



American Association of
Motor Vehicle Administrators

Trying to Fit the Elephant in the Suitcase: Pros and Cons of Different State Agencies Administering a RUC

NCSL Alternative Transportation User Fees Foundation
Partnership

Austin, TX

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OUR VISION

Safe drivers

Safe vehicles

Secure identities

Saving lives!

What is AAMVA?

- Established in 1933
- Created by MVA Administrators and Highway Patrol Colonels to collaborate on issues of motor vehicle safety
- Five Subject Matter Pillars - Identity, Driver, Vehicle, Law Enforcement and Operations
- Partners – NHTSA, FMCSA, FHWA, CBP, NLETS, NICB
- Associate Members – Industry partners – utilize their expertise
- Funded through member dues, IT system use, consumer programs, federal grants

What is AAMVA?

- Structure – Board of Directors (International and Regional), CEO, Standing Committees, Subcommittees and Working Groups
- IT organization wrapped in a trade association
- Responsible for many of the federally-mandated computer systems – CDLIS, S2S, NMVTIS
- Legislative Initiatives – monitor federal legislation and rulemaking that may impact our members – submit comments on behalf of our members
- Publish Best Practice documents on issues that are of concern for our members



AAMVA is the Google for DMVs.

The Alphabet Soup - RUF, RUC, MBUF, PBM, kWh

- Comprehensive Program
- Define your program - Figure out all of the methods that may be used to offset the reduction in gas tax revenues
- Paying for miles may not be the whole answer
- Additional Registration Fees for electric vehicles may not be the whole answer
- Surcharge on charging stations
- Will there be additional taxes on services? Who will collect?
- What vehicles will be in the program for pay-by-mile/registration surcharges? EV, Highly fuel-efficient
- How will the vehicles be identified?
- Who will collect?
- Who will enforce compliance/handle appeals process? How?

When/Why should DMVs be at the table?

- **When** - As soon as possible – preferably during the process of determining the program – may be overlooked as DMVs often fall under a larger agency
- **Why** - DMVs have the data!!!!
- Need to be specific about the data needed and understand what data the DMV has – assumptions can cause increases in cost and delays to project timeline
- Example – Federal classification of trucks, access to out-of-state registration information
- Currently there is no easy, cost-effective way to access all 51 jurisdictions' databases in one query

Why the Elephant in the Suitcase?

- Not a good fit for most jurisdictions' existing agencies
- Comprehensive Program – May require a split between agencies
- Personnel – Funding for additional FTEs
- IT Upgrades may be required

Considerations

- What does the program look like? – May need a shared approach
- Employees to administer – Can this be worked into an existing program?
- Does your state have an inspection program? DMV/DEM?
- Who collects registration fees?
- Which agency can provide outreach to the public?
- Who enforces compliance? Tax Intercept, Suspensions vs. Registration Blocks
- State Tolling Authority – the original RUC – many have enforcement mechanisms through DMVs
- Third-party processing

Who Should Administer the Program???

Law School Professor's Answer

It depends!!!

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