



How Roads are Financed

Road user fees

The money that pays to preserve, improve, and operate Oregon's road system comes from state, federal, county, and city sources. Oregon funds its road system through road user fees based on these principles:

- Those who use the roads pay for them.
- Road users pay in proportion to the road costs for which they are responsible.
- Road user fees are used for constructing, improving, and maintaining roads.

State Highway Fund sources

Highway user funds in Oregon are constitutionally dedicated to the State Highway Fund. These funds must be used on roads.

- **Registration and title fees** (Cover the fixed cost of providing the highway system.)

Registration fees

- \$27 per year - cars and light vehicles
- \$169 - \$375 - vehicles less than 26,000 pounds gross vehicle weight
- \$184 - \$636 - vehicles more than 26,000 GVW

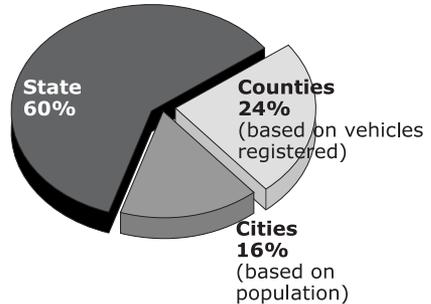
Title fees

- \$55 - cars
- \$90 - heavy vehicles

- **Fuel tax** (Covers the travel-related costs of cars and other light vehicles.)
 - 24 cents per gallon of gasoline, diesel, or equivalent natural gas or propane - vehicles less than 26,000 pounds GVW
- **Weight-mile tax** (Covers the greater responsibility of trucks and other heavy vehicles. Fees are based on weight and distance traveled.)
 - 4 cents to 18.51 cents per mile - vehicles between 26,001 and 105,500 pounds GVW
 - 5.7 cents equivalent single axle mile - exceptional loads

Highway Funds transferred to counties and cities

The State Highway Fund is a shared revenue source. The net revenues from the taxes and fees listed above are distributed to the state, counties, and cities. The pie chart shows the formula for distribution.



Federal funds

There are two major sources of federal road revenue.

- Money distributed from the Federal Highway Trust Fund and shared by the state, counties, and cities.
- Federal forest revenues distributed to counties and earmarked for roads.

Local revenues

City and county road funds come from property tax levies, local road user fees, local improvement district assessments, traffic impact fees, bonds, general fund transfers, parking meters and fines, receipts from other local governments, and miscellaneous sources like fines, permit fees, and private contributors.