



Legislative Fiscal Office
83rd Oregon Legislative Assembly
2026 Regular Session

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Date: February 14, 2026

Bill Title: Relating to road usage charges; declaring an emergency.

Government Unit(s) Affected: Department of Transportation

Summary of Fiscal Impact:

2025-27 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Oregon Department of Transportation	\$ 796,215	\$ -	\$ -	\$ -	\$ 796,215	4	2.00
Total Fiscal Impact	\$ 796,215	\$ -	\$ -	\$ -	\$ 796,215	4	2.00
2027-29 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Oregon Department of Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	-	-
Total Fiscal Impact	\$ -	\$ -	\$ -	\$ -	\$ -	-	-

- Due to the revenue shortfall in the State Highway Fund, ODOT does not have sufficient revenue to cover the costs associated with this bill therefore General Fund is required for these expenses.

Measure Description

The measure requires the Oregon Department of Transportation (ODOT) to submit a report to the interim committees of the Legislative Assembly related to transportation by September 15 of each even-numbered year that recommends a rate for the per-mile road usage charge (RUC) that would sustainably raise revenue necessary to maintain the state's public highways. The report is to include the total estimated cost for maintenance and preservation of Oregon's transportation system, including for local systems, and an estimate of the total vehicle miles driven on the state's public highways based on the most recently available data on vehicle miles traveled. ODOT is to establish metrics to evaluate maintenance and preservation needs, including but not limited to, the desired pavement condition index for each road type, striping and painting standards, bridge replacement timelines, and ODOT's administrative costs for maintenance and preservation needs.

Fiscal Analysis

The fiscal impact for ODOT is estimated to be \$796,215 General Fund and four positions (2.00 FTE) in the 2025-27 biennium.

The agency would hire four limited duration, full-time positions (each 0.50 FTE in the 2025-27 biennium) which includes three Professional Engineers 2 and one Engineering Manager 3. The Professional Engineers would each be responsible for development of one of the three metric categories required under the measure (desired pavement condition index for each road type, striping and painting standards, and bridge replacement timelines), while the Engineering Manager 3 would coordinate the project. The total costs of these positions, including position-related services and supplies, is \$721,215 General Fund in the 2025-27 biennium. ODOT

would also hire a consultant to facilitate a committee that will provide feedback on the proposed assumptions and methodology. Estimated costs of this contract are \$75,000 General Fund in the 2025-27 biennium.

In order to complete the report by January 31, 2027, ODOT would also use existing staff time, which could delay current projects.

Once the initial report is complete, it is assumed that ODOT will be able to use the framework that is developed to update the required report for 2028 and every two years after. However, given the compressed timeline to complete the first report, there is the possibility that ODOT could require additional resources to further evaluate the RUC framework during future reporting periods.

Relevant Dates

The measure declares an emergency and takes effect on passage.

The first report is to be submitted by January 31, 2027.