

WASHINGTON ROAD USAGE CHARGE PILOT PROJECT TEST DRIVE THE ROAD AHEAD



Winter 2019

WHAT'S HAPPENING NOW?

At the direction of the legislature, the Washington State Transportation Commission (WSTC) has been exploring a potential replacement to fund our roads and bridges since 2012. Approximately 2,000 drivers participated in a year-long pilot project. During this time, participants reported their mileage and provided feedback. This input will help decision makers determine if road usage charging will work for Washington. The pilot test began in February 2018 and ended in January 2019.

WHAT IS A ROAD USAGE CHARGE?

A road usage charge (RUC) is a per-mile charge drivers would pay based on how many miles they drive, rather than by the gallons of gas they buy. This approach is similar to how people pay for their utilities, including electricity or water.

WHY CONSIDER A ROAD USAGE CHARGE?

The motor vehicle fuel tax (or gas tax) is our state's primary source of transportation funding, supporting 76 percent of all state transportation investments. However, it is not sustainable over the long term.

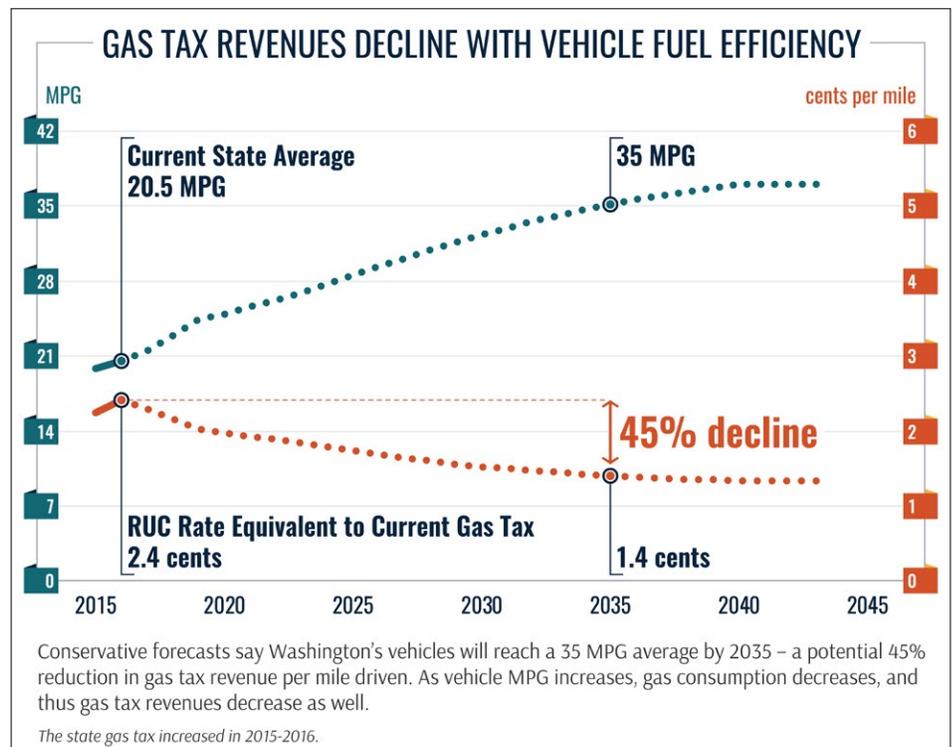
The gas tax:

- Is a flat amount (49.4 cents per gallon) and does not rise and fall with the price of fuel.
- Does not keep pace with inflation.
- Declines on a per-mile basis as vehicles become more fuel-efficient.

Less gas tax revenue means less funding for maintenance and operations of the roadway system. To ensure stable, long-term funding for roads and bridges, we need to change the way we pay for our roads.

QUESTIONS THE PILOT WILL HELP ANSWER

- How does a road usage charge impact different drivers across the state?
- How do the reporting methods tested in the pilot work for drivers?
- Will a road usage charge be an efficient and sustainable long-term funding source for our transportation system?



PILOT PROJECT: TEST DRIVING THE ROAD AHEAD

A diverse participant pool that represents Washington

2,000 drivers from across Washington participated in the pilot project's test driving phase. The participant pool represents the **state's geographic population distribution** and reflects the diverse types of drivers in the state, including demographics such as **race, income, age, and gender**. Demographic information for the 2,000 participants can be found below.

What we've heard from drivers



Over **16 million miles** reported and mock-charged at 2.4 cents per-mile



3 surveys, 6 focus groups, and the project help desk actively gathered feedback



Over **1,700 emails and phone calls** received from test drivers (61%) and members of the public (39%)

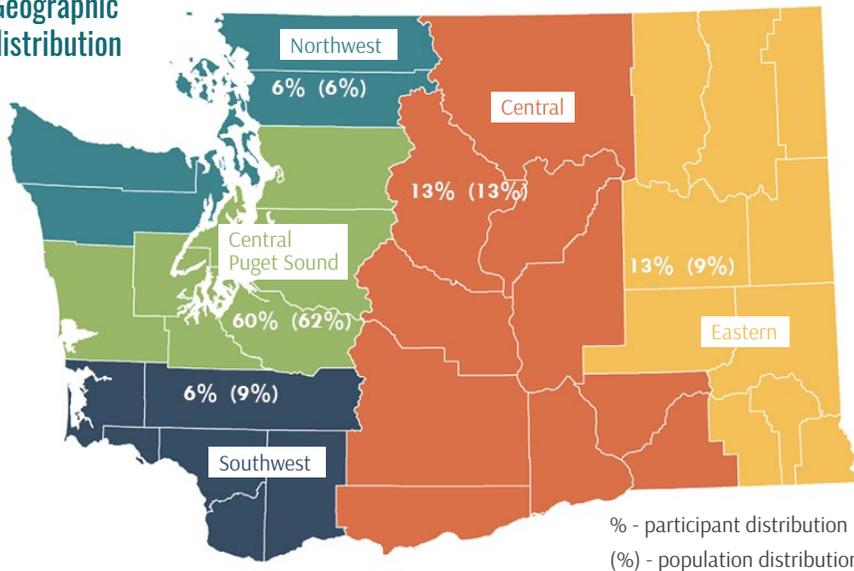


Top concerns and questions include:

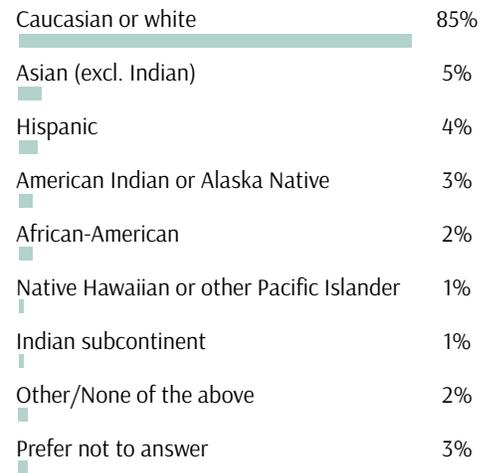
- Privacy and data collection
- Compliance and administration costs
- Fairness and equity
- Travel between states
- Operational viability

Who is participating?*

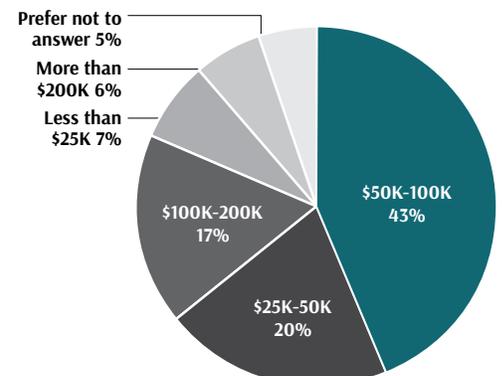
Geographic distribution



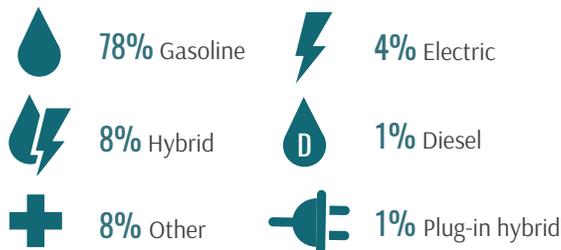
Race or ethnicity



Household income



Vehicle type



Gender



*Numbers are rounded to the nearest percent and may not add up to 100 percent

From no-tech to high-tech: mileage reporting options

The pilot project offered five mileage reporting options for participants to choose from. Participants could also choose from two private sector service providers that collected mileage data and helped us test how third-party entities might partner with the state in a potential future RUC system.



55% use
34% with GPS
21% without GPS

PLUG-IN DEVICES (WITH OR WITHOUT GPS)

- Automated mileage meter with GPS and non-GPS options
- Plugs into OBD-II ports in vehicles 1996 or newer
- GPS-enabled devices automatically deduct out-of-state miles



29% use

ODOMETER READING

- Post-pay for miles reported quarterly
- Report miles either electronically or in person



15% use

MILEMAPPER™ SMARTPHONE APP

- Records miles using a smartphone
- Works with all vehicles
- Navigational GPS can be turned on/off
- Available only on iPhone iOS

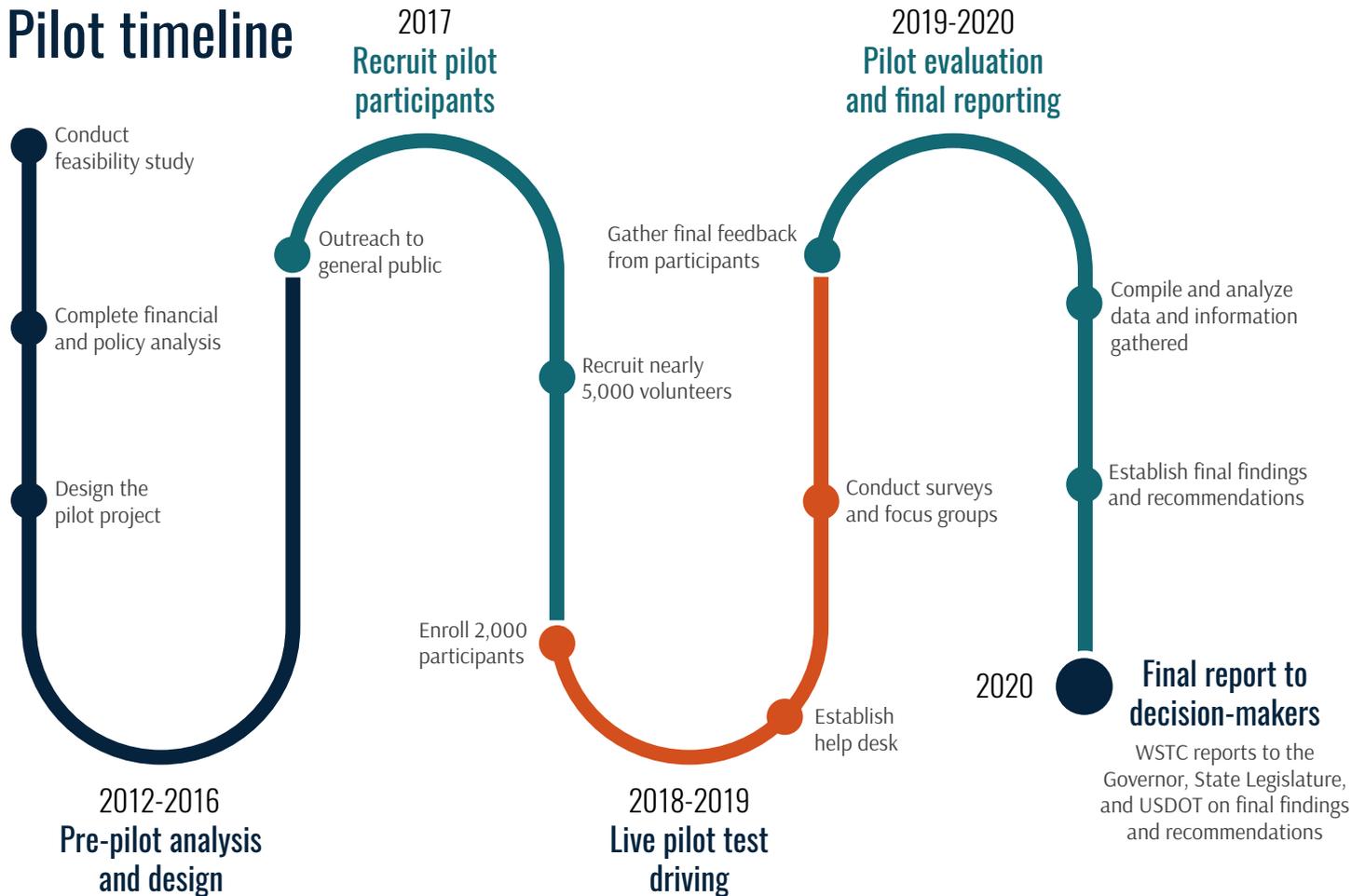


1% use

MILEAGE PERMIT

- Pre-select a block of miles (1,000, 5,000, 10,000)
- Report odometer either electronically or in person every three months
- Obtain additional miles as needed to keep mileage permit valid

Pilot timeline



STEERING COMMITTEE WORK

Beginning in 2012, the Legislature directed the WSTC to work with a diverse Steering Committee to examine the feasibility of transitioning from the gas tax to a road usage charge. The committee has since explored policy issues, evaluated the business case of a RUC, and explored options for potential implementation.

Some topics the Committee has explored include:

- Privacy and data security
- Reporting options and accuracy
- Equity
- Compliance and administration costs
- Education and communication
- Revenue requirements
- Interoperability with other states

NEXT STOP: FINAL REPORT

- The test-driving phase of the 12-month pilot project ended in January 2019. After this critical phase of the WA RUC Assessment is complete, we will compile and analyze all of the data and information collected in the pilot and establish findings.
- Feedback provided through surveys, focus groups, emails, and phone calls will be reviewed and incorporated into the findings.
- The WSTC will issue a final report of findings and recommendations to the Governor, State Legislature, and USDOT by January 2020.

MORE INFORMATION

The Transportation Commission's reports to the Legislature on road usage charging as well as background materials can be found at waroadusagecharge.org

Washington State Transportation Commission |

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360-705-7070

WA RUC Help Desk |

info@waroadusagecharge.org

833-927-4782

2018 STEERING COMMITTEE MEMBERS

NAME AND AFFILIATION	REPRESENTING
Joe Tortorelli, <i>Steering Committee Chairman, WSTC Commissioner</i>	WSTC
Senator Steve Hobbs, <i>Lake Stevens (D) 44th District</i>	WA State Senate Senate Democratic Seat
Senator Marko Liias, <i>Mukilteo (D) 21st District</i>	WA State Senate
Senator Curtis King, <i>Yakima (R) 14th District</i>	WA State Senate
Senator Phil Fortunato, <i>Auburn (R) 31st District</i>	WA State Senate Senate Republican Seat
Representative Judy Clibborn, <i>Mercer Island (D) 41st District</i>	WA State House of Representatives
Representative Jake Fey, <i>Tacoma (D) 27th District</i>	WA State House of Representatives House Democratic Seat
Representative Ed Orcutt, <i>Kalama (R) 20th District</i>	WA State House of Representatives
Representative Mark Harmsworth, <i>Mill Creek (R) 44th District</i>	WA State House of Representatives, House Republican Seat
Roy Jennings, <i>WSTC Commissioner</i>	WSTC
Hester Serebrin, <i>WSTC Commissioner</i>	WSTC
Jason Richter, <i>Deputy Treasurer</i>	Office of the State Treasurer
Curt Augustine, <i>Alliance of Automobile Manufacturers</i>	Auto and light truck manufacturers
Chris Herman, <i>Washington Public Ports Association</i>	Ports
Bryce Yadon, <i>Futurewise</i>	Environmental
Scott Lindblom, <i>Thurston County, Engineering Manager</i>	Counties
Tom Walrath, <i>T.E. Trucking, Inc.</i>	Trucking industry
Mary Lou Pauly, <i>Mayor, City of Issaquah</i>	Cities
Tom Hingson, <i>Everett Transit</i>	Public transportation
Sharon Nelson, <i>Consumer Representative</i>	Consumer/Public
Doug Vaughn, <i>CFO, Strategic Planning & Finance</i>	WSDOT
Meg McCann, <i>Deputy Director</i>	Department of Licensing
Janet Ray, <i>AAA Washington</i>	Motoring Public
Neil Strege, <i>Washington Roundtable</i>	Business
Ted Trepanier, <i>INRIX</i>	User fee technology
Rob Johnson, <i>Seattle City Councilmember</i>	Puget Sound Regional Council
Brian Ziegler, <i>Freight Mobility Strategic Investment Board</i>	Freight infrastructure
David Burnett, <i>Chehalis Tribe</i>	Tribes
Ryan Acker, <i>Community Transit Association of the NW</i>	Specialized transportation needs