

Washington State Funding and Objectives:

Fiscal Year	Amount Granted	Objective(s)
2016	\$3,847,000	Test and evaluate a RUC system as an alternative to special license surcharges on plug-in electric vehicles; conduct the first test on the international interoperability of a RUC system between the United States and Canada; explore opportunities to leverage the capabilities of third-party enterprises to reduce mileage reporting costs; co-develop an RUC pilot in parallel with the deployment of the Washington Department of Licensing's new vehicle licensing information technology system; and carry out a "codefest" to develop an owner-controlled smartphone app to accurately report out-of-State mileage.
2017	\$4,600,000	Carry out and evaluate a 12-month pilot that tests five concepts of mileage reporting to collect feedback from users regarding methods for assessing user fees, and to collaborate with other States to test and develop organizational and operational capabilities for implementing a RUC Program.
2018	N/A	N/A
2019	\$5,525,000	WSTC will explore six tasks designed to probe and improve upon implementation challenges discovered during the recently completed WA RUC Assessment and Pilot Project.
2020	N/A	N/A

Program Approach and Design: Washington's RUC Program predates the STSFA Phase I Project. In the spring of 2014, the Washington Legislature created a steering committee composed of business, government, nonprofit, and academic stakeholders to begin investigating a RUC that could replace the existing fuel tax. Later, in July 2016, the Washington State Transportation Commission set up a pilot project to test a RUC pilot program. The State applied for and obtained an STSFA Phase I grant to help supplement the cost of the pilot. Washington's RUC Program pilot proposed to test a flat mileage fee assessed from data collected through different methods. Specifically, the pilot offered five mileage tracking options: a mileage permit charge, self-reporting vehicle odometer readings, or an automated distance charge (calculated using either a plug-in telematics device with or without GPS or a smartphone app). The STSFA Phase I grant funded the final design and set up of a 12-month pilot, a public attitude assessment, evaluation planning and activities, recruitment of volunteers for the test pilot, and the execution of a smartphone innovation challenge.

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