Road User Fee Task Force
September 24, 2026
Meeting Minutes

DRAFT

Task Force members in attendance: Chair Commissioner Lee Beyer, Vice Chair Rep. John Lively, Sen. Chris Gorsek, Sen. Bruce Starr, Rep. Rick Lewis, Councilor Marilyn Smith, Commissioner Dan Dorran, Jeff Allen, Marie Dodds, Even Oneto

OTC commissioners in attendance: Commissioner Don Shanklin

ODOT staff in attendance: Dave Adams, Jim Atkins, Scott Boardman, Maureen Bock, Travis Brouwer, Kelly Bruce, Bo Camero, Jillyn Chang, Katelyn Dixon, Bobbi Doan, Sata Donaca, Kaitlin Fredrickson, Jennifer Hadley, Justin Hauschild, Chuck Larsen, Daniel Lopez, Heidi Musser, Joy O'Hearn, Andre Orso, Douglas Peterson, Daniel Porter, Jennifer Ricketts, Meg Rowe, Emily Salter Cook, Randal Thomas, Sean Zang, Brian Zelinka

Members of the public in attendance: Jason Hitzert, Matthew LaRocco, Mazen Malik, Commissioner Patrick Malone, Tim Martinez, Blake Perez, Nicole Stingh, Kurt Wilcox, Brian Worley, Sara Wright

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Chair Beyer convened the meeting at 09:00 a.m.

Welcome, roll call, and member introductions
Chair Beyer welcomed everyone and led the roll call. Members provided self-introductions.

Public Comment
Tim Martinez provided input and feedback to the Task Force.

Daniel outlined HB 3991 (2025), which establishes Oregon's mandatory passenger-vehicle RUC program and phases in vehicle types over time.
• **July 1, 2027:** Currently registered EVs enroll at their next registration renewal.
• **January 1, 2028:** New EVs must enroll at point of sale, in addition to ongoing EV renewals.
• **July 1, 2028:** New and currently registered hybrids must enroll at point of sale or at registration renewal.
Under the program, participants pay either two cents per mile or a flat annual fee of $340. RUC-enrolled vehicles receive credit for fuels tax paid and are exempt from enhanced or supplemental registration fees tied to vehicle efficiency.
Daniel compared the fuel-tax model—which depends on vehicle efficiency—to the RUC model, which is based on actual road use. He concluded with the State Highway Fund revenue forecast, noting that projected growth is attributable entirely to the RUC program.

Road User Fee Task Force (RUFTF) Background & Mandatory RUC Legislation
Daniel Porter, Administrator for ODOT's Finance and Budget Division, provided an overview of how Oregon funds transportation infrastructure; primarily through the state gas tax, DMV fees,

motor carrier taxes, and the road usage charge (RUC). He reiterated Oregon's constitutional restrictions on highway funds and noted that the State Highway Fund is shared among ODOT, counties, and cities.

Daniel highlighted the increasing fuel efficiency of passenger vehicles and its impact on declining gas tax revenues. This trend prompted the creation of the Road User Fee Task Force (RUFTF) in 2001 (HB 3946), tasked under ORS 184.843 with developing a revenue collection system that could replace the existing model. He reviewed the RUFTF mission, the concepts evaluated, and the Task Force's selection of the RUC model. He also summarized the legislative history, pilot programs, and the launch of the voluntary OReGO program in 2015. Today, four states (Oregon, Utah, Virginia, and Hawaii) operate RUC volunteer programs; Oregon will be the first to implement a mandatory RUC program in July 2027, followed by Hawaii for EVs in 2028.

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Representative Lewis requested clarification on the constitutional limitation that gas taxes and motor vehicle fees "can only be used for highway purposes." Daniel Porter explained that Article IX, Section 3a of the Oregon Constitution restricts these revenues to the construction, reconstruction, improvement, repair, maintenance, operation, and use of public highways, roads, streets, and roadside rest areas within the state. He added that case law has further defined and refined the interpretation of these allowable uses.

Chair Beyer asked why the projected gas tax revenues appear to remain level rather than decline as EVs and hybrids become more common. Daniel Porter explained that in 2029 the taxation structure for diesel changes when heavy trucks begin paying the diesel tax directly. As a result, the fuels-tax portion of revenue increases, while the weight-mile tax portion decreases. This shift offsets the expected decline in gas tax revenues, resulting in the level trend shown in the model.

Marie Dodds asked about the cost of implementing the mandatory RUC program and how long it would take for the system to operate efficiently. Daniel Porter explained that legislation caps third-party account-manager costs at no more than 10% of RUC revenue by July 2030. He noted that this target aligns with the administrative cost structure for motor carrier weight-mile and registration programs.

Senator Starr added that the 10% cap was a key point for legislators during development of the transportation bill. He emphasized that economies of scale will play a significant role: as more vehicles are required to participate in the program, vendor administration costs should decrease. He also noted that, in his view, maintaining a manageable number of vendors is equally important to ensuring the program remains economically viable.

OReGO Mandatory RUC Project (OMRP) – Implementation Update
Maureen Bock, ODOT Chief Innovation Officer, provided an update on the implementation of the OReGO Mandatory Road Usage Charge Program (OMRP). She outlined the current voluntary program operations and described the transition to a mandatory model, emphasizing the increased complexity and the need for structured planning.

Key implementation activities include:

- Establishing defined workstreams with milestones
- Documenting and updating end-to-end process flows
- Revising existing rules and drafting new rules
- Coordinating efforts with DMV, Information Systems, and account managers
- Developing public communication materials
- Executing comprehensive change management plans

Maureen presented the Phase 1 dashboard and reviewed the status of each workstream, highlighting both scope and schedule. She emphasized that moving from a voluntary to a mandatory program involves significant system and operational complexity and therefore cannot be accomplished with a simple "flip of a switch."

She also reviewed the vehicle phase-in schedule, which allows for incremental program growth and provides opportunities to address early challenges. The implementation strategy follows a minimum viable product (MVP) approach: critical components will be ready for launch, while non-critical items will be prioritized and completed post–go-live. The plan also incorporates new and updated requirements for certifying account managers.

Commissioner Dorran asked whether there is a process and timeline for issuing an RFP for account managers, and whether the task force would review the draft rules. Maureen clarified that the task force serves as the Rule Advisory Committee, meaning members will review and provide recommendations on draft rules.

She further explained that there is not enough time to conduct a new procurement. Instead, ODOT is issuing work-order contracts under existing price agreements to transition current account managers into the mandatory program, while continuing to support the voluntary program, which does not sunset. The three existing vendors are ClearRoad, GeoToll, and Cintra.

Senator Starr observed that the website currently lists only two vendors and asked when ClearRoad was approved. Maureen Bock clarified that ClearRoad has not yet completed the certification process. Although ODOT has issued a work-order contract with ClearRoad under existing price agreements, the vendor is not certified at this time. She outlined the certification process, noting that vendors must meet established technical, operational, and security requirements before being formally approved for participation in the program.

Chair Beyer asked how enforcement will function under a mandatory RUC program, noting that in a voluntary program participants can simply be removed if they do not comply. Maureen explained that enforcement for the mandatory program relies on statutory penalties. If participants fail to pay, ODOT can levy penalties and refer unpaid accounts to the agency's collections unit. Continued non-payment may then be escalated to the Department of Revenue. She emphasized that this enforcement structure is similar to existing processes for fuels tax, motor carrier, and DMV-related obligations.

Commissioner Dorran asked whether the mandatory RUC program will include Oregon E-plates and how federal plates will be handled. Maureen explained that ODOT has engaged with the Department of Administrative Services (DAS), which currently operates approximately 95 electric vehicles. ODOT is working with DAS to understand their fleet processes, including how permanent plates are tracked, how vehicles are deployed, and how DMV receives that information. These process flows are being developed to ensure consistency for other state and commercial fleets.

Regarding federal plates, Maureen noted that this remains an unresolved question. Federal vehicles are not base-plated in Oregon, even though they currently pay the fuel tax. Determining how they will be incorporated into the mandatory RUC program is still under evaluation.

Representative Lewis asked whether an EV registered in Washington but driven in Oregon must pay Oregon's RUC, and how Oregon residents document out-of-state miles when not using the annual flat-fee option. Maureen Bock explained that a Washington-registered vehicle is not currently required to pay Oregon's RUC. Washington is exploring a RUC model that could eventually support interstate mileage reconciliation, but this is still conceptual. For Oregon residents, GPS-enabled mileage reporting automatically excludes out-of-state miles through geofencing. Participants without GPS must submit an attestation and supporting documentation for out-of-state travel, after which ODOT issues a refund for verified miles.

RUFTF Goals & Objectives for 2026 – 2027

Randal Thomas, ODOT Rules and Policy Advisor, outlined the task force's goals and objectives for 2026–2027. A primary focus will be providing input on the implementation of House Bill 3991, the mandatory RUC program. RUFTF will also serve as the Rules Advisory Committee, reviewing and recommending changes to draft rules before they are submitted to the Oregon Transportation Commission and published by April 27.

Additional objectives include evaluating RUC options for medium-duty vehicles (10,000–20,000 pounds), which are becoming increasingly electrified and currently fall outside the program, and preparing for Phase II implementation involving point-of-sale enrollment.

Chair Beyer asked whether medium-duty vehicles fall under weight-mile requirements or if this gap is a legislative issue. Daniel Porter explained that weight-mile does not apply to these vehicles. Currently, medium-duty vehicles (10,000–20,000 pounds) pay fuel tax and tiered registration fees that increase every 2,000 pounds. However, electric medium-duty vehicles do not pay fuel tax yet pay the same registration fee as vehicles that do, creating a revenue gap. Addressing this gap will require legislative action. Daniel noted that an estimated 20,000 such vehicles are operating in Oregon, making it a significant issue.

Future Meeting Date and Next Steps
Randal Thomas announced that the next RUFTF meeting will be held in late October to review and provide recommendations on the proposed draft rules for implementation. He will poll members to confirm the date and time. Members expressed a preference for in-person meetings, with a virtual option retained to support broader participation.

The meeting adjourned at 10:58 a.m.