

Road User Fee Task Force

Framework for Analysis 2002 (Revised)

I. Alternative funding mechanisms for entire state road system

A. Determine user fee design

1. Parameters

- How much to spend per vehicle? Retrofitting?
- What level of administrative cost is acceptable?
- How broad of a base for user fees?
- What length of time to the ultimate objective?
- Whether or how to phase in new system?
- What should be the role of incentives?
- How to deal with “sensitivity concerns,” like privacy?
- What are the societal or community implications and the acceptability of change? (e.g. land use patterns, economic development, equity)
- Constitutional limitations: equal treatment under law

2. Specifications

- What type of user fee is desirable to design?
- What technology is desirable to explore?
 - (a) Accuracy & reliability of hardware and software
 - (b) Evasion potential
 - (c) Costs to vehicle owners
 - (d) Ease and convenience to users
 - (e) Ease and cost of enforcement
 - (f) Costs to agencies (start-up; operating)
 - (g) Net revenue generation
 - (h) Usefulness for phasing implementation
 - (i) Public acceptance
 - (j) Makes system just

- B. Out-of-state issues
 - 1. Oregonians traveling to other states.
 - 2. Out-of-state drivers traveling into Oregon
 - 3. Constitutional restrictions: protection of interstate commerce
 - C. System considerations
 - 1. Internal system costs
 - 2. External system costs
 - 3. Contingency scenarios
 - D. Road system pricing issues
 - 1. Differential pricing issues: Level of service (high, medium, low; urban/ rural; east/west)
 - 2. Congestion pricing
- II. Specific facility pricing
- A. New facilities vs. existing facilities
 - B. Privatization
 - 1. Sales of Highways
 - 2. Public/private partnerships
- III. Additional Important Considerations
- A. Adequate revenue for system needs
 - B. Application to transportation modes beyond road system
 - C. Efficient resource allocation