

Road User Fee Task Force Legislative Outline

1. All passenger vehicles, model years beginning in 2027, with a combined rating of at least 30 miles per gallon, 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. The Road User Fee Task Force will make recommendations to improve the program based on these reports.
2. When developing the mandatory per-mile road usage charge program, ODOT shall structure the program in a way to support future incorporation of other pricing mechanisms to achieve goals of the State.
3. A person may opt-out of the mandatory pay-per-mile program by paying an annual fee of \$400. These vehicles would not be subject to supplemental registration fees in ORS 803.422. This section shall sunset on January 1, 2030.
4. Any vehicle required to pay a road usage charge shall not pay the supplemental registration fee in ORS 803.422.
5. Title fees based on miles per gallon is repealed. (See ORS 803.091) and all vehicles shall pay a title fee of \$110. This section shall go into effect January 1, 2022.
6. ODOT shall continue operation of current voluntary pay-by-mile program (OReGO). The voluntary program shall sunset in 2029.
7. ODOT is directed to seek federal funds for studies, demonstration projects, and pilots to further understand the intersection of a pay-per mile road usage system and environmental impacts including emissions reduction.
8. ODOT shall report on the feasibility of including vehicles with a registration-weight of more than 8,000 pounds and less than 26,001 pounds, not registered as passenger vehicles, in the weight-mile tax system or other pay-per-mile road usage charge system. ODOT shall submit report to the Road User Fee Task Force by July 1, 2026.
9. ODOT, in cooperation with other state agencies, shall conduct a study examining:
 - The impact that vehicle-related taxes, fees, and other costs, including the per-mile road usage charge established in section one, have on the buying decisions of consumers as it relates to zero-emission vehicles and internal combustion engine vehicles.
 - How a per-mile road usage charge can be pursued while supporting the State in achieving the goals established in Section 1, Chapter 565, Oregon Laws 2019, and ORS 468A.205.ODOT shall report the results of the study to the Road User Fee Task Force by July 1, 2024.
10. ODOT is directed to work with impacted and diverse communities in designing and developing a per-mile road usage charge program. ODOT shall complete a study that evaluates how income, race, socio-economic status, and other factors are affected by a transition from a fuels tax system to a per-mile road usage charge system. The report must include options to address

equity impacts prior to the implementation of the mandatory road usage charge program. ODOT shall submit its report to the Road User Fee Task Force by July 1, 2022.

11. Enrollment in the mandatory road usage shall occur at first registration of the vehicle, and any subsequent registrations or transfers that result in a new registered owner. ODOT will work with vehicle dealers to enable enrollment at point of sale. ODOT will enroll vehicles in the mandatory road usage program in instances of out-of-state transfer and purchases made outside of an authorized vehicle dealer. ODOT shall have the authority to deny vehicle registration if the vehicle has neither enrolled in the mandatory road usage program nor paid the opt-out fee referred to in section three.