



Path Forward for RUC

November 16, 2017

Road User Fee Task Force

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RUFTF Proposal - 2017 Legislative Session

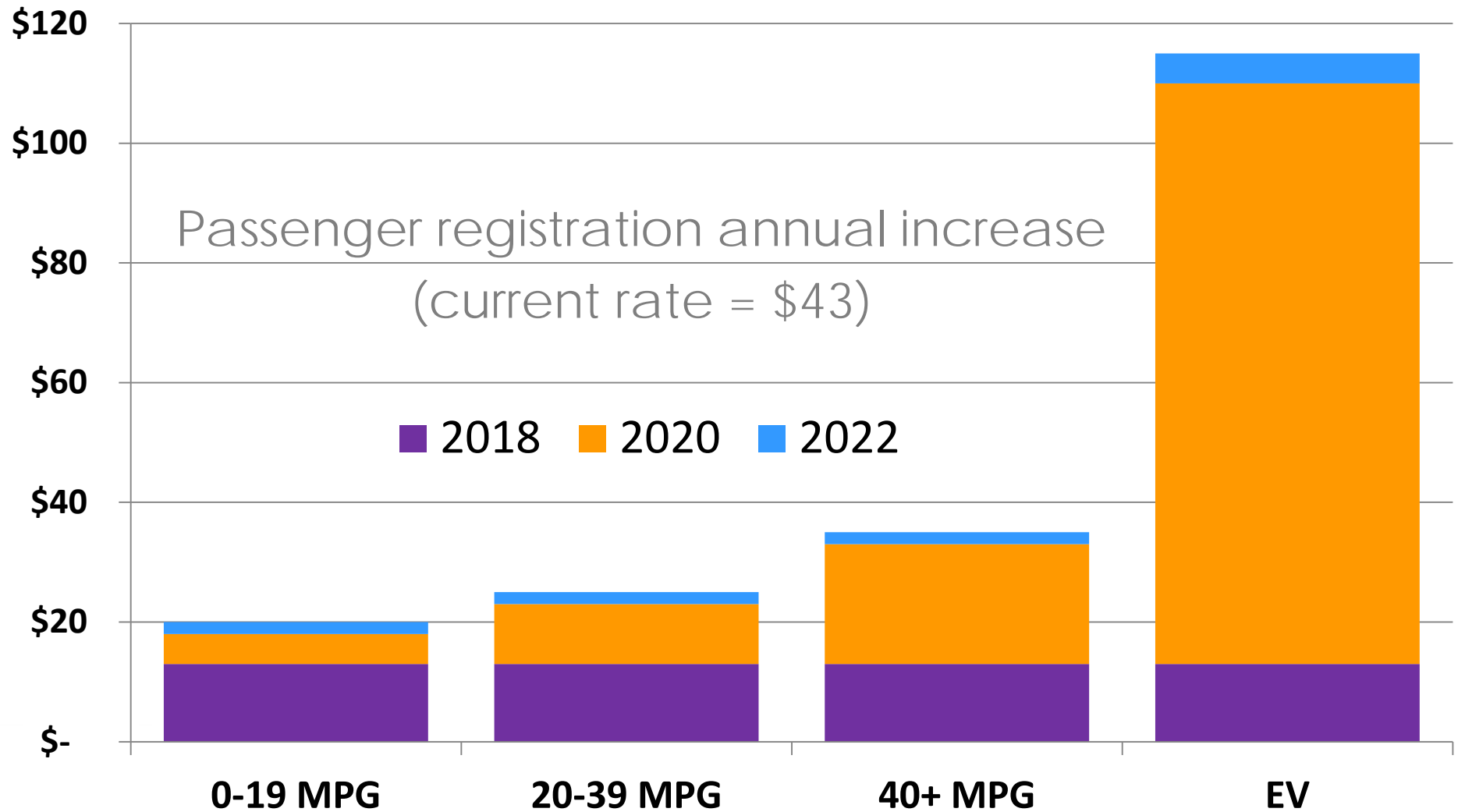
Mandatory
RUC for
>20 MPG

Model year
2026 or
newer

Flat annual
usage
charge

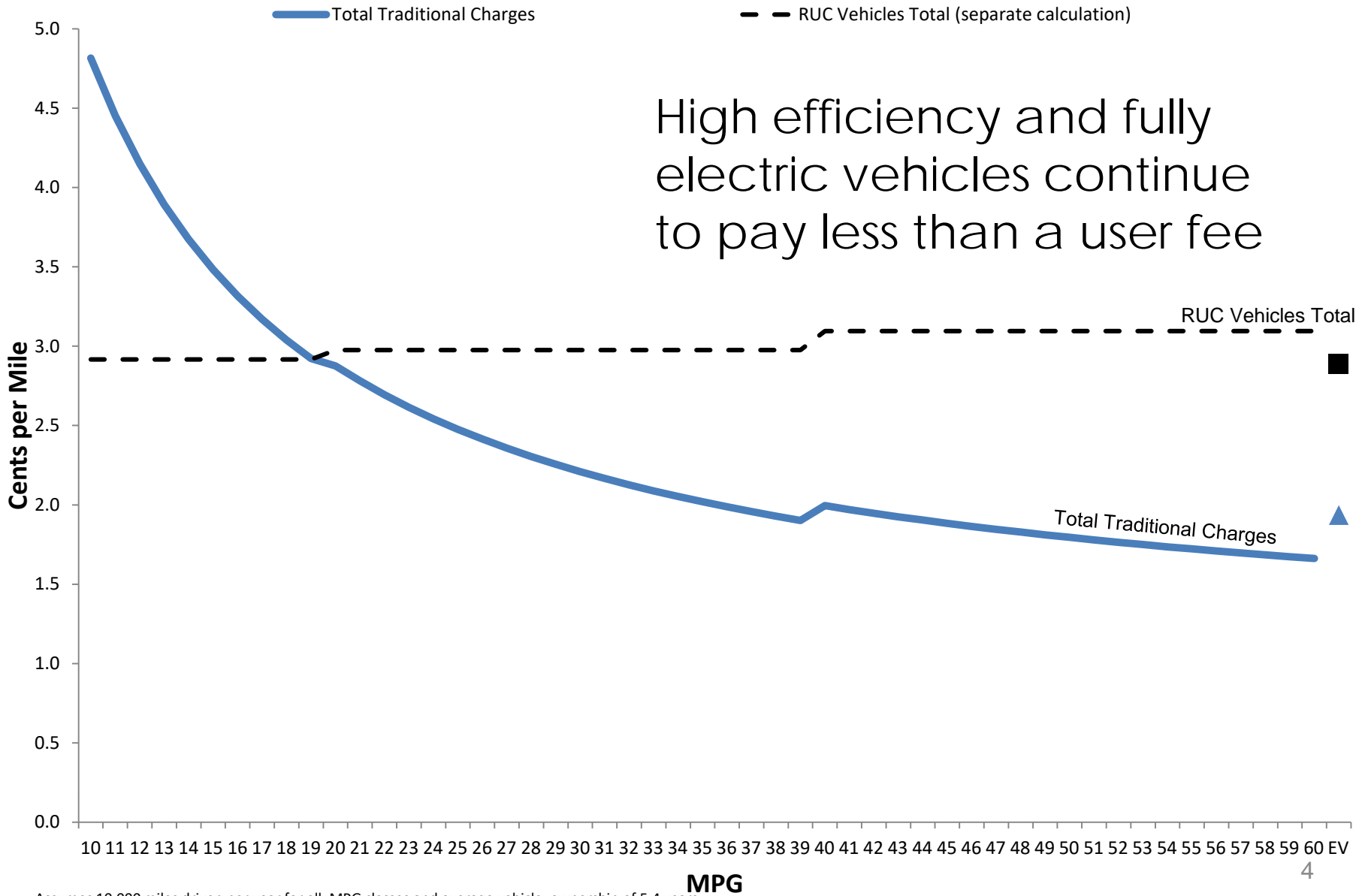


HB 2017 | Electric Vehicles and Tiered Registration



RUC is Needed

Per Mile State Highway Taxes under HB 2017 at Full Implementation



High efficiency and fully electric vehicles continue to pay less than a user fee

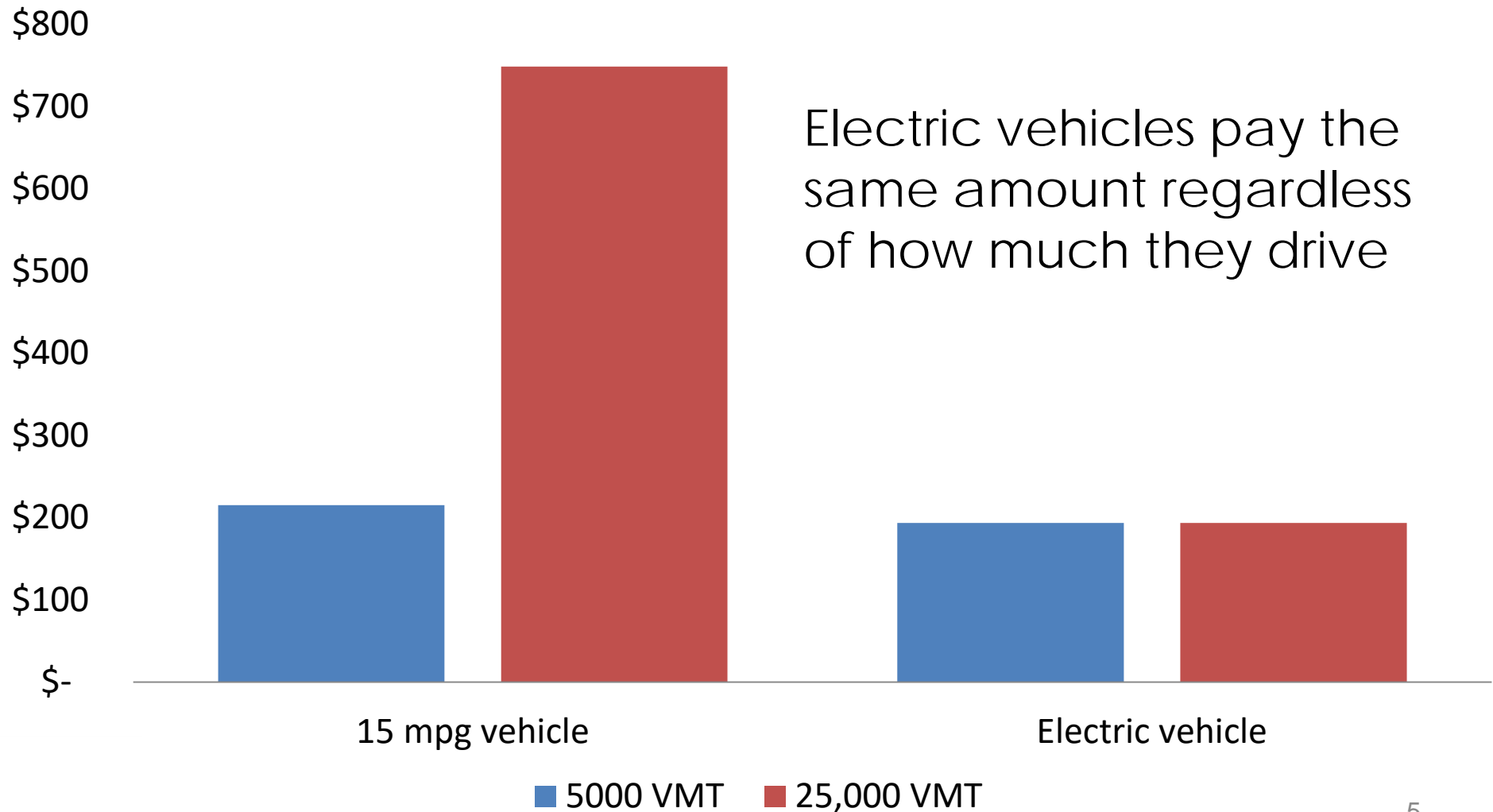
RUC Vehicles Total

Total Traditional Charges

Assumes 10,000 miles driven per year for all MPG classes and average vehicle ownership of 5.4 years.

RUC is Needed

Annual State Highway Fund Payment by MPG and Vehicle Miles Traveled



RUC is Needed

Gas tax is still
unsustainable

RUC is fair

RUC offers
additional
benefits



On the Same Path

HB 2017 and HB 2464 point in the same direction

HB 2017

Creates a **flat annual usage charge** (tiered registration) that varies by MPG



Allows people to opt into the **road usage charge program**

RUFTF proposal

Creates a **road usage charge program**



Allows people to opt into a **flat annual usage charge** that varies by MPG



Strategy One: Straight to Mandatory

Mandatory in 2019/2021 Session

Strategy
1

House Bill 2464

Introduced and printed pursuant to House Rule 12.00. Pre-session filed (at the request of House Interim Committee on Transportation and Economic Development for Road User Fee Task Force)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Eliminates caps on number of subject vehicles eligible to participate in road usage charge program. Requires Department of Transportation to establish method that allows purchaser of light motor vehicle to file road usage charge program application with respect to vehicle at point of sale. Requires light motor vehicles of model year 2026 or later and EPA rating of at least 20 miles per gallon or 20 miles per gallon equivalent to be entered in road usage charge program. Requires fuel tax refunds to road usage charge program participants to be granted as credits against per-mile road usage charges.

Takes effect on 91st day following adjournment sine die.



Strategy Two: Phase In

Phase 1

Refine Voluntary Program

>40 MPG or more

No enrollment cap

Eliminate refunds

RUFTF oversight

Phase 2

Required RUC

Mandatory in
2021/23 Session



Path Forward: Strategy One or Two?

