

A stylized graphic of a road with a dashed yellow center line and solid blue outer lines, curving upwards and to the right against a light green background.

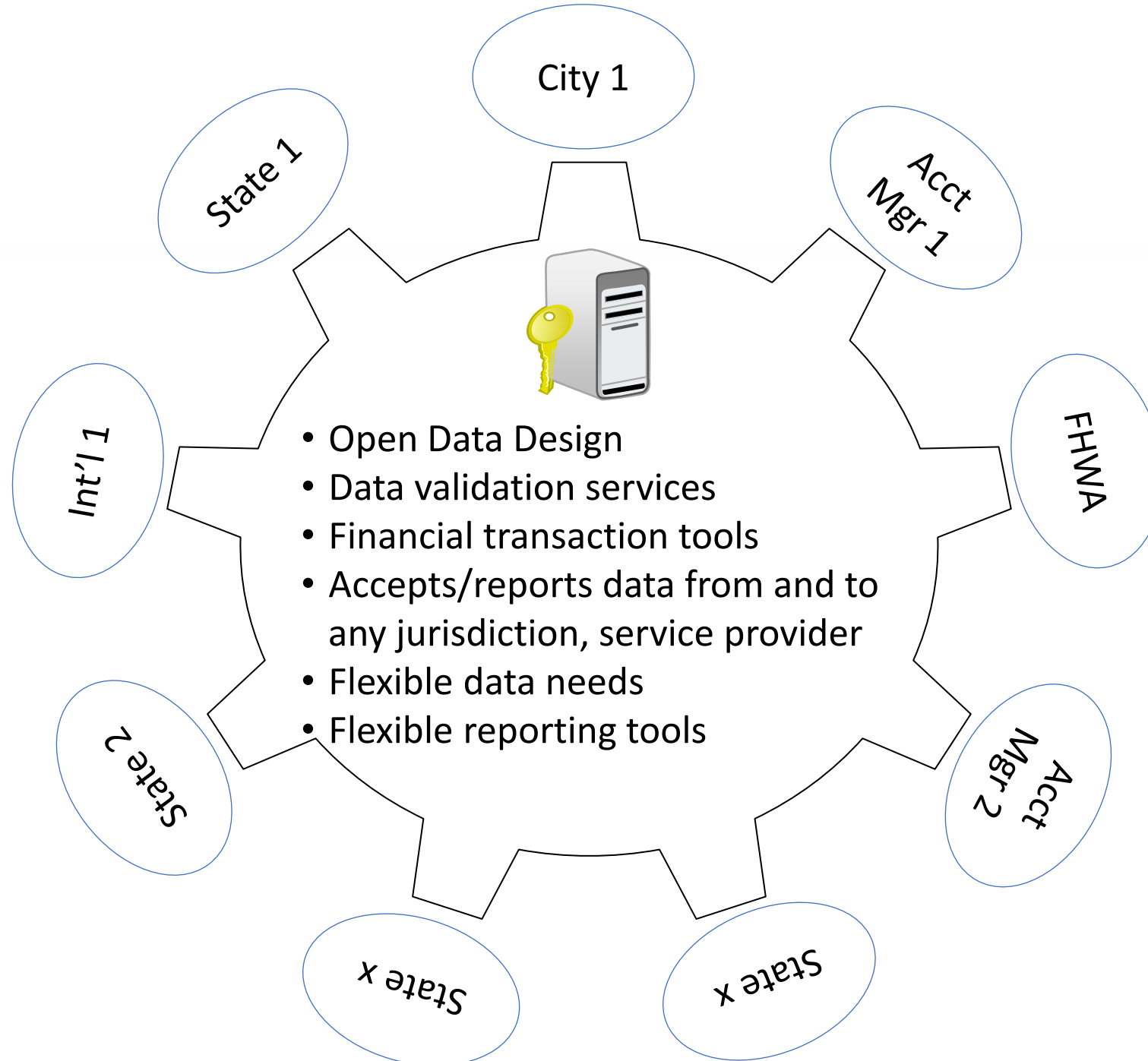
# WASHINGTON STATE ROAD USAGE CHARGE ASSESSMENT

# RESULTS OF INTEROPERABILITY TEST WITH OTHER STATES

## WA RUC HUB design features

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- Does not require bilateral agreements
- Is independent of Service Providers
- Can perform selected data management functions, potentially reducing the state's administration costs
- Performs financial reconciliation of RUC among jurisdictions
- Calculates RUC due to/from jurisdictions
- Handles payments



## WA RUC HUB functions

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- Data management
- Mileage reconciliation and accounting
- Modeling financial reconciliation between jurisdictions
  - “Paper” reconciliation among participating jurisdictions as a back-office exercise
  - True financial reconciliation between Oregon and Washington

## Financial reconciliation between Oregon and Washington

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- Small number of both OReGO (~90) and Washington (~25) volunteers paid both Washington and Oregon RUC in the pilot
  - Selected based on proximity of residence to state border
- To be eligible, participants had to use a plug-in device with GPS
- This small subset of WARUC pilot participants was seeded with project funds
  - Participants had no out of pocket costs
  - Participants paid funds paid back to the project through monthly invoices



**7/2/18**  
Invoice date

**6/1/18 - 6/30/18**  
Invoice period

**INVO**  
Invoice number

 Nissan

Plug-in Device 

Odometer Reading

Day	Odometer Reading (mi.)	Reading Type	Distance Driven (mi.)
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Charges

Jurisdiction	Distance Charged (mi.)	Distance Not Charged (mi.)	RUC Rate (\$/mi.)	Road Usage Charge (\$)	Gas Consumption (gal.)	Gas Tax Rate (\$/gal.)	Gas Tax Credit (\$)	Net RUC (\$)
OR	286.1	3.8	0.017	4.86	13.79	0.340	(4.70)	0.16
All other miles	48.8	0.0	0.024	1.18	2.39	0.494	(1.16)	0.02
BC	154.6	8.5	0.000	0.00	9.75	0.000	0.00	0.00
WA	1,524.5	6.5	0.024	36.60	56.74	0.494	(27.95)	8.65

**8.83**

Total (\$)



## What did we learn?

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- Flawless data reporting from Oregon to HUB due to extensive testing and mature operations
- Manual entry of Oregon data quarterly was simple, consumed little time, could be automated
- Updates needed to OReGO technical documentation to track rate tables for all jurisdictions, allow taxable miles outside Oregon
- HUB cannot hold Oregon funds more than 24 hours

### **Near term options:**

- Keep the gas tax in place to avoid disruption of interstate travel.
- Allow out-of-state drivers from states with a RUC system to opt into a multi-state system (similar to pilot approach)



**For more information on  
Washington State's RUC Assessment  
visit:**

[www.waroadusagecharge.org](http://www.waroadusagecharge.org)

# CONTACT INFORMATION

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