

Submitter: Tim martinez  
On Behalf Of: GeoToll Inc  
Committee: Joint Interim Committee On Transportation  
Funding  
Measure, Appointment or Topic: LC 2

GeoToll, Inc. Testimony, 8/25/25, before the Joint Interim Committee on Transportation Funding

My name is Tim Martinez and I am submitting this testimony on behalf of GeoToll, Inc. GeoToll is currently an ODOT vendor in Oregon's road usage charge program, known as OreGO.

The Oregon Legislature created the Road User Fee Task Force in 2001 when legislators recognized that increasingly efficient vehicles were becoming widespread. With hybrid and electric vehicles consuming little or no fuel, their owners pay little to no fuels tax for their use of the road. The task force was charged with finding a viable alternative to the state gas tax that could generate sustainable funding for Oregon's transportation system. An interesting note one of the founding members of the task force is on the dais today as a member of this committee.

After exploring several options including, a tire tax, a battery tax, and expanding other user fees such as the gas tax and registration fees, the group landed on a per-mile charge as the most fair and accurate way to pay for state roads and bridges. The group directed two ODOT pilot projects in 2006 and 2012 that tested a pay-by-the-mile charging system.

The task force has focused in recent years on developing OReGO, the first fully-operational, revenue-generating, per-mile charging system in the U.S., which launched July 1, 2015.

OReGO launched July 1, 2015. Drivers select an option to report miles traveled on Oregon public roads and are billed for costs accrued that exceed the amount of fuels tax they paid at the pump. OReGO has no sunset date and continues to operate today with hundreds of volunteer drivers. ODOT may enter into agreements with other state departments of transportation, the federal government, and Canadian provinces to undertake certain actions. These include conducting research related to road usage charging and development programs; furthering the development and operation of the OReGO program; sharing research costs; and developing a stakeholder outreach and communication program related to road usage charging.

In 2019, House Bill 2881 progressively broadened incentives for drivers to enroll in OReGO while also excluding inefficient vehicles. Vehicles rated under 20 MPG were excluded from the program because drivers were less likely to pay any road charges once a credit for fuel tax was applied to their account. House Bill 2881 also allowed

vehicles with a combined rating of 40 MPG or better to enroll in OReGO and be exempt from enhanced registration surcharges established two years earlier (HB 2017, 2017). The bill incentivized drivers of a new class of vehicles to experience OReGO. HB 2881 also removed the cap on the number of vehicles that could enroll in the program; indexed the road usage charge rate to five percent (5%) of the per gallon state fuels tax rate; and eliminated refunds for those who paid more in fuels tax than is owed in road usage charges.

The bill before you today includes a mandatory road usage charge program for Oregon beginning on July 1, 2027 with the renewal of electric vehicles. By July 1, 2028 all new electric vehicle as well as, all plug-in and other hybrids will be included in the program. Similar language was included in HB 2025A that was passed out of committee earlier this year during the 2025 regular legislative session albeit with earlier enactment dates. GeoToll supports Oregon taking the next step to adopt a mandatory RUC program and appreciates this mandatory language in the bill before the committee today. We would encourage the legislature, should this bill pass during the upcoming special session, to look at further enhancements to the program in future legislative sessions.

Thank you for the opportunity to provide this testimony.