Topics

Background
RUC & other funding mechanisms
Enablers
National efforts
Future
Oregon pioneers transportation funding

1919
First gasoline tax

1947
First weight-mile tax for heavy vehicles

2015
First operational RUC program
The “User Pays Principle”
Oregon’s Road User Fee Task Force
Created in 2001

Legislative Mandate

“Develop a design for revenue collection for Oregon’s roads and highways that will replace the current system for revenue collection.”
The RUC concept

Collect fuels tax as prepayment of RUC

Count the miles and multiply by the RUC rate

Collect the net tax or credit the difference
Why we need a road charge

- Unsustainable fuel tax revenues due to more efficient vehicles
- Increasing construction costs
- Same pavement degradation profile for passenger vehicles
- Registration (flat fee) pays for access
- Road use charges pay for actual usage
Why we need a road charge

Fuel tax is unsustainable

RUC is fair

RUC offers additional benefits
An evolving transportation model
What differentiates RUC from other funding methods?

• All users pay the base rate
  – Similar to fuel taxes
• Not variable by time of day
  – Unlike congestion pricing
• Applicable to entire system
  – Unlike tolling
Addressing future challenges

- Business Disruption
- Rapidly changing technologies
- Impacts on revenue
Work on interoperability

The Vision

One account for road usage charges, parking, and other services

Funds are collected accurately

Funds get to the correct jurisdiction (state, city, county, port authority, etc.)
Evaluate RUC for local governments

Three simultaneous pilots
Summer, 2020

in Portland Metro
to see if road charging can be a funding option for local governments
Evaluate as a funding option for local governments

Static and variable rates
Layered options
Corridor options
National discussion

• MBUFA developed framework for national pilot
• I-95 Corridor Coalition
  – Intersection of RUC and Tolling
  – Interoperability
• RUC West
  – Interoperability between states
  – Test clearinghouse requirements
• FAST Act recipients’ projects
RUC discussions

- Indiana DOT
- Chicago MPO
- University of Minnesota
- NGA Western Region
- France
- MBUFA
- Israel Prime Minister’s Office
- IBTTA
- SAE
Future: Leverage the private sector

- Provide necessary devices
- Administer accounts
- Provide interoperability
- Deliver an integrated user experience
Overcome challenges

- Vision adoption
- Private sector partnerships
- Evolving technology
- Customer service delivery
- Compliance models
- Legacy thinking
- Standards
- Public awareness
Questions?

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