



OReGO

Oregon's Road Usage Charge
Program

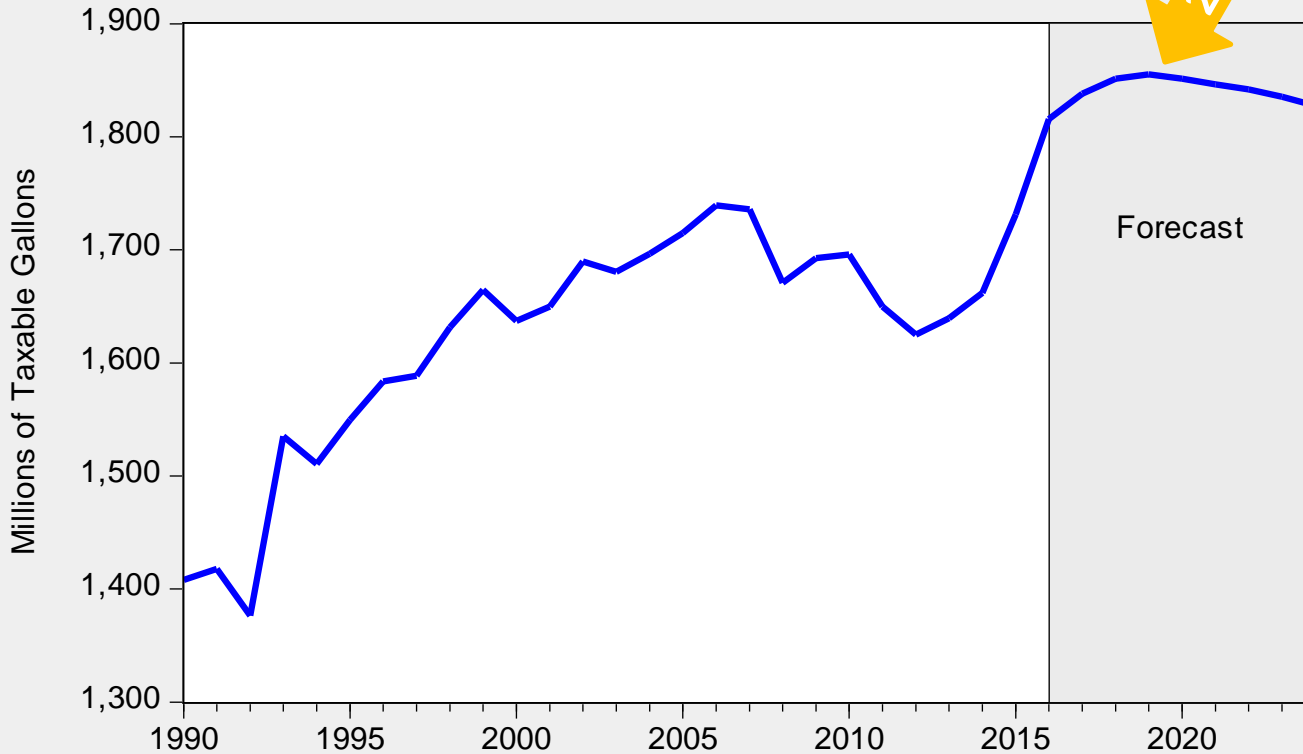
Maureen Bock, OReGO Program Manager
Oregon Department of Transportation

March 15, 2017



Long-term outlook for motor fuels

Gallons of taxable motor fuels



Source: ODOT June 2016 Revenue Forecast

Fuel efficiency growth overrides slow economic growth in out years

Despite declining motor fuels growth, VMT growth is still positive

History

Road User Fee Task Force created by HB 3946 in 2001

Formed to establish a long-term vision for Oregon road funding.

Charged with developing a design for revenue collection for Oregon's roads and highways that will replace the current system for revenue collection.



Road User Fee Task Force

Principles

Users Pay

Local government
control of local
revenue sources

Revenue
sufficiency

Transparent to
the public

Nongovernmental
burden

Enforceability

Support entire
highway and road
system

Public acceptability



Oregon's per mile charge pilot programs

2006 - 2007

Road User Fee Pilot

Mileage reporting and limited ability to pay at fuel pump

Showed feasibility to collect congestion charges

2012 - 2013

Road Usage Charge Pilot

Mileage reporting wirelessly from machine to machine

Private sector account manager

2015 - Present

OReGO

Production system

Private sector account managers

ODOT oversight of compliance and account managers



SB 810 (2013)

1.5 cents per mile

Fuel tax credit

Reporting *choices*

GPS not required

Open to new technology

Account management
choices

Penalties for fraud

Protects personal
information



ORe**GO**

What is a Road Usage Charge?

A fee charged for the distance a vehicle is driven



Collect fuel tax
as a
prepayment of
RUC



Count the miles
and multiply by
the rate



Collect the net
tax or ...
refund the
difference



Volunteer experience

Please take a few minutes to give us the information we need to n program.

Step 1. Register Your Vehicle
Enter the VIN of the vehicle registered with In-Drive.

[How to find your VIN](#)

Next

Step 2. About You



Sign up and
select mileage
reporting
method

Install/activate
mileage
reporting
device


Drive **and** ...

Pay or get refund

The most enrolled vehicle types are: Toyota Prius, Ford F-150 and Subaru Outback



Volunteer participation & feedback



“We should pay the appropriate fair share for use of roads and bridges, just like the trucking industry does through weight-mile tax.” – RUC Volunteer

71% of volunteers support RUC for highly efficient vehicles

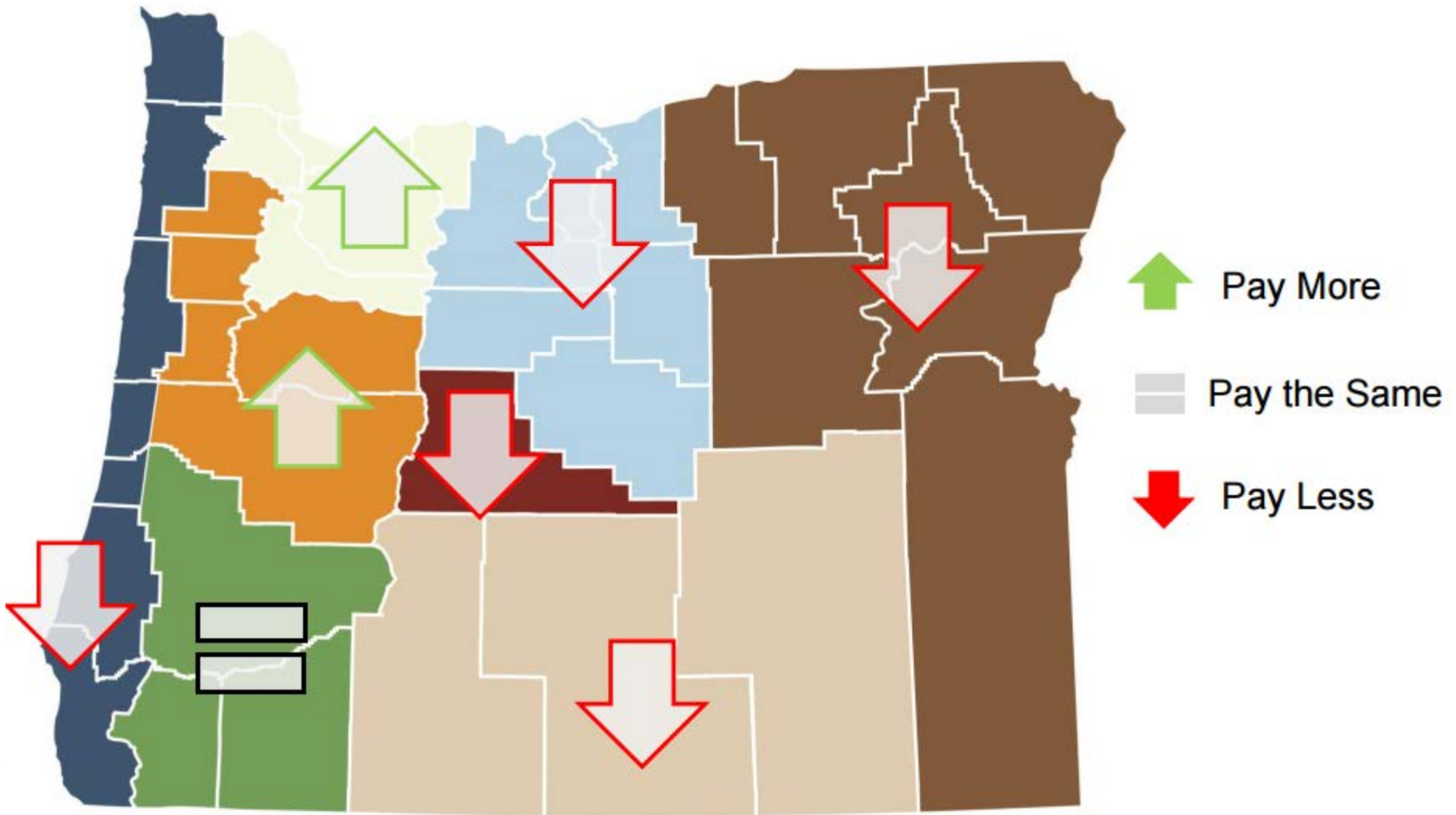
1,337 total vehicles to date

More than 300 models



Urban-Rural

OSU Analysis



External review

Security

Account Manager Satisfaction

Volunteer Satisfaction

Info@Risk

Conclusion:

- Current standards and requirements are quite thorough
- Focus is on operational requirements

Public Knowledge

Conclusions:

- Account managers are satisfied with ODOT partnership
- Good communication
- Clear expectations

Public Knowledge

Conclusions:

- Volunteers support RUC
- Experience is positive
- Volunteers have concerns
 - Rural drivers
 - Out of state drivers



FAST Act federal grant

Expand the
Market

Increase Public
Awareness

Evaluate
Compliance

Explore
Interoperability





Expand the market: Increase technology

Provide more technology options to volunteers.

The current technology in the OReGO program is the device, which is self-installed into the vehicle's port.

Other technology includes:

Embedded
Telematics

Fuel Station
Technology /
Pump
Connectivity

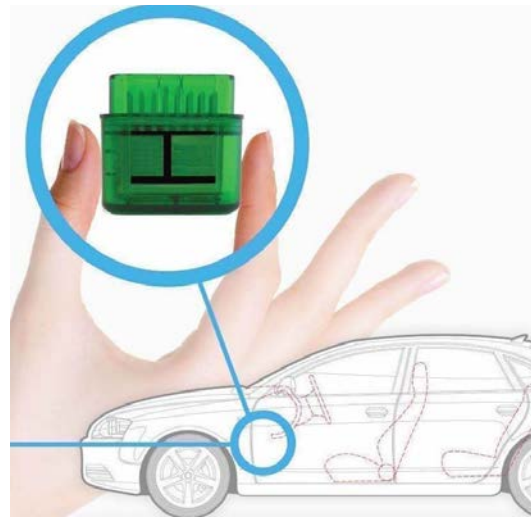
Cell Phone
Imagery

Data
Aggregation

Increase public awareness



Conduct research



Create education tools



Conduct education tour





Evaluate compliance

Education

Assistance

Enforcement



Work on interoperability

The Vision



One account for road usage charges based on registration



Funds are collected accurately according to jurisdictional laws & policies



Funds get to the correct jurisdiction

Multijurisdictional agreements under SB 810

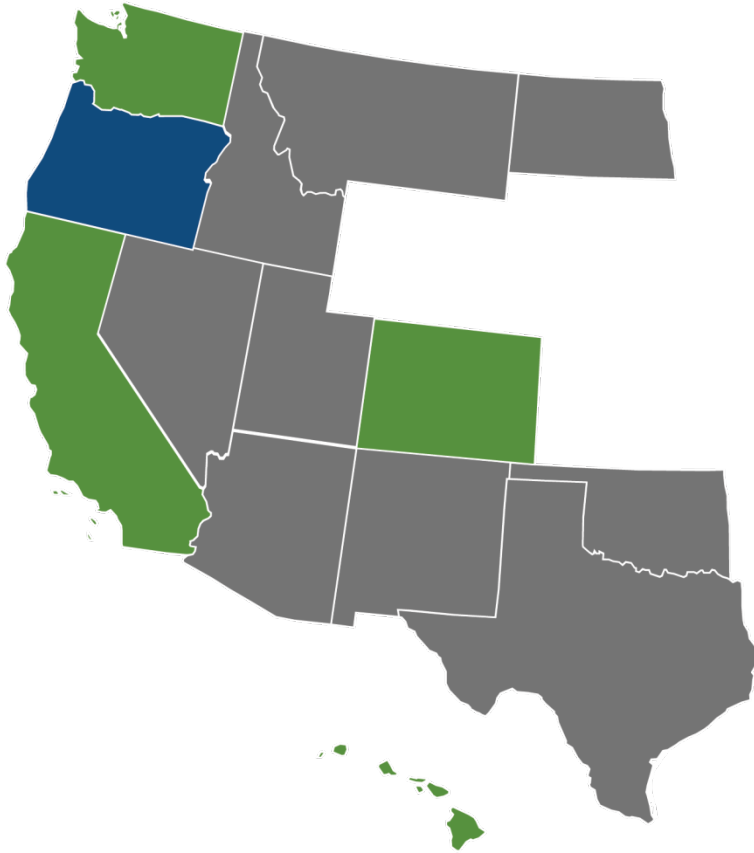
RUC West

SECTION 29. The Department of Transportation may enter into agreements with other state departments of transportation, the federal government and Canadian provinces for the purposes of:

- (1) Conducting joint research related to road usage charges and development programs on a multistate basis;
- (2) Furthering the development and operation of single state or multistate road usage charge pilot programs;
- (3) Sharing costs incurred in conducting the research described in subsection (1) of this section; and
- (4) Developing a program for stakeholder outreach and communications with respect to road usage charges.



Member states



LEGEND

Tier 1: Active Program

Tier 2: Exploring & Piloting

Tier 3: Monitoring Trends



RUC
west

NEW PATHS
TO ROAD
FUNDING

RUC West - Regional RUC pilot

Received \$1.5 million in FAST Act grant funds. Goal:

Design
system

Develop
business rules

Define
technology
interface



Next phase

After requirements gathering, states will seek federal support to pilot an interoperable RUC system.

