BRUCE STARR
Senate District 12

John Lively
House District 7

OREGON LEGISLATURE

October 7th 2026

To Travis Brouwer,

We left the recent Road User Fee Task Force (RUFTF) meeting puzzled about the status and progress ODOT has made preparing for the roll out of the mandatory Road Usage Charge (RUC) program enacted by the 2026 Legislative Assembly and signed into law by Governor Kotek. We understand there will be some adjustments needed to scale up the current voluntary program, but would expect that after almost 10 years ODOT would be in a strong position for this transition. The new law allows for the phasing in of covered vehicles over the next several years and we hope ODOT will focus on doing what is necessary to meet the July 1, 2027, initial deadline and work on what is needed to add the additional vehicle types over time. In other words, we believe the best approach is to implement the program one step at a time.

We were also under the belief that the mandatory program would initially have two account managers with the goal of another one in a few years. We strongly support that plan. Therefore, you may understand our confusion when we learned ODOT is continuing to certify a third account manager. In addition, the OReGO website continues to have the following language, "ODOT is now accepting proposals from prospective OReGO business partners". Both efforts conflict with what we heard at the RUFTF meeting where we understood the two current account managers would be the mandatory ones assuming they are certified by ODOT. We are concerned this work may add to the difficulty in meeting the mandatory deadline. While we cannot speak for the next legislature, we would expect if ODOT asked for an extension to implement the mandatory program it would not be well received.

To help us understand the process in implementing the program we respectfully ask the following questions:

- How many vehicles do you expect to add on monthly basis from July 1, 2027, to August 1, 2028?
- Are you continuing to certify a third account manager as a backup in case one of the current account managers is not certified?
    - If so, is continuing to certify a third account manager taking time and energy away from implementing the mandatory program?

We really appreciate ODOT listening to our concerns and all the work being done. We know we all have a common goal in implementing the best RUC program possible

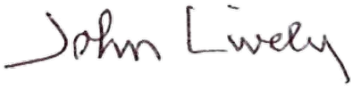
Please know we both are pleased to be RUFTF members and appreciate the opportunity to work with ODOT in implementing the mandatory program. We should all be proud that we are the first mainland state to pass and soon implement a mandatory statewide road usage charge program. Please do not hesitate to contact either one of us if you have any questions

Respectfully,

Senator Bruce Starr
Senate District 12



Representative John Lively
House District 7



Oregon
Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301

October 16, 2026

Senator Bruce Starr
Representative John Lively
Oregon State Legislature

Dear Senator Starr and Representative Lively,

Thank you for your October 7 letter and your continued service on the Road User Fee Task Force (RUFTF). We appreciate your partnership and the thoughtful questions you raised regarding Oregon's transition from the voluntary Road Usage Charge (RUC) program to t1he mandatory program directed by the Legislature in HB 3991. We are committed to successfully implementing the nation's first statewide mandatory per mile RUC.

As you note, more than a decade of operating a voluntary RUC program puts Oregon in a good place to implement the RUC program included in HB 3991, though significant adjustments are needed to move to a mandatory RUC. The new law phases in covered vehicles over the course of several years when they register or re-register. We agree that the best approach is to implement the program one step at a time. Consistent with this, we are implementing this program in four phases. Each phase involves coordinated work across all implementation workstreams, ensuring systems, processes, staff, and communications are ready to support each newly included group of vehicles. We are taking a "minimal viable product" (MVP) approach to roll out the project, with the initial program improving over time as we complete post-implementation enhancements and update features.

- ***Phase 1 – May/July 2027:*** Enrollment of currently registered electric vehicles begins at registration renewal in May, with mileage-based charging beginning in July.
- ***Phase 2 – January 2028:*** Enrollment expands to all newly registered electric vehicles.
- ***Phase 3 – July 2028:*** Enrollment extends to currently registered hybrids at registration renewal and to newly registered hybrids.
- ***Phase 4 – Post-Implementation Enhancements***: After each phase, work will continue with improvements that enhance user experience and operational efficiency.

Expected Monthly Vehicle Enrollment estimates
The projected volumes of enrollments each month through the end of 2028 are shown in Attachment 1, along with a chart showing our forecast through 2035 by vehicle type. In Phase 1 we'll bring about 3000 vehicles into the program each month, which will ramp up to about 6000 a month in Phase 2, and about 20,000 per month in the first six months of Phase 3. At the end of 2028, we project having more than 170,000 vehicles in the program, and the program will continue to add an average of nearly 20,000 vehicles per month through the end of 2030. At that point we will have brought most existing mandated vehicles into the program and enrollment growth will slow as we primarily add newly purchased vehicles.

Oregon
Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301

The number and status of account managers involved in the program
Consistent with the direction in SB 810 from 2013 (embodied in ORS 319.900), ODOT has implemented an "open system" concept for road usage charging that relies on account managers to serve customers by collecting mileage and payment on their behalf. ODOT presently maintains three master contracts, known as price agreements, with account managers. A third account manager formally joined the program in July 2025 through the existing procurement framework and has since been prequalified and executed their price agreement. These price agreements do not obligate ODOT to assign work; instead, work is authorized through individual work order contracts that specify services under the pricing and terms established within each price agreement. ODOT currently has two commercial account managers (CAMs) operating under negotiated work order contracts for the voluntary program but does not have a designated ODOT Account Manager (OAM) for the voluntary program.

ODOT is negotiating with all three account managers to serve as CAMs for the mandatory phase of the program. In addition, ODOT is in separate negotiations with one of these account managers to assume the role of the OAM. Each account manager must complete a self-certification process, providing documented evidence that they meet all required program standards. ODOT must then validate this evidence and conduct testing to finalize certification. The agency's limited internal resources constrain the number of account managers that can be certified prior to the program's go-live date.

We agree that completing onboarding of all three CAMs and the OAM could be a strain on ODOT resources and the project schedule. Our target scope for Phase 1 is to onboard one account manager to provide both OAM and CAM services, and one for just CAM services. ODOT will monitor AM performance and program needs before proceeding with onboarding of a third AM.

Thank you again for your continued engagement and collaboration. We share your pride in Oregon's leadership and your commitment to delivering a successful mandatory RUC program. Please feel free to reach out at any time—I welcome continued dialogue as we move through each phase of implementation.

Sincerely,

Travis Brouwer
Deputy Director

Attachment 1: Estimated Enrollment Volumes by Month

Month	Total RUC Vehicles	Added Vehicles
7/2027	3,321	3,321
8/2027	6,766	3,445
9/2027	10,002	3,236
10/2027	13,134	3,132
11/2027	15,564	2,430
12/2027	18,114	2,550
1/2028	24,180	6,066
2/2028	29,457	5,277
3/2028	35,849	6,392
4/2028	42,121	6,272
5/2028	48,524	6,403
6/2028	54,785	6,261
7/2028	76,768	21,983
8/2028	98,353	21,585
9/2028	118,025	19,672
10/2028	138,564	20,539
11/2028	154,954	16,390
12/2028	172,793	17,839

