

Road User Fee Task Force – Legislative Development

Outline

1. All passenger vehicles, model years beginning in 2027, shall pay for usage of the road on a per-mile basis. Implementation of this mandatory program will begin July 1, 2026. ODOT will facilitate the program. ODOT shall report each odd-numbered year regular session of the Legislative Assembly on the progress of meeting this mandate and include relevant information regarding technology readiness.
2. ODOT shall continue operation of current voluntary pay-by-mile program (OReGO). The voluntary program shall sunset in 2029.
3. Mandatory program will apply to all passenger vehicles with a rating of at least 30 miles per gallon.
4. For the first five years of the program, a person may opt-out of the mandatory pay-per-mile program by paying a fee of (proposal to be discussed). The amount of the opt-out fee and the ability to opt-out will sunset and be reevaluated by ODOT in 2030.
5. ODOT shall report on the feasibility of including vehicles with a registration-weight over 8,000 pounds, not registered as passenger vehicles, in the weight-mile tax system or other pay-per-mile system. ODOT shall submit report during the 2023 Legislative Session. The report must include an implementation plan by 2025.

Member Feedback

Jeff Allen, Forth

- Mandatory program should be tied to the model year of the vehicle, or the year of implementation, but should not be tied to fuel efficiency.
- I'd like us to ensure this legislation also encourages layering pollution fees, in particular carbon-related fees, onto the per-mile fee.
- ODOT shall report on how best to include fees for carbon pollution and criteria air pollutants in the pay-per-mile program. ODOT shall submit its report during the 2023 Legislative Session. This report shall include recommendations for any needed research, testing, or demonstration projects necessary for ODOT to be able to implement pollution fees when the mandatory program launches in 2026, and shall also recommend any necessary enabling legislation.
- Explore a mileage 'allowance' for qualifying low income drivers, e.g. say their first x number of miles are free or at a lower rate

Marie Dodds, AAA

- Is there any modeling that would identify how a per-mile rate would be established for the mandatory program in order to achieve a targeted revenue the program would achieve?
- The outline should probably identify the target the program is designed to achieve. Is it a "revenue neutral" program designed to maintain revenue at a point in time or to restore revenue to a previous level in order to sustain a designated level of maintenance, preservation, expansion and other expenditures?

- To clarify, bullet point one says the program is mandatory for all passenger vehicles starting in 2027 but bullet point three says the program is mandatory for vehicles rated for at least 30 miles per gallon. Which is it?
- Are there any fuel tax increases envisioned once the program becomes mandatory in order to incent people with lower MPG vehicles to move to higher MPG or electric/alternative fueled vehicles? Are there any options for lower income drivers who are often driving older vehicles with lower MPG ratings?
- For those who opt-out, will there be a fee in addition to paying the applicable gas taxes?