

WASHINGTON

<https://www.waroadusagecharge.org/>

Program Description

2017-2020 Pilot: 2,000 drivers from across Washington had the chance to experience different approaches to RUC and see first-hand how it would impact them financially. This pilot also included jurisdictional interoperability with Oregon, Idaho, and the City of Surrey, British Columbia.

2020-2023 Pilot: Forward Drive took place from 2020 to 2023 and aimed to address several RUC related issues through research, analysis, public engagement, and a large-scale pilot. Specifically, Forward Drive focused on near-term policy and system implementation issues including addressing transportation tax equity, improving the user experience in a RUC program, and lowering the cost of administration for RUC.



Technology Explored or Demonstrated

First Pilot: Pre-paid time permits, pre-paid distance permits, odometer image reporting (self-reported and assisted), smartphone app with optional location, plug-in devices with and without GPS

Second Pilot: Self-declaration of odometer readings and telematics



Account Manager

First Pilot: Private third-party account managers for data collection, processing, invoicing, and customer service

Second Pilot: Simulation of DMV management of RUC reporting and payment



Next Steps

- Small-scale program legislation
- Multi-state research

PILOT DATE



2017-2020 Pilot:

Jan. 2018-Jan. 2019

2020-2023 Pilot:

Nov. 2022-May 2023

PROGRAM SIZE



2017-2020 Pilot:

2,000 participants

2020-2023 Pilot:

1,145 participants

Additional Program Information

Commercial Vehicles: NA

Electric Vehicles: EVs included in passenger vehicle pilots

Consultant Support: CDM Smith, BERK Consulting, EnviroIssues, DHM, WSP, Yates, Ipsos, Teague, Trinnex, Azuga, IMS, Vehcon, emovis, Via

Lessons Learned:

2020-2023 program accepted EVs (as well as other high efficiency vehicles, hybrids, and vehicles of specific model year)

- Steeper gas revenue losses exacerbate transportation funding challenges and equity concerns
- RUC performs strongest amongst transportation revenue choices for user equity and social equity
- Public acceptance of RUC in WA has grown with exposure to the concept
- Enrollment and odometer declaration is viable today: a simple, low-cost, popular approach for implementing RUC
- Telematics is currently feasible on an opt-in basis for some vehicles, but work remains to expand eligibility and improve the user experience

Phasing and Highlights



Legislature directs the Washington State Transportation Commission (WSTC) to research RUC as a potential alternative to declining revenue from fuel taxes

Regional pilot with 2000+ participants including ~20 Idaho drivers

