

### **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.
2. Any vehicle required to pay a road usage charge shall not pay the supplemental registration fee in ORS 803.422.
3. Title fees based on miles per gallon is repealed.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.
4. ODOT shall continue operation of current voluntary pay-by-mile program (OReGO). The voluntary program shall sunset in 2029.
5. A person may opt-out of the mandatory pay-per-mile program by paying an annual fee of:
  - \$195 for vehicles with a combined fuel efficiency of 20-39 mpg
  - \$264 for vehicles with a combined fuel efficiency of 40-59 mpg
  - \$299 for vehicles with a combined fuel efficiency of 60-79 mpg
  - \$319 for vehicles with a combined fuel efficiency of 80 mpg and higher
  - \$400 for fully electric vehiclesThese vehicles would not be subject to supplemental registration fees in ORS 803.422. This section shall sunset on January 1, 2030.
6. 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.
7. ODOT shall lead a study, in cooperation with other State agencies, to determine how to accelerate achievement of electric vehicle adoption and other state objectives in a mandatory road usage charge system. ODOT shall submit report during the 2023 Legislative Session.
8. ODOT is directed to work with other State agencies to evaluate equity in a mandatory road usage charge program and specifically evaluate how income, race, and socio-economic status, and other factors are affected by a transition from a fuels tax system to a road usage charge system.
9. Enrollment in the mandatory road usage shall occur at first registration, 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 five.