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The fuel tax is not sustainable

Since 1919, fuel tax has been a critical funding component to support Oregon's transportation system. However, as vehicles become more efficient and transition toward alternative fuels, less fuel is consumed and less tax is generated. Increasing vehicle miles traveled with less revenue available challenges Oregon's ability to maintain its transportation system into the future.

Average Light Vehicle MPG Rating



Road User Fee Task Force

Created in 2001, the Road User Fee Task Force evaluates options for generating sustainable funding for Oregon's transportation system.

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ODOT successfully conducted pilot programs in 2007 and 2013, to test the feasibility of road usage charging in Oregon. In 2015, the nation's first fully operational road usage charge program, OReGO, was launched. This voluntary program allows individuals to pay 1.8 cents per mile, in lieu of fuel taxes, and exempts participants from the mileage-based enhanced registration fees established under HB 2017 (2017).

Visit our website



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Is paying by the mile new?

Oregon has operated a pay-per-mile system for heavy trucks since the 1940s, known as *weight-mile*. This system charges heavy commercial vehicles a per-mile fee based on their weight, number of axles, and the distance traveled. Weight-mile has proven an effective and resilient tool to ensure users of the roadway pay their fair share. Road usage charging expands this concept to light vehicles.

National Trends

Oregon isn't alone in its exploration of road usage charging. A multitude of states, all at different stages of program development, have expressed interest in this sustainable funding alternative. Oregon is joined by Utah as the only two states with fully operational RUC programs, with many others conducting pilot projects, or actively investigating.

