Road Usage Charging Update

Travis Brouwer, Assistant Director

Oregon Department of Transportation

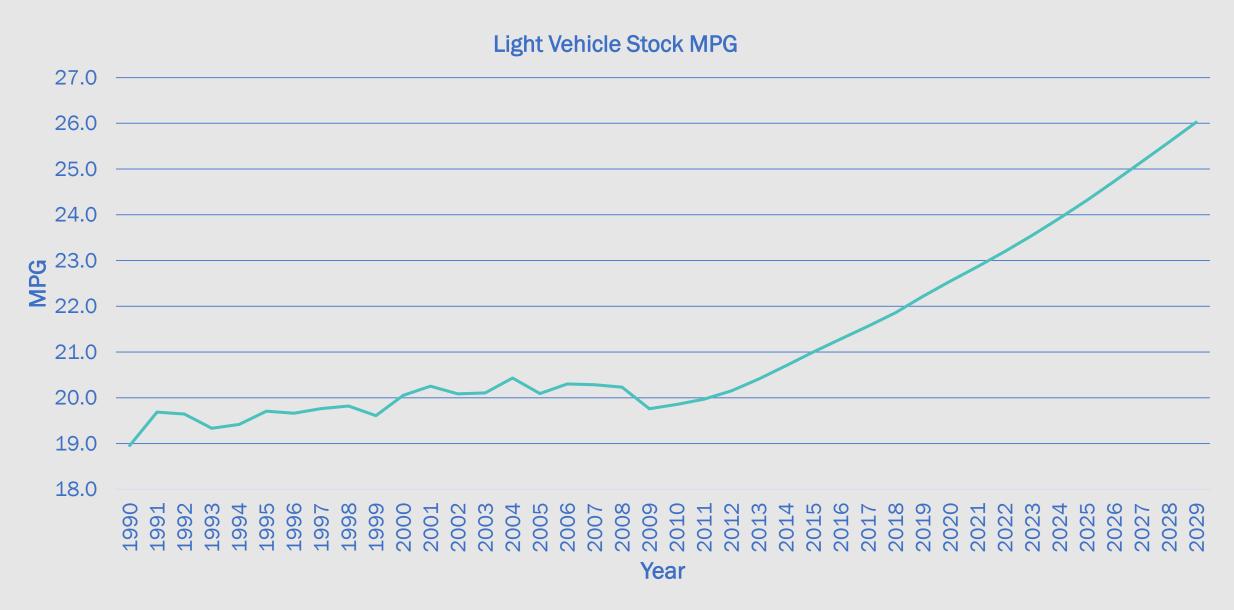
January 14, 2020



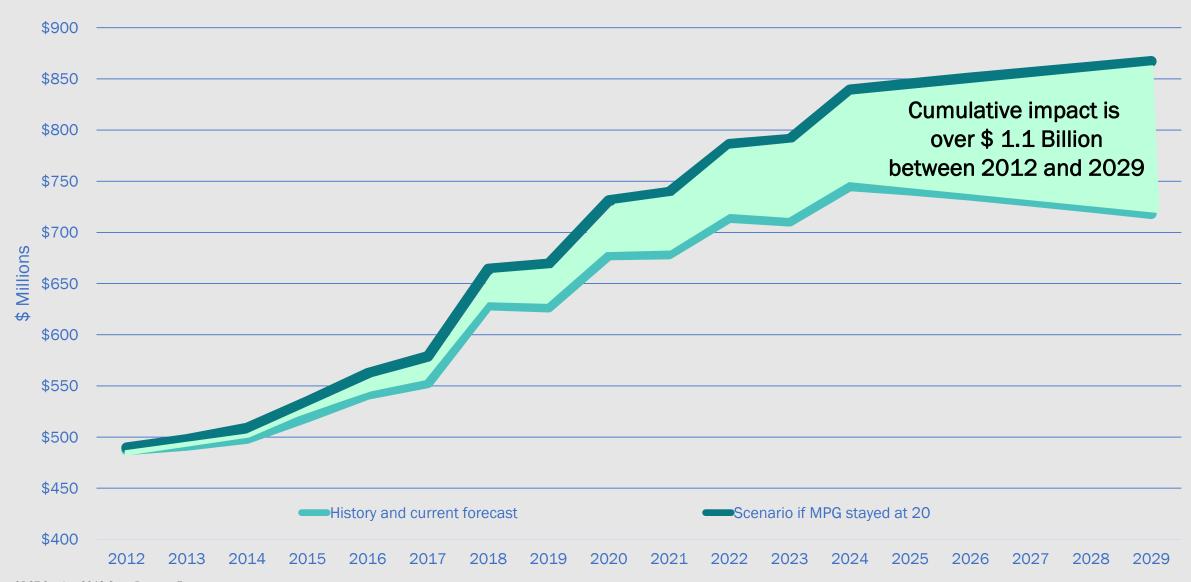
What is Road Usage Charging?



Why is Road Usage Charging Important?



Projected Revenue is Declining Due to Increasing MPG



It's not just hybrid & electric vehicles...

2004 Subaru Outback



HWY MPG 25

City MPG 19



2020 Subaru Outback



HWY MPG 33

City MPG 26

And it's not just small cars



2020 Chevy 1500 4WD Diesel

HWY MPG 29

City MPG 23



2020 Ram 1500 4WD Diesel

HWY MPG 29

City MPG 24



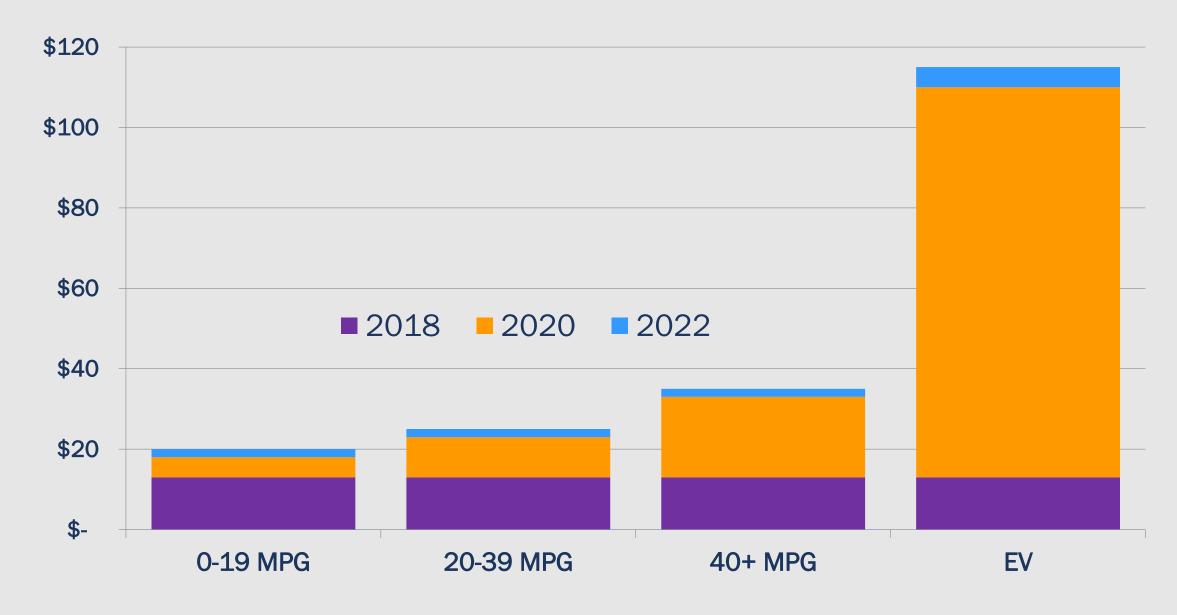
All vehicles are becoming more efficient



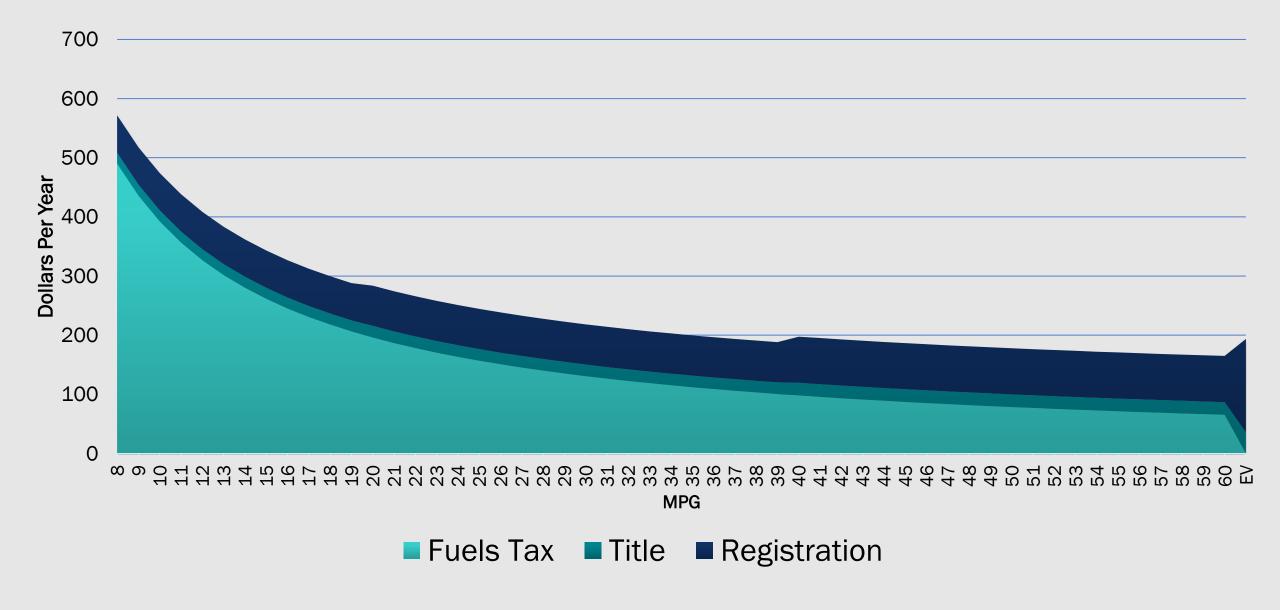




HB 2017 Tiered Registration Fees



Total Vehicle Taxes and Fees by MPG



RUC Timeline

2001

Oregon forms Road User Fee Task Force

2006

Oregon launches first RUC pilot 2012

Second Oregon RUC pilot

2013

RUC West established

First RUC bill passes in Oregon

2015

Oregon launches fully-operational OReGO 2016

FAST Act funds first RUC projects

2017

FAST Act funds round 2 RUC projects

Oregon allows EVs option of RUC vs. fees

Utah implements RUC for alt fuel vehicles

Washington pilot with Oregon, Idaho and BC

2019

Oregon demonstrates local area RUC

RUC West implements California-Oregon pilot

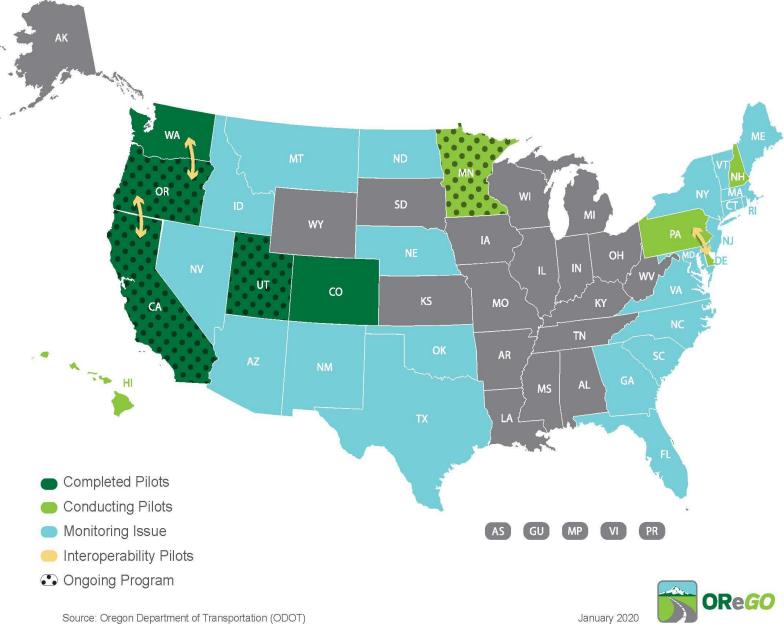
Required Legislative Action

How OReGO Works

- Created by Legislature in 2013
- Since 2015 over 1,600 vehicles have proven the concept
- Vehicles 20 mpg and above can voluntarily participate
- Volunteers pay 1.8 cents per mile, receive non-refundable fuel tax credit
- Choose among account managers
- GPS <u>not</u> required, and privacy is protected
- Vehicles over 40 MPG can opt out of tiered registration fees if they join OReGO



National Interest in **Road Usage** Charging





Next Steps for Road Usage Charging









Thank You.