



Oregon's Road Usage Charge Program

Tri-State Commission

Maureen Bock, OReGO Program Manager
Oregon Dept. of Transportation

June 17, 2016



History of User-Pays in Oregon:

1919

Oregon Legislature enacts the nation's first gas tax.

1943

Oregon passes Use Fuel Taxes for non-gasoline fuels.

1947

Oregon enacts weight-mile tax for commercial vehicles in excess of 20,000 pounds.

2001

Oregon forms the Road User Fee Task Force to explore new ways of funding the state's transportation system.

2006-2007

First Road User Fee Pilot Program. 300 vehicle test.

2012-2013

Oregon welcomes 88 volunteers for a Road Usage Charge Pilot Program



SB 810 (2013) - Road Usage Charge Program

Fully operational for up to 5,000 vehicles

1.5 cents per mile

Fuel tax credit

Mileage reporting *choices*

GPS not required

Open system

Private sector administration
option

Penalties for fraud

Protects personally
identifiable information



OREGO

myOREGO.org

How the program works



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

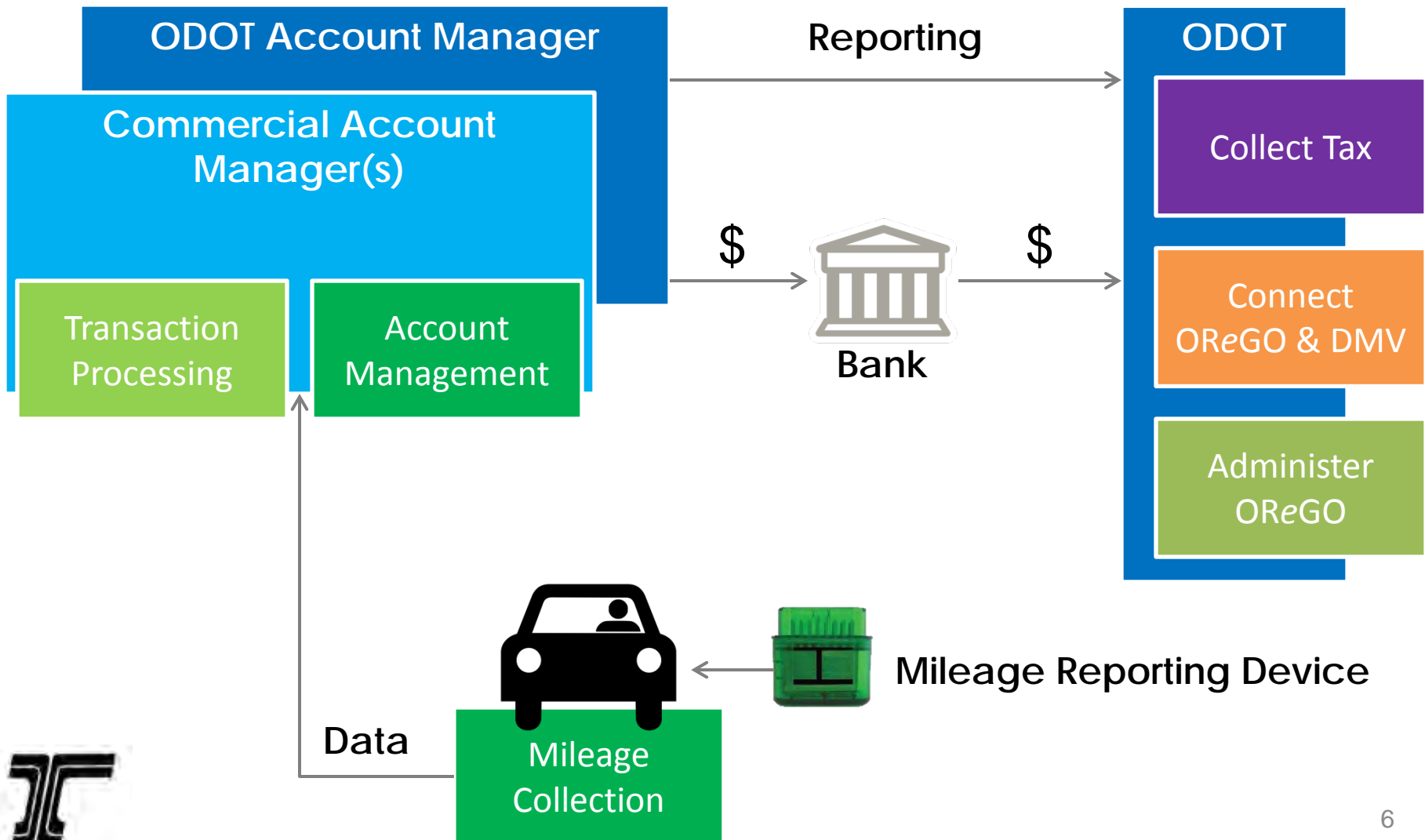


Collect the net
tax or...
refund the
difference



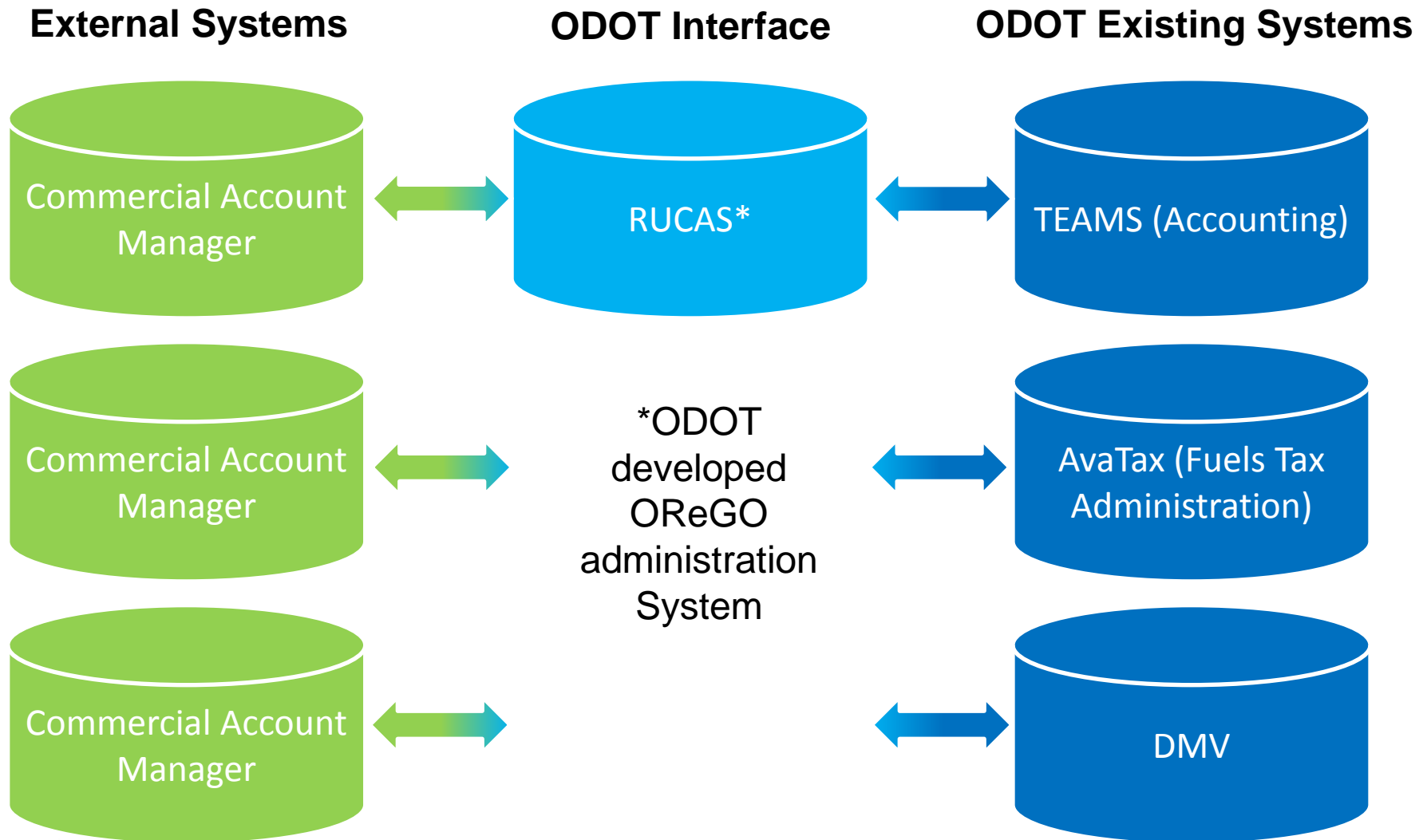
Oregon Road Usage Charging

Open system concept



Open System

Uses non-proprietary standards



Certification of Account Managers

Ensures account managers can deliver services to the public in a secure, acceptable manner

Business
requirements

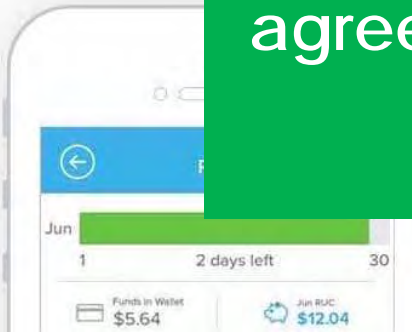
Data
security

Accurate
devices

Service level
agreements

Test

Communications



Operations Overview

Tax Reporting
and
Reconciliation

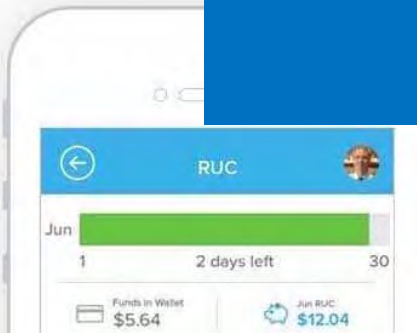
Account
Manager and
Device
Certification

Volunteer
Customer
Service

Contract
Management

Ongoing
Program
Evaluation and
Improvement

Compliance



Privacy protection

Deployed solution must:

Provide mileage reporting choices

GPS **not** required

Allow private sector account management

Protect personally identifiable information



Ongoing Work

Resolve volunteer issues and Inquiries

Ongoing

Conduct volunteer exit surveys

Ongoing

Certify Azuga Basic

Ongoing

Refine processes and requirements

Ongoing

Enhance RUCAS

Ongoing

Rewrite Oregon Administrative Rules

Started

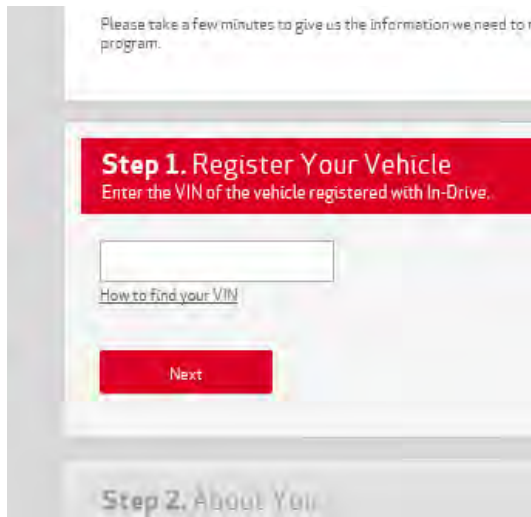
Certify Sanef as a CAM

Started



Volunteer Experience

Sign Up



Please take a few minutes to give us the information we need to run this 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



Volunteer Experience

Payment

Account settlement (varies by account manager)

Nature of
billing

Timing of
payment

Method of
payment



National Recognition



THE ASPEN INSTITUTE

FIVE BEST IDEAS *of the* DAY

The Pew Charitable Trusts / Research & Analysis / Stateline / Taxing by the Mile, Not the Gallon

STATELINE

Taxing by the Mile, Not the Gallon

November 05, 2015 | By Elaine S. Povich



Evan Burroughs shows where the mileage tracker device goes in his 1996 Subaru Outback. Burroughs and other Oregonians have volunteered for the state's experiment with a road usage tax, which could replace the per-gallon gas tax someday.

SALEM, Oregon—Evan Burroughs plopped into his 1996 Subaru Outback and pointed to a green plastic box tucked below the steering column. It blinked once. As Burroughs eased the car out of the parking lot and drove toward the highway, the box kept track of his speed and braking, but most importantly, of how many miles he drove.

The green box, part of a pilot program, sends the data to a private contractor like a GPS device manufacturer, which reports the miles to Oregon, which calculates Burroughs' tax bill—1.5 cents per mile.

As revenue from the standard per gallon gas tax diminishes, states are looking for other ways to pay for the construction and maintenance of roads and bridges. California recently authorized its own mileage tax pilot project. Between 2008 and 2014, at least 19 states considered 55 measures related to mileage-based fees, according to the National Conference of State Legislatures.



Volunteer Feedback

Bill
appreciates

“the good
customer
service and
follow up.”

“Hi, I wanted to let you know that from my perspective, using the Azuga service as part of OReGO, the transition to paying by the mile has **been pretty seamless.** ... I also didn't realize I didn't have to save my gas receipts because Azuga could calculate the fuel used and therefore how much gas tax to refund. Glad to be a part of this – **hope it yields results that are helpful to decision-makers.**” – Emily

“I was part of the Sustainability Committee ... that encouraged this program to be trialed ... **I want it to work!**” – Victor

Evan enjoys earning badges. He is having a “**very good experience.**”



Volunteers

Exit surveys



The most enrolled vehicle type is a Toyota Prius, followed by an F-150 and the Subaru Outback



Reporting - Monthly

Performance Measures

Inquiries –
Resolve within
two business
days

Issues – Follow
up at least once
per week

Identify most
commonly
asked
questions



Outreach

MyOReGO.org

Infographics

Information to Interest List

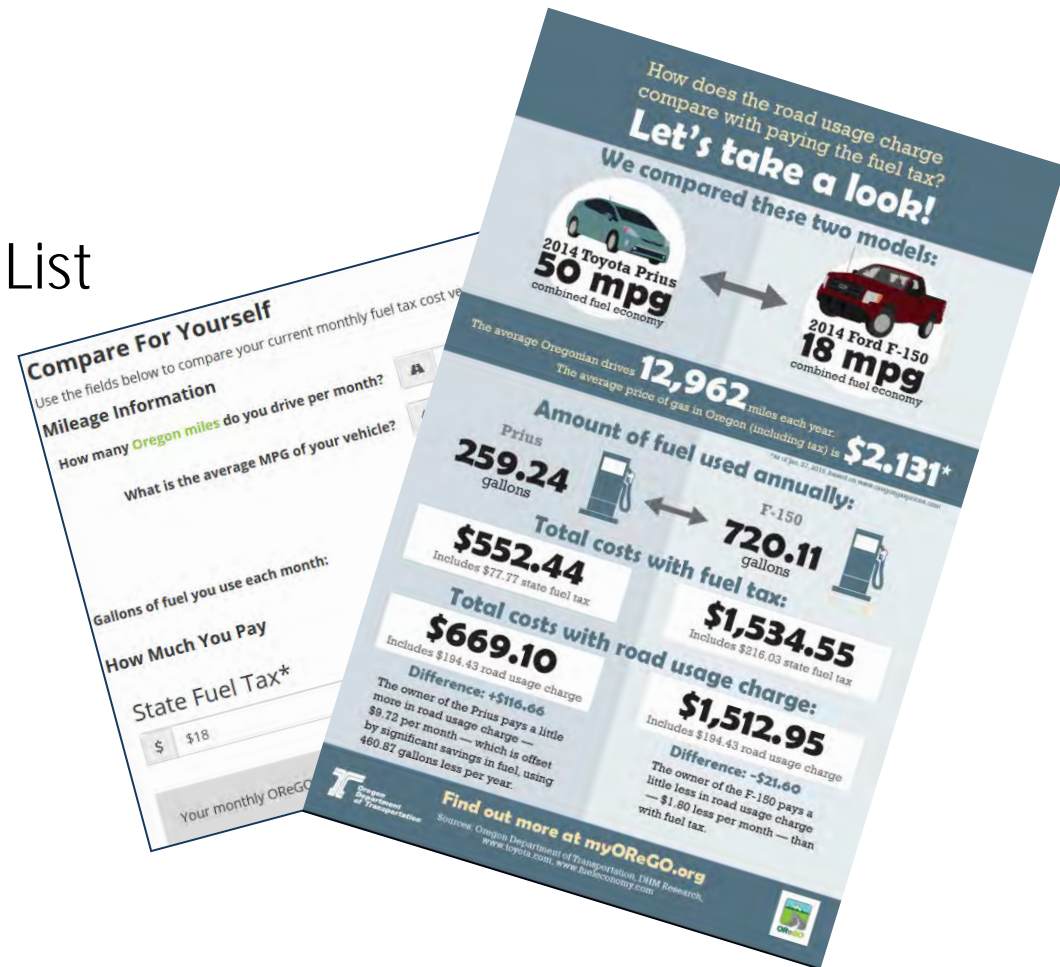
Blog

Earned Media

Presentations



OReGO



Oversight

Internal Audit

Objective: Determine if ODOT has taken prudent steps to assure that mileage data collected in OReGO Program is sufficiently accurate



Future of road usage charging in Oregon



Planning for the Future

OReGO Executive Board

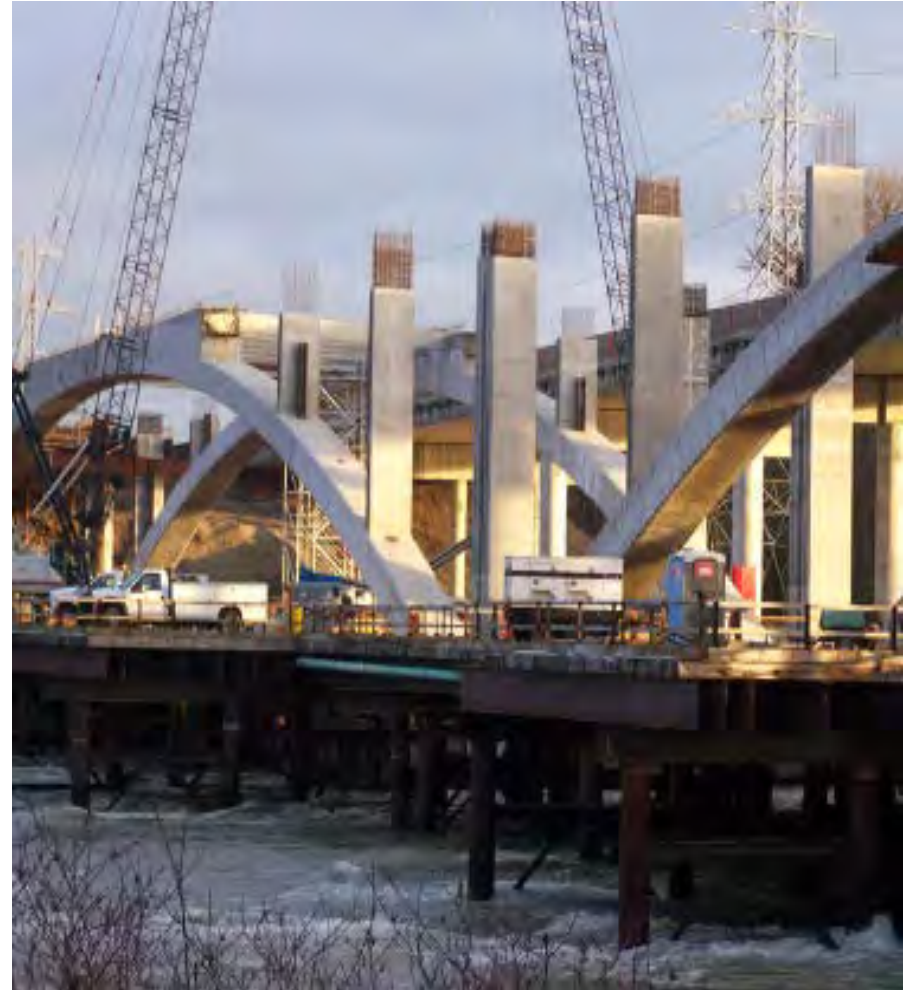
Ensure it is poised as a viable revenue program

Monitor market opportunities

Reduce barriers

Further partnerships with other states

Plan for potential expansion



FAST Act Federal Grant Application



Expand the Market

Increase Public Awareness

Evaluate Compliance

Explore Interoperability



Work on Interoperability

The Vision



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



Jurisdictions can collect funds accurately



Funds get to the correct jurisdiction (state, city, county, port authority, etc.)



The Next Stage of Development - Oregon

Strategic Plan for a mandatory road usage charge system:

What is the end state for per mile charge?

What is replaced?

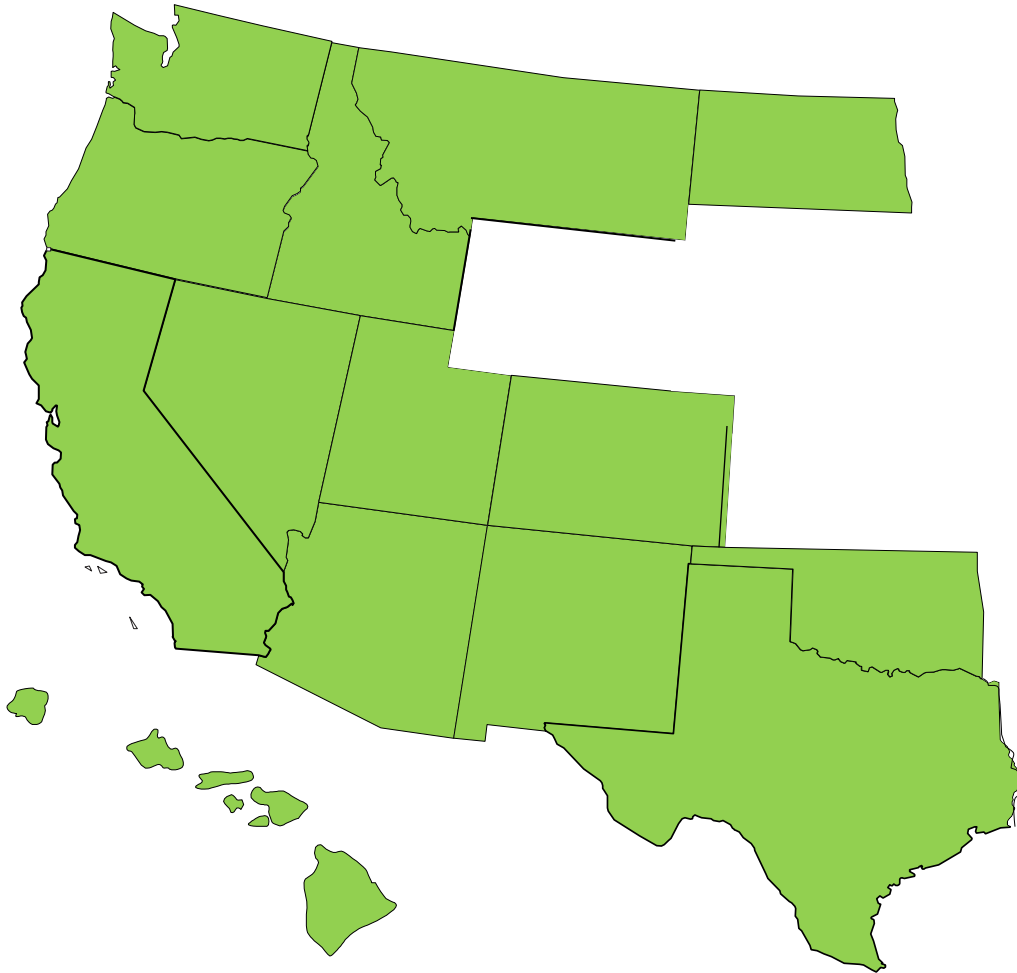
Which vehicles are in the program?

What will the rate structure be?

What is the transition plan?



WESTERN ROAD USAGE CHARGE CONSORTIUM



MEMBER STATES

Arizona
California
Colorado
Idaho
Hawaii
Montana
Nevada
New Mexico
North Dakota
Oklahoma
Oregon
Texas
Utah
Washington





Questions?

Maureen Bock

OReGO Program Manager

Maureen.Bock@odot.state.or.us

3930 Fairview Industrial Dr SE

Salem, OR 97302

503-986-3835 Office

<http://www.myorego.org/>