

**HB 2464 STAFF MEASURE SUMMARY**  
**House Committee On Transportation Policy**

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**Prepared By:** Tim Walker, LPRO Analyst

**Sub-Referral To:** Joint Committee On Ways and Means

**Meeting Dates:** 3/15, 4/12

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**WHAT THE MEASURE DOES:**

Eliminates caps on number of vehicles eligible to participate in the road usage charge program. Requires the Department of Transportation to establish a method for purchaser of light weight vehicle to register for the program at point of purchase. Requires vehicles of model year 2026 or later and an EPA rating at or above 20 MPG or equivalent to be registered in the road usage charge program. Takes effect 91st day sine die.

**REVENUE:** May have revenue impact, but no statement yet issued

**FISCAL:** May have fiscal impact, but no statement yet issued

**ISSUES DISCUSSED:**

- Age of infrastructure
- Flat gas tax revenue due to increased gas mileage of vehicles
- Mileage reported online, via mobile device, or black box
- Concerns about protecting privacy

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

As vehicle fuel mileage has increased over time, Highway Funds generated from the gas tax have decreased. In 2001 the Legislative Assembly established the Road User Fee Task Force (RUFTF) to explore more equitable means of raising revenue for road maintenance. In 2007, the Oregon Department of Transportation (ODOT) conducted the Road User Fee Pilot Program to study the feasibility of replacing the gas tax with a mileage-based fee based on miles driven in Oregon and collected at fueling stations and the feasibility of using this system to collect congestion charges. Senate Bill 810 (2013) authorized ODOT to establish the Road Usage Charge Pilot Program to build on the data gathered from the 2007 Road User Fee Pilot Program. The new program, known as OReGO, which launched in 2015, addressed privacy concerns and incorporated the most current technologies for reporting mileage and administering payments.