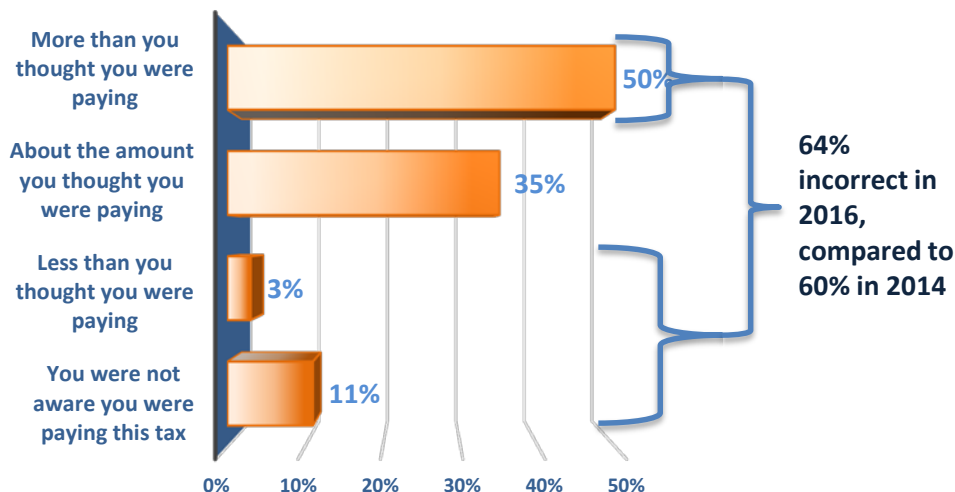
# 2016 Statewide Online Survey

## There is **STILL** limited understanding of how transportation is funded

Participants read a short explanation of the current state and federal fuels tax currently paid in Oregon was provided to respondents and were then asked if they had previously thought they were paying more, less, or about the same amount. Respondents were also asked about alternative methods for funding transportation improvements. The wording for this question was slightly different in the online version, but the concept to measure respondents' awareness of how much fuels tax they pay is the same.

- Almost two-thirds of the respondents (64%) did not know they were paying 49 cents per gallon in fuels tax (combined state and federal). One in two (50%) thought this amount was more than what they were paying, very few (3%) thought it was less, and one in ten (11%) were **unaware** that they were paying a state fuels tax.
- Respondents were not particularly supportive of any alternative funding options. However, they were most supportive of tolls on specific highways and bridges where improvements are being made (43%), increasing the vehicle registration fee (36%), or increasing the fuels tax (35%). Additionally, implementing a vehicle sales tax (32%) or road usage charge for miles driven within Oregon (31%) were supported by one-third of respondents.\*

### Awareness of Paying a Fuels Tax of 49 cents per gallon is...



### Very similar to findings in 2014 and not statistically different.

- There is a significant increase in respondents thinking the current fuels tax is **more** than they thought, but this could be explained by the change in wording of the question from 2014 to 2016.
- However the number of respondents that were incorrect on how much fuels tax they pay overall is similar to 2014 findings.

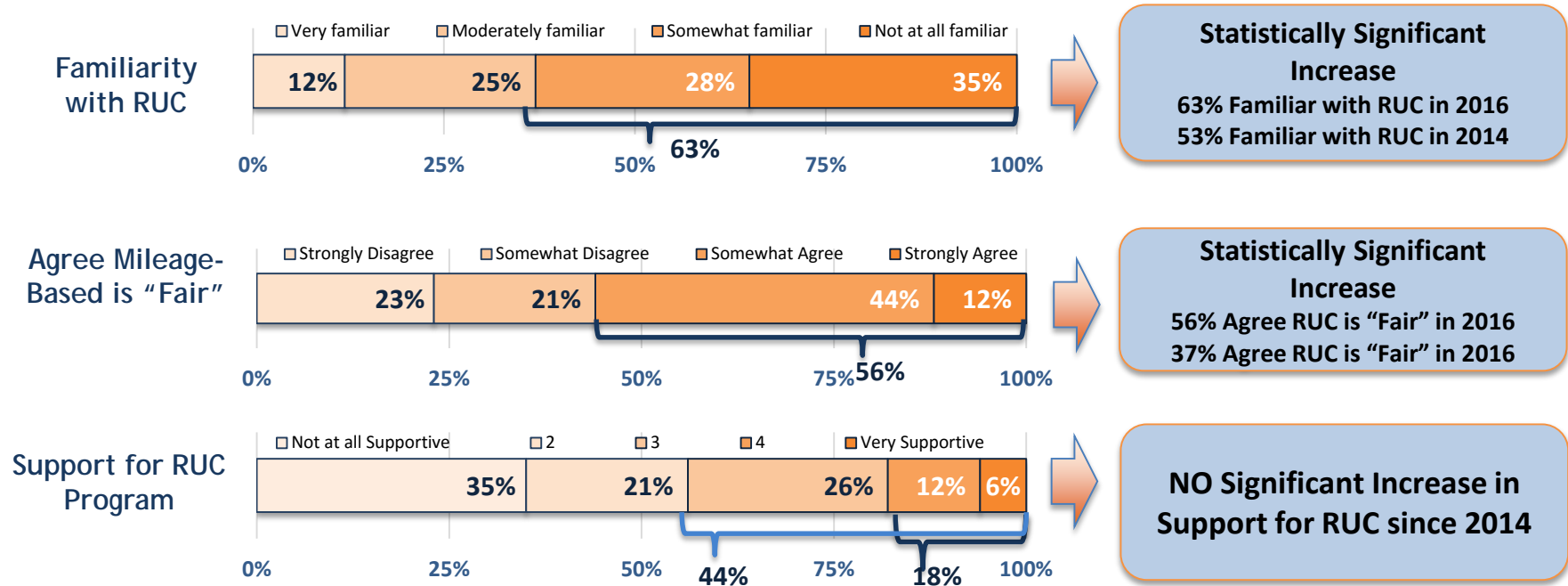
\* Rated 3, 4, or 5 on a scale of 1 to 5, where 5 is Very Supportive.

# 2016 Statewide Online Survey

## Both familiarity and support for RUC being a fair funding option increased.

The survey then asked how familiar respondents were with the concept of a road usage charge, provided an explanation about the concept, asked if they thought a road usage charge program was a “fair” method to fund transportation, and finally asked how much they would be willing to support this program in Oregon.

- Three in five (63%) were *somewhat familiar* or *not at all familiar* with the concept of a road usage charge. Male respondents and those that own a high efficiency vehicle were slightly more familiar.
- Over half of the respondents (56%) *somewhat to strongly agreed* that a mileage-based system for transportation funding is fair. While few respondents (18%) were strongly supportive of a road usage charge program in Oregon, over two-fifths (44%) were neutral to strongly supportive.
- Respondents that were more concerned about privacy were less likely to agree RUC is fair or support a RUC program in Oregon.





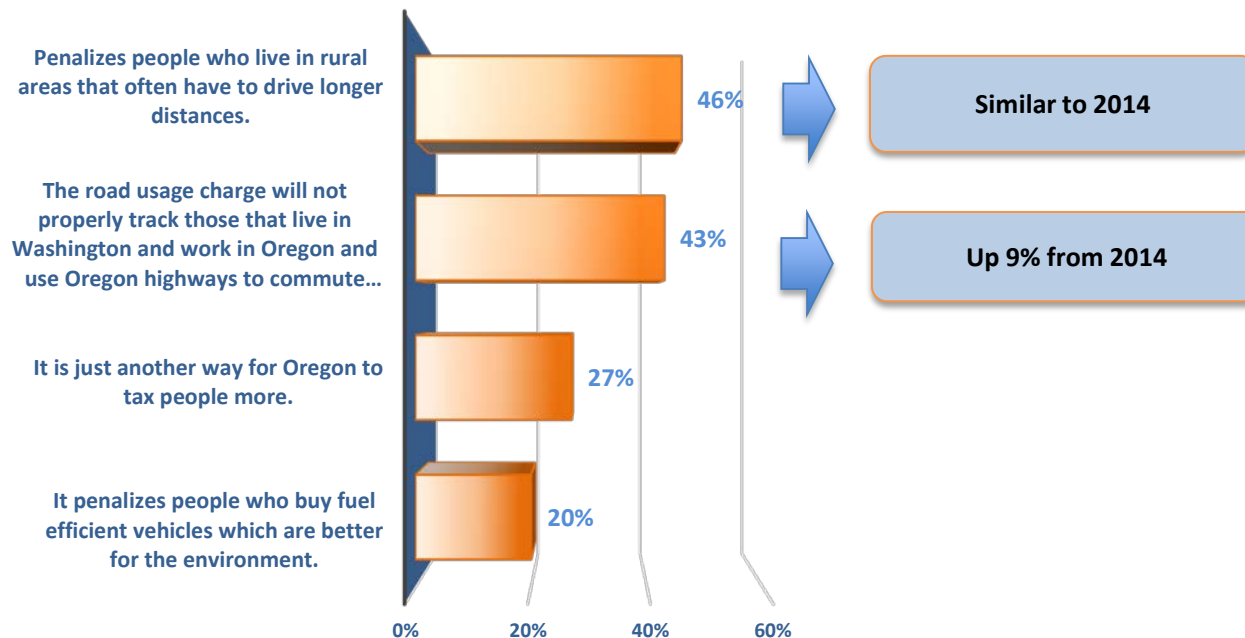
# 2016 Statewide Online Survey

## The main concern regarding a road usage charge is unfairness for rural drivers.

Respondents were asked if they felt there were any major drawbacks to a road usage charge program in Oregon.

- Similar to the 2014 survey, nearly half of respondents (46%) believed that one of the biggest drawbacks was that a road usage charge program penalizes people in rural areas that often have to drive longer distances. There was also a 9% increase since 2014 in fear that RUC would not properly track those who cross state lines frequently (43%). Concern also increased that RUC is just another way Oregon can tax more people (27%) and that it penalizes people who buy fuel efficient vehicles (20%).
- Concern for privacy has significantly decreased (by 12%). In 2014 privacy was a bigger drawback for respondents (29%), but only 17% of respondents indicated privacy as a major drawback in 2016.

### Most Indicated Drawbacks to Road Usage Charging



# 2016 Statewide Online Survey

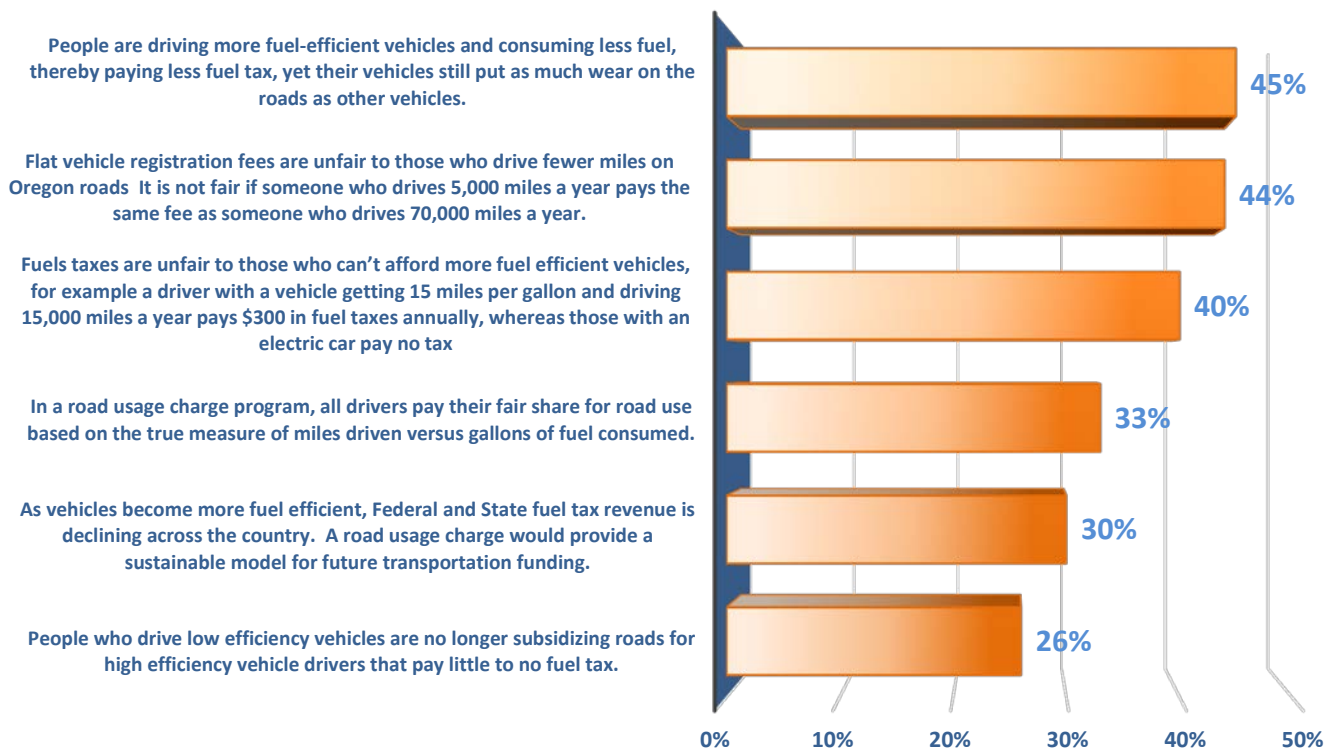
## Messages regarding fuel efficient vehicles not paying their fair share are more convincing.

Participants were shown several possible reasons for supporting a road usage charge program and were asked to rate how convincing each reason was.

- Up 8% and statistically significant, nearly half of all respondents (45%) were convinced by statements regarding how driving more fuel efficient vehicles would reduce their tax burden, but still impact or put wear on the roads.
- Similar to 2014, the next most convincing messages had to do with the unfairness of flat fees, fuels tax being unfair to those who can't afford fuel-efficient vehicles, and each motorist paying their fair share with road usage charges.

### Statements Rated as MOST Convincing to Support Road Usage Charging

*Rated 4 or 5 on a scale of 1 to 5, where 5 is Very Convincing)*



**8% Statistically Significant Increase from 2014**

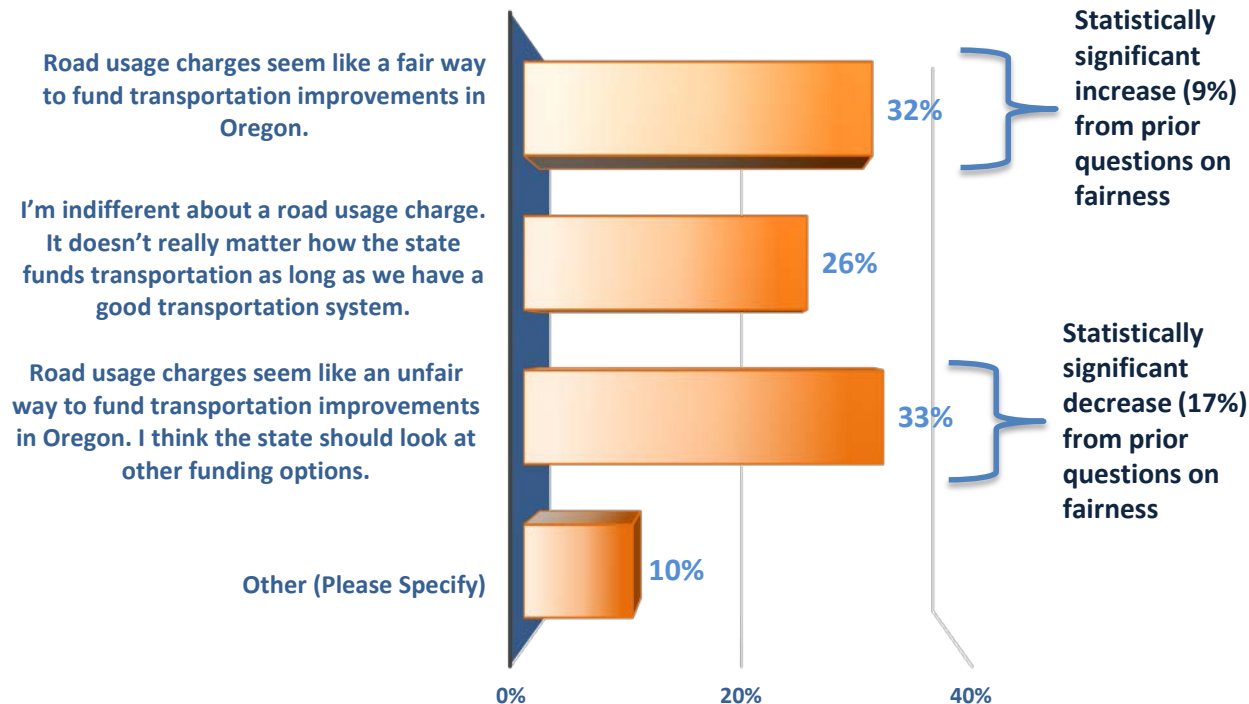
# 2016 Statewide Online Survey

## More Oregonians agree that a road usage charge seems like a fair way to fund transportation improvements.

At the end of the survey, respondents were *again* asked about the fairness of a road usage charge program in Oregon.

- Up 9% from 2014 and statistically significant, one-third of respondents (32%) agreed that road usage charges seem like a fair way to fund transportation improvements in Oregon, while a similar number (33%) felt that the road usage charge seemed unfair (down 17% and also statistically significant). One in four (26%) were indifferent about a road usage charge..

### Which ONE Statement Comes Closest to your Point of View Regarding Road Usage Charging?



Those who were more concerned about privacy were more likely to indicate that RUC seems unfair.

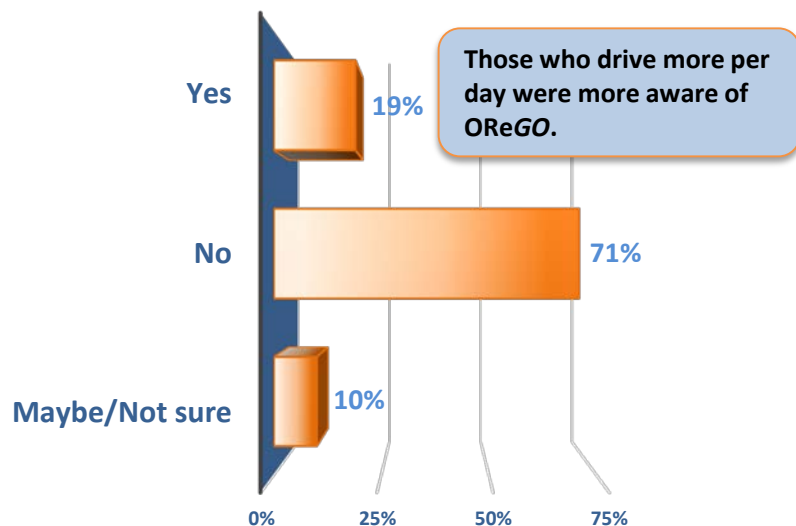
# 2016 Statewide Online Survey

## There is limited awareness of the OReGO program and volunteer opportunities.

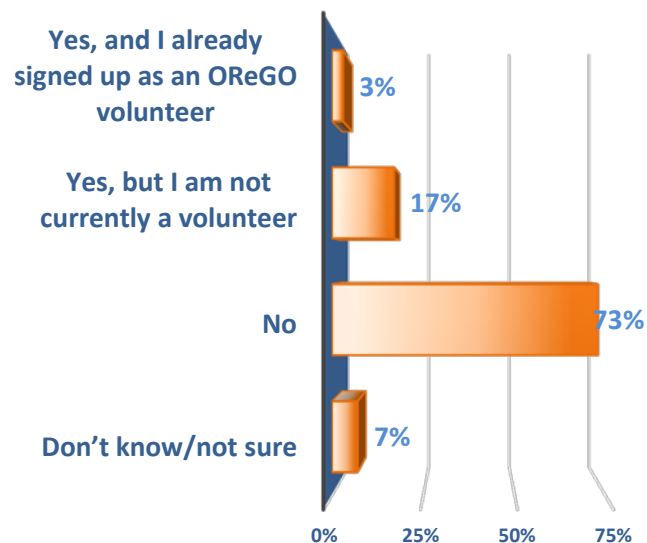
Respondents were informed that Oregon is the first state in the U.S. to adopt a road usage charge program, called OReGO. They were asked if they had heard of the program prior to the survey and whether or not they were aware the opportunities of enrolling in the program.

- Nearly three-quarters of respondents (71%) had not heard of the OReGO program, nor of its enrollment opportunities. One in five had heard of the program (19%) and were aware of the enrollment opportunities (17%), while very few (3%) had already signed as a volunteer.
- Roughly one in ten were unsure if they had heard of the OReGO program (10%) and its enrollment opportunities (7%).

Have Heard of the OReGO RUC Program



Awareness of OReGO Volunteer Opportunities

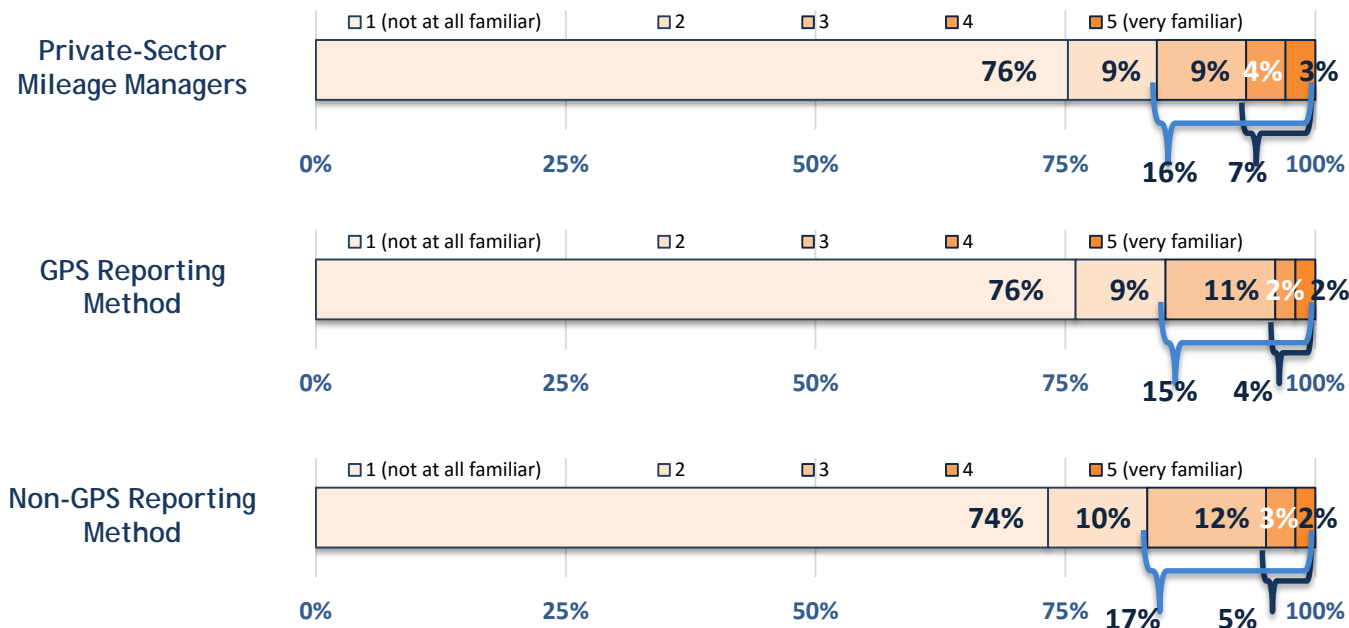


# 2016 Statewide Online Survey

## There is limited familiarity with mileage reporting managers and their features.

The survey asked how familiar respondents were with a variety of account manager features of the OReGO road usage program.

- Three-quarters of the respondents (76%) were *not at all familiar* with the several secure mileage reporting options that are administered by private-sector partners called account managers. Roughly the same number of respondents were also *not at all familiar* with the option of reporting mileage via GPS (76%) or non-GPS (74%) devices.



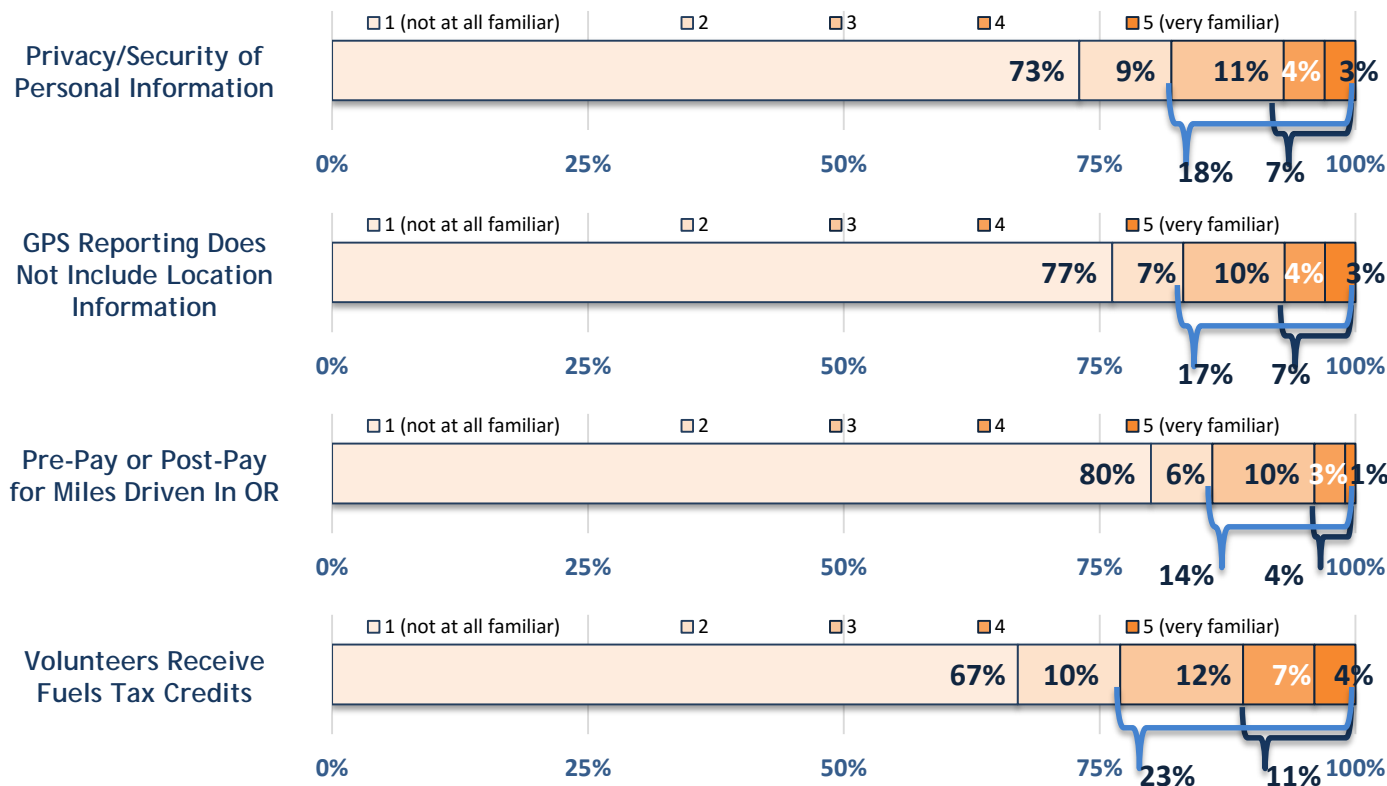
Generally respondents age 18-34 or those that own HEVs were more likely to be familiar with these features.

# 2016 Statewide Online Survey

## There is limited familiarity with mileage reporting managers and their features.

The survey asked how familiar respondents were with a variety of account manager features of the OReGO road usage program.

- Seven in ten (73%) are *not at all familiar* with the safeguards that are in place to keep their information private and secure.
- Over three-quarters (77%) are not aware that ODOT does not receive location data from devices that track mileage using GPS.
- Eight in ten (80%) respondents were *not at all familiar* with the pre-pay and post-pay options for mileage driven, while two-thirds (67%) are not aware that volunteers receive a fuel tax credit applied to their RUC balance.



Generally respondents age 18-34 or those that own HEVs were more likely to be familiar with these features.

# 2016 Statewide Online Survey

## Account manager features are mildly interesting enough to consider volunteering for OReGO.

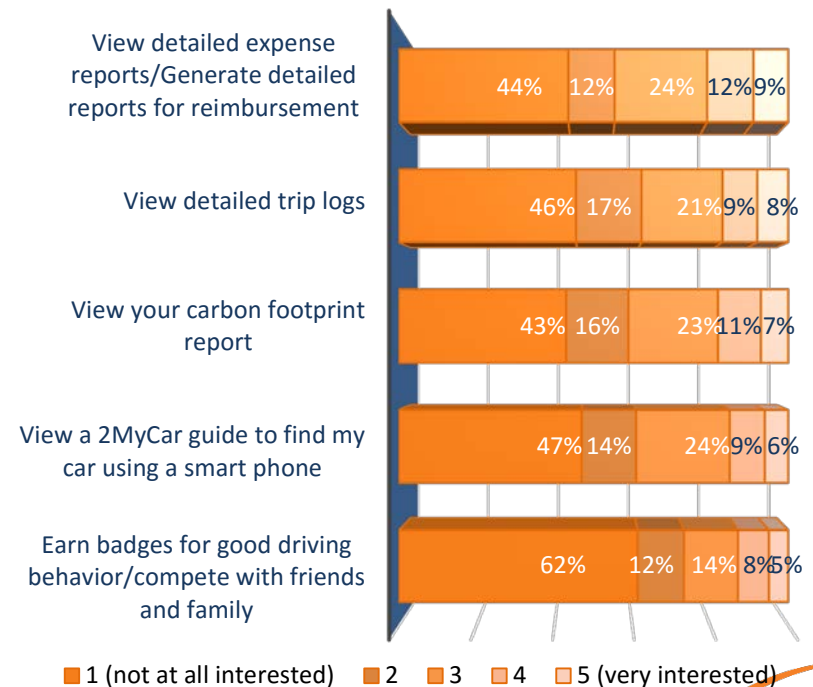
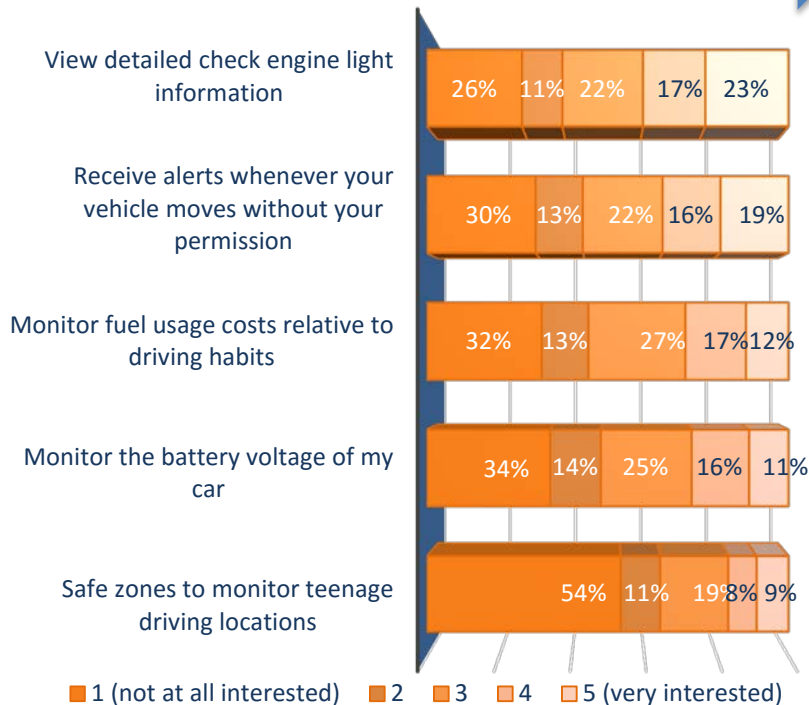
Respondents were asked about which services would make them more or less interested in volunteering for the OReGO program.

- Among the services that respondents found most interesting were: being able to review detailed information about their vehicle if the check engine light comes on (23%), receiving alerts if their vehicle moves without their permission (19%), and the ability to monitor fuel usage costs relative to their driving habits (12%).
- The **least** interesting services were: earning badges for good driving behavior and the ability to compete with friends and family (62%), using a 2MyCar guide smart phone app to find their car (47%), and the ability to review their carbon footprint (43%).

### Which Services Would Make You More or Less Interested in Volunteering?



### Which Services Would Make You More or Less Interested in Volunteering?

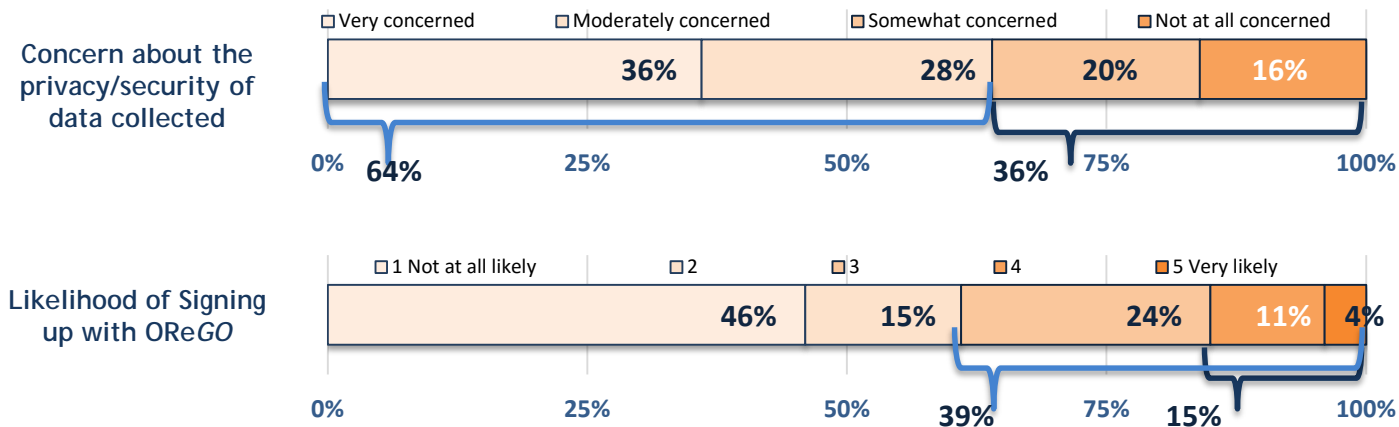


# 2016 Statewide Online Survey

## Privacy and security are still a concern and few are likely to volunteer.

Lastly the survey asked respondents about their privacy concerns and how likely they would be to volunteer and sign up for OReGO.

- Two-thirds of respondents (64%) reported feeling *very concerned* or *moderately concerned* over the privacy and security of their data.
- Four in ten (39%) were *neutral*, *somewhat likely*, or *very likely* to enroll in the OReGO program.



Respondents that are more concerned about privacy are the least likely to volunteer for OReGO.



# Appendix: Survey Questions

## ODOT RUC

(untitled)

1. What is your age? \*

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-54
- ☐ 55-64
- ☐ 65+

(untitled)

2. What county do you live in?

Baker  
Benton  
Clackamas  
Clatsop  
Columbia  
Coos  
Crook  
Curry  
Deschutes  
Douglas  
Gilliam  
Grant  
Harney  
Hood River  
Jackson  
Jefferson  
Josephine  
Klamath  
Lake  
Lane  
Lincoln  
Linn  
Malheur  
Marion  
Morrow  
Multnomah  
Polk  
Sherman  
Tillamook  
Umatilla  
Union  
Wallowa  
Wasco  
Washington  
Wheeler  
Yamhill  
Do not live in Oregon

## Appendix: Survey Questions

3. Looking at the map, what region of Oregon do you live? \*

- ☐ Region 1   ☐ Region 2   ☐ Region 3   ☐ Region 4   ☐ Region 5
- ☐ Do not Live in Oregon

(untitled)

4. Do you own or lease a car, SUV, or light truck?

- ☐ Yes
- ☐ No
- ☐ Don't know (N/A)

5. Does anyone in your household have a car that is hybrid or electric?

- ☐ Yes
- ☐ No
- ☐ Don't know (N/A)

6. What is the average fuel efficiency of your primary vehicle?

- ☐ Under 20 mpg
- ☐ 20 to 27 mpg
- ☐ 28 to 35 mpg
- ☐ 35+ mpg
- ☐ Don't know

(untitled)

7. About how many days per week do you use your vehicle to travel on Oregon's roads?

- ☐ None
- ☐ 1 day
- ☐ 2 days
- ☐ 3 days
- ☐ 4 days
- ☐ 5 or more days

8. When you drive, about how many total miles do you travel on average per day?

- ☐ Less than 5 miles a day
- ☐ 5 to 10 miles a day
- ☐ 11 to 15 miles a day
- ☐ 16 to 25 miles a day
- ☐ 26 to 50 miles a day
- ☐ Over 50 miles a day

9. What percentage of these miles do you typically drive inside Oregon?

- ☐ 100%
- ☐ More than 75%, but less than 100%
- ☐ 50% to 75%
- ☐ 25% to 49%
- ☐ Less than 25%

## Appendix: Survey Questions

10. When you buy gasoline in Oregon, you pay 30 cents in State fuel tax per gallon and 19 cents in Federal fuel tax.

That means if you buy 10 gallons of gas, your purchase total includes \$4.90 for tax. Is this:

- ☐ More than you thought you were paying
- ☐ About the amount you thought you were paying
- ☐ Less than you thought you were paying
- ☐ You were not aware you were paying this tax

(untitled)

11. What is your level of support for each of the following ways Oregon can increase funding for transportation improvements?

1 (not at all supportive)  
2  
3  
4  
5 (very supportive)

Implementing a road usage charge for miles driven on Oregon roads

1 (not at all supportive)  
2  
3  
4  
5 (very supportive)

Increasing state fuel taxes

1 (not at all supportive)  
2  
3  
4  
5 (very supportive)

Implementing an additional flat fee tax

1 (not at all supportive)  
2  
3  
4  
5 (very supportive)

Increasing the vehicle registration fee

1 (not at all supportive)  
2  
3  
4  
5 (very supportive)

Implementing a vehicle sales tax

1 (not at all supportive)  
2  
3  
4  
5 (very supportive)

Charging tolls on specific highways and bridges where improvements are being made

(untitled)

## Appendix: Survey Questions

12. Which **one** of these options do you support **most** as a way to ensure adequate funding for transportation system maintenance in Oregon?

- ☐ Increasing state fuel taxes
- ☐ Charging tolls on specific highways and bridges where improvements are being made
- ☐ Increasing the vehicle registration fee
- ☐ Implementing a road usage charge for miles driven on Oregon roads
- ☐ Implementing an additional flat fee tax
- ☐ Implementing a vehicle sales tax
- ☐ Other (Please specify)

\*

(untitled)

13. How familiar are you with the concept of a road usage charge, where drivers pay a fee for the miles they drive?

- ☐ Very familiar
- ☐ Moderately familiar
- ☐ Somewhat familiar
- ☐ Not at all familiar

14. Have you heard of OReGO, the State of Oregon's road usage charge program?

- ☐ Yes
- ☐ No
- ☐ Maybe/Not sure

(untitled)

15. How much do you agree or disagree that funding Oregon's transportation system with a mileage-based road usage charge is a "**fair**" funding method?

- ☐ Strongly agree
- ☐ Somewhat agree
- ☐ Somewhat disagree
- ☐ Strongly disagree

16. How much do you support implementing a mileage-based road usage charge program in Oregon to fund transportation?

1 (not at all supportive)
2
3
4
5 (very supportive)

(untitled)

## Appendix: Survey Questions

17. What do you think are the TOP 2 drawbacks (if any) to a road usage program in Oregon?

- ☐ It is just another way for Oregon to tax people more
- ☐ Correctly processing vehicle mileage data and fees is too complicated
- ☐ It penalizes people who buy fuel efficient vehicles which are better for the environment
- ☐ It will not properly track people who live outside Oregon and use Oregon highways
- ☐ It penalizes people who live in rural areas who often drive longer distances
- ☐ The Oregon Department of Transportation can't be trusted to develop and implement this kind of program
- ☐ Recording mileage could impede participants' privacy
- ☐ No drawbacks
- ☐ Other (Please Specify)

(untitled)

18. Please rate how convincing the following statements are for increasing your level of support for a road usage charge in Oregon.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

Flat vehicle registration fees are unfair to those who drive fewer miles on Oregon roads. It is not fair if someone who drives 5,000 miles a year pays the same fee as someone who drives 70,000 miles a year.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

As vehicles become more fuel efficient, Federal and State fuel tax revenue is declining across the country. A road usage charge would provide a sustainable model for future transportation funding.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

A road usage charge program is a greener and more environmentally sound funding option because it is not dependent on the consumption of fuel.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

People who drive low efficiency vehicles are no longer subsidizing roads for high efficiency vehicle drivers that pay little to no fuel tax.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

People are driving more fuel-efficient vehicles and consuming less fuel, thereby paying less fuel tax, yet their vehicles still put as much wear on the roads as other vehicles.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

Fuel taxes are unfair to those who can't afford more fuel efficient vehicles. For example, if a driver whose vehicle gets 15 miles per gallon drives 15,000 miles a year in Oregon, that driver pays \$300 in State fuel tax annually, while a driver of an electric car pays no fuel tax at all.

1 (not at all convincing)  
2  
3  
4  
5 (very convincing)

In a road usage charge program, all drivers pay their fair share for road use based on the true measure of miles driven versus gallons of fuel consumed.

## Appendix: Survey Questions

(untitled)

19. Oregon is the first state in the U.S. to adopt a road usage charge program; it is called OReGO. OReGO participants pay a per-mile fee instead of the traditional fuel tax, and they receive tax credits for fuel used. Did you know that you can volunteer and try out OReGO right now?

- ☐ Yes, and I already signed up as an OReGO volunteer
- ☐ Yes, but I am not currently a volunteer
- ☐ No
- ☐ Don't know/not sure

20. Please indicate how familiar you are with the following features of the OReGO road usage program?

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Some private-sector partners offer options to report mileage via GPS so that driving on non-Oregon roads is not subject to the road usage charge.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Volunteers have several secure mileage reporting options to choose from that are administered by private-sector partners called account managers.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

ODOT does not receive any location data from account managers that offer devices with GPS capability.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Regardless of selected mileage reporting options, volunteers' personal information is kept secure and private.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

The ODOT account manager option uses a non-GPS mileage reporting device (MRD) that counts ALL the miles you drive and reports them to ODOT.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

While volunteers participate in OReGO, they receive credits for the state tax that they pay at the pump to offset their road usage charge.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Depending on the account manager chosen to report mileage, you can pre-pay or post-pay for miles driven on Oregon roads using a credit or debit card.



# Appendix: Survey Questions

(untitled)

19. Oregon is the first state in the U.S. to adopt a road usage charge program; it is called OReGO. OReGO participants pay a per-mile fee instead of the traditional fuel tax, and they receive tax credits for fuel used. Did you know that you can volunteer and try out OReGO right now?

- ☐ Yes, and I already signed up as an OReGO volunteer
- ☐ Yes, but I am not currently a volunteer
- ☐ No
- ☐ Don't know/not sure

20. Please indicate how familiar you are with the following features of the OReGO road usage program?

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Some private-sector partners offer options to report mileage via GPS so that driving on non-Oregon roads is not subject to the road usage charge

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Volunteers have several secure mileage reporting options to choose from that are administered by private-sector partners called account managers.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

ODOT does not receive any location data from account managers that offer devices with GPS capability.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Regardless of selected mileage reporting options, volunteers' personal information is kept secure and private.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

The ODOT account manager option uses a non-GPS mileage reporting device (MRD) that counts ALL the miles you drive and reports them to ODOT.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

While volunteers participate in OReGO, they receive credits for the state tax that they pay at the pump to offset their road usage charge.

1 (not at all familiar)  
2  
3  
4  
5 (very familiar)

Depending on the account manager chosen to report mileage, you can pre-pay or post-pay for miles driven on Oregon roads using a credit or debit card.

## Appendix: Survey Questions

(untitled)

21. How concerned are you about privacy and the security of data collected by the OReGO program?

- ☐ Very concerned
- ☐ Moderately concerned
- ☐ Somewhat concerned
- ☐ Not at all concerned

22. By signing up with OReGO private partners you can receive other connected-car enabled services. Please indicate if the following services would make you more or less interested in volunteering to try OReGO.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

Monitor fuel usage to see how daily driving habits affects cost.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

View detailed trip logs to remember everywhere you've been.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

View check engine light decoding so you'll know what's really happening with your vehicle when the check engine light goes on.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

Monitor battery voltage monitor so you'll know if your battery is dying or getting old.

1 (not at all interested)  
2

2  
3  
4  
5 (very interested)

View carbon footprint reporting.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

View a 2MyCar guide to get you back to your car using your smart phone with either turn-by-turn instructions or by a straight-line route.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

View expense reporting to so you can tag your trips and generate your reports for reimbursement.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

Set up safe zones to let you know if your teenager (or others driving your car) have entered certain geographical areas.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

Earn badges that unlock for good driving behavior. Compete with friends and family to see who can unlock the most badges.

1 (not at all interested)  
2  
3  
4  
5 (very interested)

Receive alerts whenever your vehicle moves without your permission.

(untitled)



## Appendix: Survey Questions

23. Now that you have learned a bit more about road usage charging, which statement about road usage charging in Oregon is closest to your point of view?

- ☐ Road usage charging seems like a fair way to fund transportation improvements in Oregon.
- ☐ I'm indifferent about a road usage charge. It doesn't really matter how the state funds transportation system improvement as long as we have a good transportation system.
- ☐ Road usage charging seems like an unfair way to fund transportation improvements in Oregon. I think the state should look at other funding options.
- ☐ Other (Please specify)

\*

24. How likely would you be to sign-up as a volunteer and try OReGO?

1	Not at all likely
2	
3	
4	
5	Very likely

(untitled)

25. Why are you likely to volunteer? What is ONE main reason?

26. Why are you **NOT** likely to volunteer for OReGO? What is ONE main reason?

(untitled)

27. What is your total household income?

- ☐ Less than \$25,000
- ☐ \$25,000 - to less than \$50,000
- ☐ \$50,000 to less than \$75,000
- ☐ \$75,000 to less than \$100,000
- ☐ \$100,000 to less than \$150,000
- ☐ \$150,000 +
- ☐ Decline to answer

28. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Decline to answer

## Appendix: Survey Questions

29. Which of the following best describes your race or ethnicity?

- ☐ White/Caucasian
- ☐ African American/Black
- ☐ Hispanic/Latino
- ☐ Asian/Pacific Islander
- ☐ Native American/American Indian
- ☐ Other
- ☐ Decline to answer