

Road User Fee Task Force
Meeting Notes
June 4, 2018
ODOT Headquarters, Salem, OR

Task Force Members in attendance: Councilor Craig Dirksen, Mayor Bob Andrews, Representative Rich Vial, Representative John Lively, Representative Margaret Doherty, OTC Commissioner Martin Callery, Marie Dodds, Jeff Allen, OTC Commissioner Sean O'Hollaren and Susan Morgan (by phone)

Task Force Members not in attendance: Senator Bill Hansell, Senator Chuck Thomsen, Senator Arnie Roblan, Oregon Transportation Commissioner Tammy Baney, and Commissioner Sid Leiken

ODOT Staff in attendance: Maureen Bock, Eryca Dinsdale, Alyssa Rash, Randal Thomas, Russ Casler, Jenna Adams-Kalloch, Art James, Katie Jones, Michelle Godfrey, Jack Svadlenak, and Paul Duncan

Approval of Minutes

Meeting minutes from February 2, 2018 were approved.

Member updates

Jeff Allen announced the Roadmap Conference regarding AV and EV technology on June 19-20, 2018.

Representative Lively noted that county commissioners he spoke to in northeast Oregon were aware of and in favor of road usage charging.

National perspective (Maureen Bock)

Maureen Bock spoke about how Oregon continues to be a leader in RUC West. She informed the task force that Utah has become a tier 2 state and has representatives visiting ODOT this week to discuss implementing their program. She mentioned the I-95 Corridor Coalition, a group of 16 East Coast states looking into road usage charging.

Mayor Andrews asked about Hawaii's participation. Ms. Bock briefly described the demo project they are running.

Ms. Bock spoke about OReGO's interoperability pilots with Washington and California.

She then updated the task force on the priorities of OReGO, including looking into enrolling more EVs and looking for ways to effectively collect OReGO data.

Representative Vial asked if any country has a full vehicle weight and mileage charging system. Ms. Bock answered that New Zealand has a system for heavy vehicles that is similar to OReGO.

Jeff Allen asked how OReGO is marketing itself - especially to EV buyers.

Policy Discussion (Eryca Dinsdale)

Eryca Dinsdale introduce the three main policy issues to be discussed today.

1. The first was whether 40+ mpg vehicles should be able to enroll in OReGO instead of paying enhanced registration fees, as was made available for EVs in the transportation package, HB 2017. This was accompanied by a chart demonstrating how little high efficiency vehicles pay relative to their road usage.
 - a. The task force also raised the possibility of expanding the opt out option for vehicles of 20+ mpg as well. It was decided to table this possibility until more information on its fiscal impacts can be gathered.
2. Second, Ms. Dinsdale discussed the possibility of making a minimum mpg requirement for enrollment in OReGO going forward.
3. Ms. Dinsdale discussed options for enforcement around the enhanced registration exemptions. She suggested there might be a difference in how this enforcement happens during the current program and how it may happen under a mandatory program.
 - a. For the current program, she suggested a system where an unpaid enhanced fee would be collected if a user leaves the program and where their vehicle registration could be canceled if it is not paid.
 - b. For a mandatory program, Ms. Dinsdale suggested a system of leveling civil penalties.

Jeff Allen asked how this would work in the case of a participant selling a vehicle or returning a leased vehicle. It was widely agreed that any system would have to have these situations in mind.

Mayor Andrews did not want any system to overburden local law enforcement or local courts.

2019 Legislative Concept

The task force recommended to approve a legislative concept that will:

1. Allow vehicles with a rating of 40mpg or greater to join OReGO program in lieu of paying enhanced registration surcharge
2. Require vehicles to have a rating of at least 20mpg to enroll in OReGO program (and grandfathering <20mpg+ vehicles currently enrolled in OReGO)
3. Remove refund provision in current program
4. Remove caps for number of vehicles allowed in program, currently specified by mpg
5. Create enforcement authority for vehicle owners who opt into OReGO in lieu of paying enhanced registration surcharge
6. Simplify weight provision to be any vehicle classified as a passenger vehicle by DMV, rather than by weight
7. Add formula for updating RUC rate in statute to align with increases in fuels tax rate
8. Direct ODOT to work with vehicles dealerships to study what is necessary to encourage RUC enrollment at point of sale
9. Instruct ODOT to seek federal funding to enter into agreement with state departments of transportation, the federal government and Canadian provinces to continue to conduct research and demonstration projects necessary to prepare for a mandatory RUC program
10. Officially create Chair and Vice-Chair positions for RUFTE
11. Sunset current voluntary OReGO program in December 31, 2025 and limit new enrollees to those who choose OReGO instead of paying enhanced registration fee

Intersecting topics: open architecture tolling preview (Kathryn Jones)

Ms. Jones gave the task force an overview of the typical U.S. tolling system. She then described an open-architecture tolling system and its possible advantages and intersections with RUC systems.

Meeting adjourned at 2:42 PM