



# WASHINGTON STATE TRANSPORTATION COMMISSION

## ROAD USAGE CHARGE RECOMMENDATIONS

December 17, 2019

- R1** Recommend implementation options that allow RUC to gradually scale up, offering drivers an opportunity to try the system and recommend further improvements while RUC is still in an early-implementation stage.
- R2** Recommend that additional research be conducted (alone or in collaboration with other states) on differential RUC rates based on driver, vehicle, or infrastructure characteristics.
- R3** Recommend research be conducted in collaboration with other states that are implementing RUC to better understand compliance gaps and potential enforcement measures.
- R4** Recommend additional time and appropriate testing grounds (i.e., limited number of vehicles) to improve RUC before pursuing any wider statewide implementation.
- R5** Recommend that in an initial start-up stage of RUC, compliance and enforcement mechanisms must be tested and developed.
- R6** Recommend that existing delivery mechanisms (e.g., public-private partnerships) be considered to most efficiently develop a RUC system that reduces the cost of collections.
- R7** Recommend that cost reduction strategies be tested on a limited set of vehicles in an initial start-up stage of RUC.
- R8** Recommend that border-area testing be conducted in an initial start-up stage of RUC.
- R9** Recommend that ODOT's OReGO program be engaged to further explore bi-state RUC solutions for frequent WA-OR travelers.
- R10** Recommend specific changes in Washington statutes that protect personal privacy in a RUC program.
- R11** Recommend testing of new personal privacy protections during an initial start-up stage of RUC.
- R12** Recommend that state agency vehicles be utilized as test subjects for privacy protection testing.
- R13** Recommend that during a transitional period while the gas tax remains in place, the same policy-setting and oversight roles between the Legislature, WSTC, and other agencies and the private sector should be retained.
- R14** Recommend alternative RUC transition scenarios for legislative consideration in 2020 that specifically consider:
  - Participants' preferences for implementation time frame and vehicles subject to RUC;
  - Advent of electric and high MPG vehicles, their effects on revenue, and current programs to incentivize adoption;
  - The need for continued development and testing of a RUC system before any wide-scale implementation;
  - Forward Drive project timing (potential federal grant), which is aimed at reducing the cost of collections for RUC; and
  - The availability of state fleet vehicles as part of an initial start-up stage for RUC.
- R15** Expenditures of RUC revenue should be made subject to Amendment 18 (restricted to highway purposes).
- R16** Current programs that receive gas tax refunds attributable to non-highway activities should continue receiving their same share of funding during the transitional period to RUC (expected to be at least 10 to 25 years), since the state gas tax will remain in place during this transition.