Click HERE to participate in our current research!

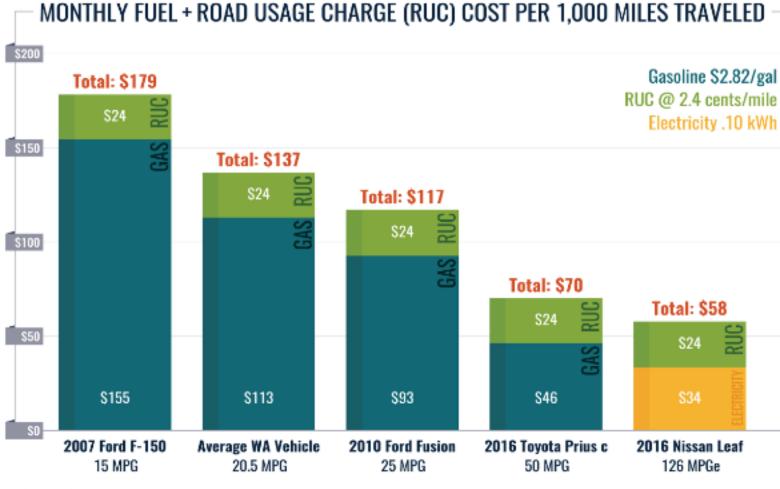
WHAT IS THE PROBLEM WITH THE GAS TAX?

The current gas tax funds a large portion of the transportation budget that pays for maintenance on our highways, ferries, and other infrastructure. As vehicles become more fuel-efficient, gas consumption and gas tax revenue decrease. A road usage charge system could provide a more stable source of long-term transportation funding because this funding source does not rely on fuel consumption.

HOME

FORWARD DRIVE

Under the gas tax, Washington drivers do not pay equally to use our roads. Drivers with more fuel-efficient or electric vehicles pay less in gas taxes because they fill up less often or not at all. A road usage charge system would create a more balanced system for all drivers in our state because everyone would pay the same per mile, regardless of their vehicle's fuel efficiency.



ABOUT -

CONTACT

Select Language

While RUC does result in drivers of fuel efficient vehicles paying a little more in taxes for transportation as compared to the gas tax, the overall cost advantage of owning a fuel efficient, hybrid, or EV remains significant. For example, under RUC, owners of a Prius will pay \$109 dollars per month less than the Ford pickup truck driver.

Click to enlarge

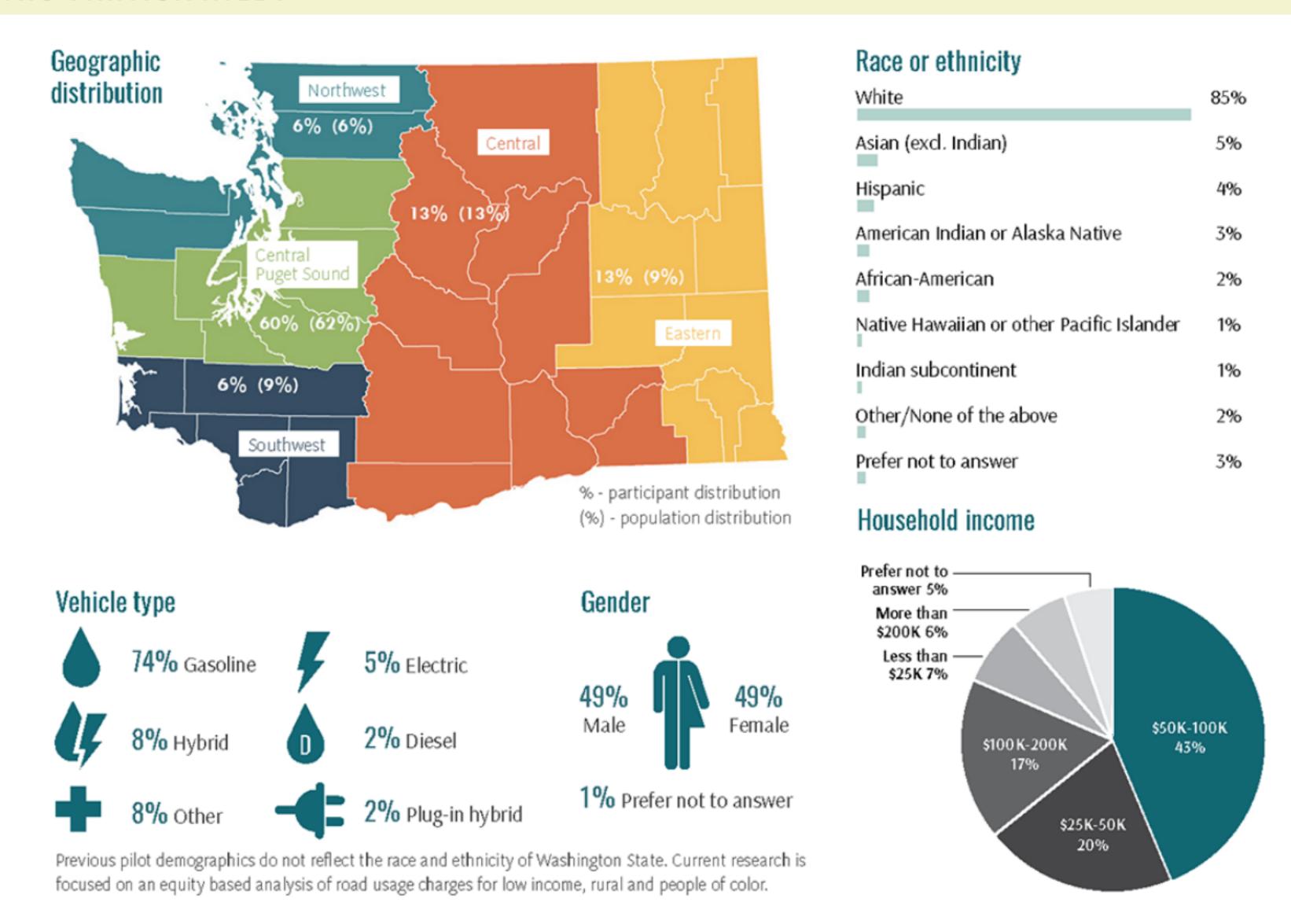
TEST DRIVING THE ROAD AHEAD!

The test-driving portion of the pilot wrapped up in January 2019! This one-year pilot project was designed to see if a road usage charge makes sense for Washington as a potential replacement to the current gas tax at the pump. Participants tested a mock pay-per-mile system to see how the system personally affected them. About halfway through the pilot, a handful of diverse participants hailing from all around the state opted to share their experiences on camera via in-person interviews (hear their perspectives in this Participant Experience video)

RESEARCH

Nearly 5,000 drivers across Washington volunteered to be one of 2,000 drivers participating in the year-long WA RUC Pilot Project.

WHO PARTICIPATED?



Click to enlarge

Participants selected one of four mileage reporting options to record and report their mileage for roadway use.

FROM NO-TECH TO HIGH-TECH HOW PARTICIPANTS REPORTED THEIR MILEAGE









1% Use Pre-select a block of miles

MILEAGE PERMIT

- (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

ODOMETER READING

28% Use Post-pay for miles reported

- quaterly · Report miles either
- electronically or in person

56% Use (37% with GPS, 19% without GPS)

PLUG-IN DEVICES

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-ofstate miles

SMARTPHONE APP 14% Use

 Records miles using a smartphone Works with all vehicles

MILEMAPPER TM

Available only on iPhone iOS

experience throughout, so we can better understand the implications and impacts of a road usage charge system.

The Pilot Project gave participants the opportunity to provide feedback on their

Over 15 million miles reported and mockcharged at 2.4 cents per-mile

What we've heard from drivers



3 surveys, 6 focus groups, and the project



Nearly 1,900 emails and phone calls

help desk actively gathered feedback



received from test drivers (67%) and members of the public (33%)



 Privacy and data collection Compliance and administration costs

Top concerns and questions include:

- Fairness and equity
- Travel between states
- Operational viability

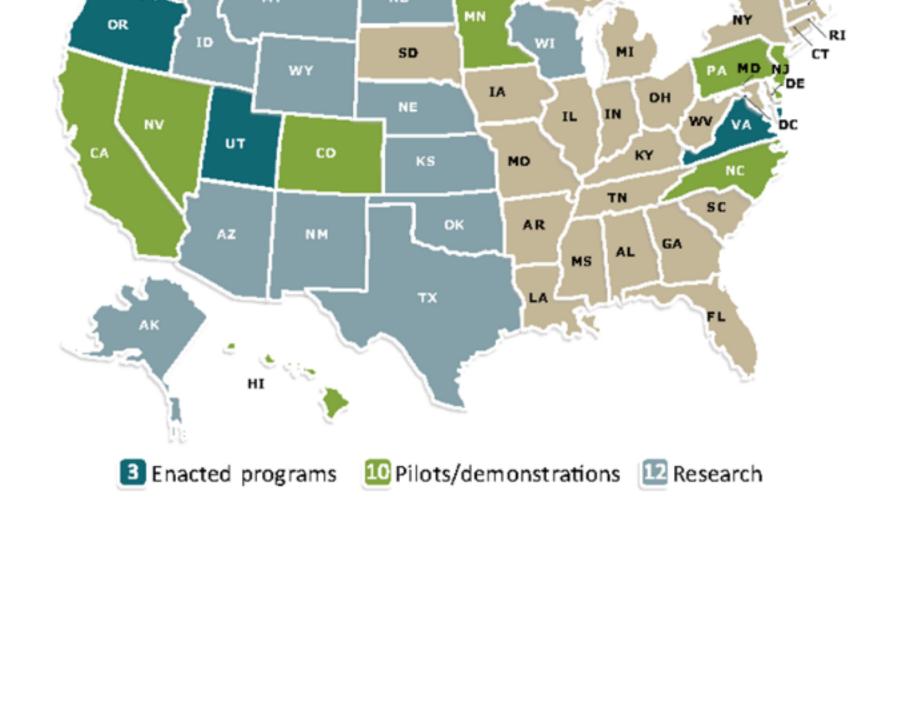
Washington received a federal grant to fund the pilot project. Six other states received similar grants: California, Delaware, Hawaii, Oregon, Minnesota, and Missouri.

WASHINGTON STATE IS NOT ALONE

RUC West is an association of 17 western states that are collaborating to explore funding solutions for our transportation system. Oregon currently has a voluntary road usage charge program called OreGo, while

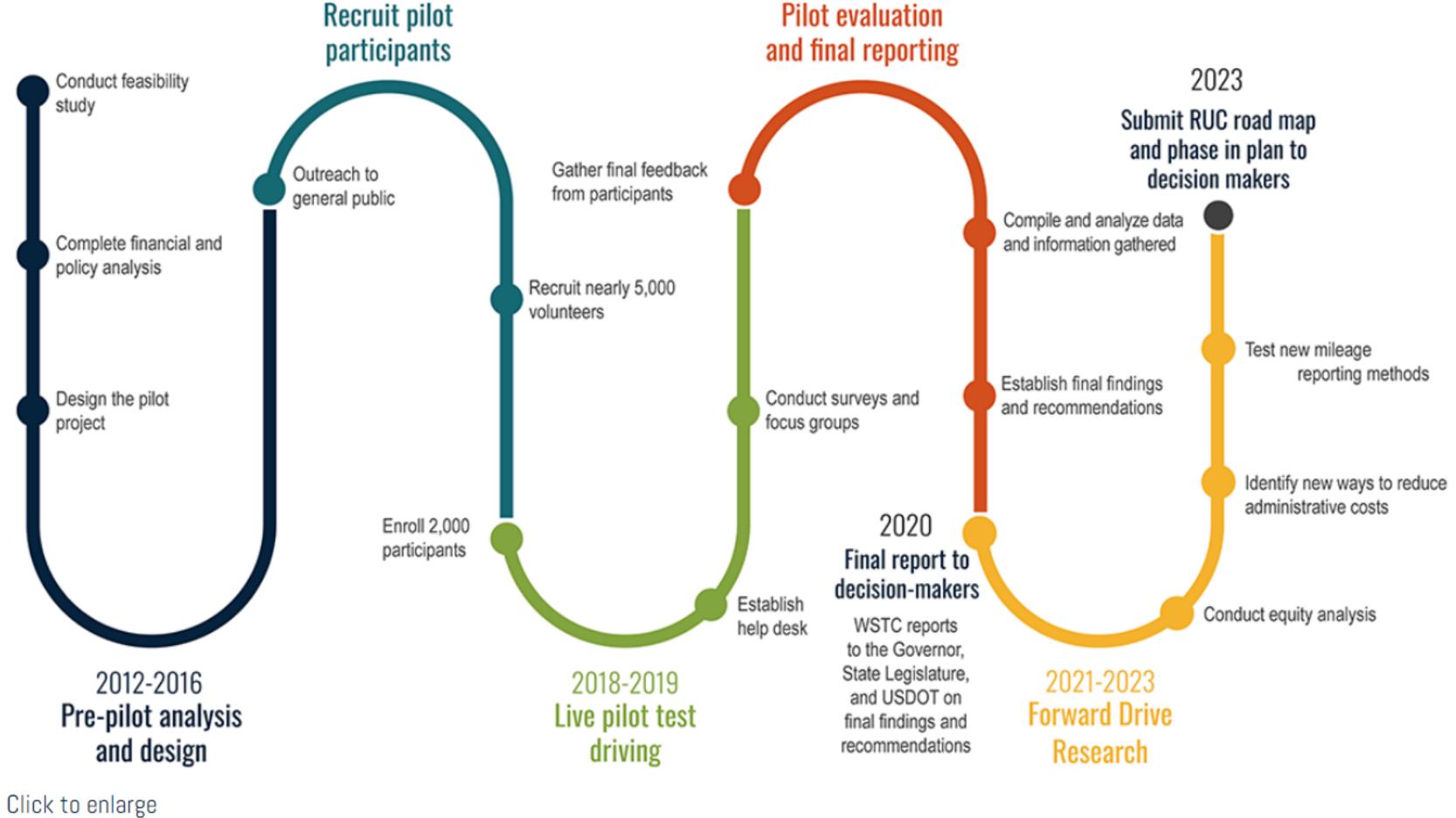
Washington, Hawaii, California and Colorado are testing RUC pilot programs. Arizona, Idaho, Montana, Nevada, New Mexico, North Dakota, Oklahoma, Wyoming, Alaska, Nebraska and Texas are currently researching road usage charging, and Utah has passed legislation enacting a RUC program in 2020.

2017



Conduct feasibility study

Pilot Timeline



2019-2020