



To: House Committee on Transportation
From: Consolidated Oregon Indivisible Network (COIN)
Re: HB 4126
Date: February 9, 2026

Chair McLain, Vice Chair Boshart Davis and Vice Chair Gamba, and Members of the House Committee on Transportation:

The Consolidated Oregon Indivisible Network (COIN) fully supports HB 4126, Get the Data for a Better Road User Charge (RUC). COIN is a coalition of over 75 local Indivisible groups, representing every region in the state, that cooperate and amplify their efforts to advance important federal and state legislation and engage with elected officials to promote progressive causes for the benefit of all Oregonians.

Funding for construction and maintenance of the Oregon state highway system can no longer be sustained by the gasoline tax. In fact, the transportation budget has been radically underfunded for over a decade. Gas tax revenue will steadily decline due to increased fuel efficiency and electric vehicles and is outpaced by inflation. This sets up the real question of funding transportation in 2027. No transportation funding bills will be offered during the 2026 short session. HB 4126, however, will provide the data necessary to write “adult conversation” legislation for the 2027 long session.

HB 4126 requires the Oregon Department of Transportation (ODOT) to submit a biennial report to the Legislature that recommends a rate for the per-mile Road Usage Charge (RUC) that would sustainably raise the revenue necessary to maintain the public highways of this state and would replace the gas tax. And its establishment must be data driven.

To provide the data and process needed to make ongoing recommendations for a sufficient RUC, ODOT will be asked to prepare a report to include:

- (a) Estimated cost for maintenance and preservation of the state transportation system, including projected costs for repaving, bridge repairs and other maintenance. This applies to state roads, and to city and county roads which receive half of the funding from gas taxes, DMV fees and other fees that contribute to the Highway Fund.
- (b) Estimate of total vehicle miles driven on state public highways using the most current data.

(3) Metrics by which maintenance and preservation needs are evaluated and reported, including: (a) desired pavement condition index for each road type; (b) Striping and painting standards; (c) bridge replacement timelines; (d) associated administrative costs.

It is glaringly clear that sustainably funding our state highway system for the near- and long-term will require thoughtful, collaborative and discerning effort from our legislators and stakeholders. This can begin now with the passage of HB4126 to collect thorough and reliable data on the real cost of stewarding Oregon roads and highways. **COIN urges you to swiftly pass HB4126.**

Thank you very kindly.

Patricia Kramer, Portland

On behalf of Consolidated Oregon Indivisible Network