

Oregon Funding and Objectives:

Fiscal Year	Amount Granted	Objective(s)
2016	\$2,100,000	Improve Oregon's existing RUC Program.
2017	\$2,315,000	Improve the scalability of Oregon's RUC Program (OReGO) and demonstrate its utility as a funding source for local jurisdictions; as such, the OReGO system needs to prove that it is flexible enough to accommodate varying tax rates and jurisdictional types.
2018	N/A	N/A
2019	\$5,000,000	The ODOT CVE demonstration will attempt to deploy a functional implementation that serves to validate data sharing, that must occur between the data collection, transaction processing and account management subsystems.
2020	N/A	N/A

Program Approach and Design: Oregon's RUC Program, OReGO, has been operating since July 2015. It is Oregon Department of Transportation's (ODOT) opinion that their program demonstrates that it is possible to charge drivers more equitably through miles driven, as opposed to fuel purchased. By leveraging private sector account managers, the program is able provide reliable, effective customer service and consumer choice. The ODOT believes it demonstrates that a fuel tax and road usage charge can coexist without double taxation, streamlining the driver/taxpayer experience.

The State is using STSFA funds to enhance the current system Oregon already has in place. Oregon will carry out 3 simultaneous, 6-month pilots with up to 100 passenger vehicles each. The first simulation will focus on area pricing in which an area is geographically bounded and a local RUC rate is added to the broader statewide RUC rate during specific times. The second simulation will overlap two geo-fenced areas and test different RUC rates during certain times of the day. The third simulation will look at corridor pricing, where drivers are charged different RUC rates for shorter trips on freeway corridors during certain times of the day to preserve capacity for through trips.

More information is available at: <https://www.myorego.org/>.