

PROGRESS AND DEVELOPMENT OF VEHICLE MILES TRAVELED (VMT)

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Progress and Development of VMT

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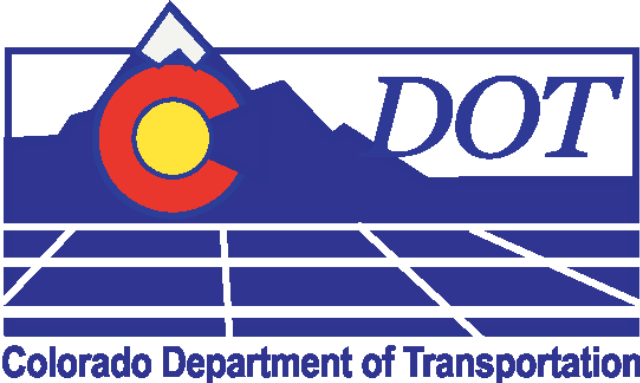
Paul Sorensen, Rand Corporation

Ed Regan, Wilbur Smith Associates

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GINGER GOODIN

Texas Transportation Institute



Interoperability and All-Electronic Toll Collection Workshop

May 15-17, 2011 :: Dallas/Plano Marriott :: Plano, TX

IBTTA
International Bridge, Tunnel and Turnpike Association
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There Are No Free Roads™

Mileage Based User Fee (MBUF) Conceptual Blueprint for a Pilot Study

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Peggy Catlin
Deputy Director of CDOT

May 15, 2011

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In *A Report to Colorado Blue Ribbon Panel* suggested creation of a Vehicle Miles Traveled (VMT) Fee pilot study.

In response to this suggestion we have hired a consultant to develop a detailed plan for such a study.

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As Colorado looks for new and more sustainable revenues, MBUF fee is being explored to as a means to generate revenues, manage congestion and change travel behavior.

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The MBUF pilot study must answer the following questions:

1. What MBUF schedule would be appropriate to generate revenue to maintain infrastructure?
2. Should MBUF vary based on vehicle characteristics, (weight, greenhouse gas emissions, other pollutant emissions of interest)?
3. Should MBUF vary geographically, (rural, urban, resort, air quality non-attainment)?
4. What is the expected response to MBUF in terms of VMT reduction? How does this effect air quality and greenhouse emissions?
5. What effect does congestion pricing have on driving behavior when it is incorporated into the MBUF schedule?

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The MBUF pilot study must answer the following questions (cont):

6. Should there be a separate fee structure for Commercial Vehicles?
7. What cost sharing model with local governments/agencies should be considered?
8. How will the system deal with out of state travelers? Will there be border jumping?

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The MBUF pilot study must also consider issues of concern and possible barriers to implementation:

- Privacy
 - What data are collected?
 - What data transmitted to government?
 - How is it transmitted?
- Environmental Justice
- Cost of Implementation
- Equity of Rural and Urban Impacts
- Time Required for Implementation
- Interoperability across the country

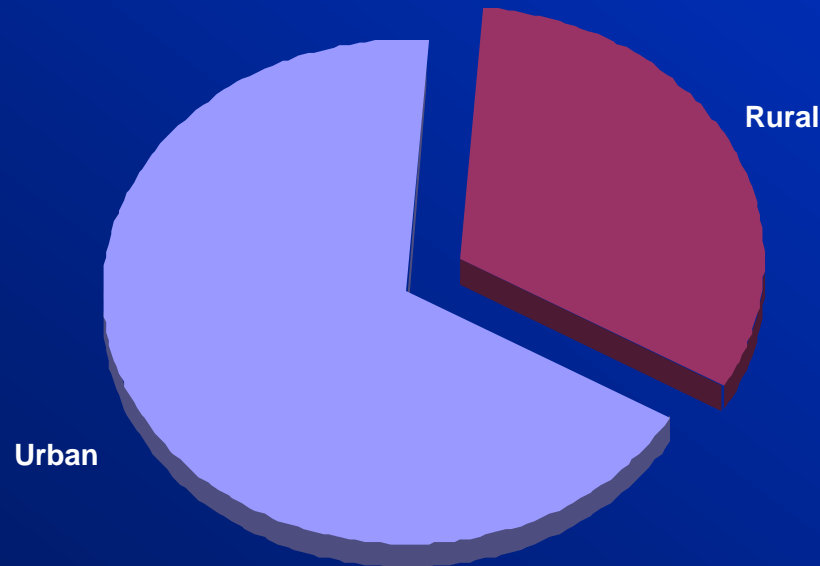
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- **Goal to lay the framework for a pilot**
- **Enable CDOT to compete for future MBUF pilot federal funds**
- **Consider possibility of joining wider federal/multi-state study**
- **Study Duration – 8 months**
- **Policy & Technical Committees**

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Background: Total VMT

2009 Colorado VMT 46.2 Billion



To raise \$500 Million/year would mean 1¢/mile VMT fee

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Congestion Pricing

Focus on Congested Freeways:

- 4.2 Billion VMT on these Freeways each year
- 1.3 Billion VMT during peak periods each year
- To raise \$ 500 Million/yr would mean 38¢/mile
 - (E-470 charges 21 – 28 ¢/mile)

– if no behavior changes

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Congestion Pricing

Congested Freeways:

Fees of this Magnitude may not be Palatable

Congestion Pricing Alone Won't Generate Sufficient Revenue

But it Can Be Incorporated Into a MBUF fee Structure

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Thank You!

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