

Submitter: Tim Martinez
On Behalf Of: GeoToll Inc
Committee: Joint Committee On Transportation Reinvestment
Measure, Appointment or Topic: HB2025

Madam Co-Chair, Mr. Co-Chair, Vice Chairs, members of the committee, my name is Tim Martinez and I am here today on behalf of GeoToll. GeoToll is currently a contractor with Oregon's current road usage charge or RUC program, OreGO. I have participated in OreGo with an electric car and now with a plug in hybrid. Committee members may recall that I, along with GeoToll's CEO, testified before the Joint Transportation Committee earlier this session..

First off, Thank you all for the time you have spent over the past year developing what is now HB 2025 and for staying into the evening all this week to listen to all of us. I attended many of last year's road show meetings, from Ontario to Coos Bay and communities in between north, south and west, hard to go farther east than Ontario. While this bill contains many of the suggestions you heard around the state, I expect more work remains to be done before a transportation package arrives on the Governor's desk by sine die.

My testimony today revolves around the sections of HB 2025 that create a mandatory road usage charge program. Oregon was the first state, over 100 years ago, to implement a fuels tax, with a simple philosophy that subsequent legislatures have continually reaffirmed for over 100 years, all users of Oregon's roads should pay their fair share. I think we would all agree that, not that long ago most cars averaged roughly the same mpg. Electric cars and hybrids were still on the drawing board. That has dramatically changed in the past few years. It was recently reported that Oregon has over 100,000 EVs. None pay gas tax. A mandatory RUC, ensures that the long-standing Oregon philosophy of all road users paying their fair share continues. When we were first before the committee GeoToll's CEO, committed to reducing the cost, to the state for running a mandatory Oregon RUC. GeoToll continues that commitment.

We do have some suggestions to the introduced bill. The bill only includes EV's and plug-in hybrids. At a minimum, all hybrids should be included . We encourage you to consider adding all high mileage vehicles, 25 or 30mpg, to the program, even if the implementation date for those vehicles is several years in the future. Speaking of implementation, we encourage the committee to implement a mandatory RUC more quickly than currently written in the bill, specifically both renewals and registration of new EV's should begin on July 1, 2026. Beginning January 1,2027 hybrids, both plug-in and regular hybrids should be added to the program. Given ODOT's financial situation, earlier participation is important, especially for those vehicles that are not paying gas tax today. Also, all miles driven should be included and I'm not sure the current bill as written accomplishes that. Oregon has done a good job in setting up and running OreGo and we commend the ODOT team currently running the program for being a national leader in RUC. There are other improvements that we might

recommend, such as tying lease registrations with the term of the lease, but I'll stop here. Thank you for your time.