



February 11, 2026

House Committee on Transportation
Oregon State Capitol
900 Court St. NE
Salem Oregon 97301

Re: Testimony in Support of HB4126

Dear Chair McLain, Vice-Chairs Boshart-Davis and Gamba, and Members of the Committee,

My name is Stu Green, Program Manager at Forth, a national nonprofit founded in Oregon in 2011 that works to electrify transportation by bringing people together to create solutions that reduce pollution and barriers to access. Forth members include more than 100 organizations, including utilities, component suppliers, charging firms, automakers, consulting firms, community-based organizations, associations and nonprofit organizations, municipalities, state agencies, and rideshare companies.

I'm pleased to testify in support of HB4126, and similar language in HB4009, which requires biennial reporting on transportation system maintenance and preservation costs and helps lay the foundation for a data-driven Road Usage Charge program.

First, as we transition away from fossil fuels, we need a revenue system that doesn't rely on the outdated structures of gas taxation. Oregon needs policies that create a net effect of moving us closer to our climate, equity, and air quality goals. A fundamental part of meeting our established goals is making it easier for Oregonians to choose vehicles that are more affordable, efficient, and protect our air quality.

Second, Oregon needs an empirical understanding of the preservation and maintenance costs of our road systems. This reporting requirement is essential to understanding those actual costs and distributing them equitably across different user types.

Third, all road users should contribute to road operation and maintenance. The Road Usage Charge offers that opportunity—but it must be grounded in empirical cost data, not simply calculated as a percentage of the gas tax. Critically, future road usage charges must be tiered by vehicle class, so that vehicles that create more wear pay more for repair.

Finally, the Road Usage Charge won't significantly increase revenue until it includes all vehicle classes. While zero-emission vehicles are a logical starting point for the Road Usage Charge, they represent only 3.2 percent of Oregon's light-duty vehicles. As we grow Oregon's Road Usage Charge system, I urge the legislature to develop a feasible and equitable timeline for including all vehicle classes in the Road Usage Charge program.

Please support HB4126 as an important step forward for understanding the true costs of maintaining Oregon's roadways and building a fairer, cleaner transportation future.

Thank you.

Stu Green
Program Manager
Forth
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