



Mobility • Safety • Economy • Environment



Charging by the Mile

Oregon's Long Drive to a New Road Funding Model

Dr Grant Klein
Grant Klein Advisory Services
October 2026



The Royal Automobile Club Foundation for Motoring Ltd is a transport policy and research organisation which explores the economic, mobility, safety and environmental issues relating to roads and their users. The Foundation publishes independent and authoritative research with which it promotes informed debate and advocates policy in the interest of the responsible motorist.

RAC Foundation
89–91 Pall Mall
London
SW1Y 5HS

Tel no: 020 7747 3445
www.racfoundation.org

Registered Charity No. 1002705

October 2026 © Copyright Royal Automobile Club Foundation for Motoring Ltd



Charging by the Mile

Oregon's Long Drive to a New Road Funding Model

Dr Grant Klein
Grant Klein Advisory Services
October 2026

About the author

Dr Grant Klein is a transport strategist and technologist with more than 30 years' experience working across the UK, Europe and North America. He began his career developing traffic information systems, work that underpinned his doctorate and helped shape how real-time information is now delivered to satnavs. Grant has held senior advisory positions in both the private and public sectors. He set the technology strategy for National Express's bus, coach and rail businesses, and advised the UK Department for Transport on road pricing as chief technical architect, giving him first-hand experience of the interplay across the policy, technical and behavioural challenges of distance-based charging. He helped build and then led PwC's UK transport practice, launching its global transport network.

In 2025, Grant founded Grant Klein Advisory Services to focus on projects that make transport work better for people and places. His practice blends commercial sense with technical depth, helping organisations design new customer offers, make smarter investment decisions and embed services into the fabric of cities and regions. His work is typically at the intersection of public policy, commercial strategy, multiple stakeholders and complex system design, underpinned by his belief that transport is part of a wider societal system.

Acknowledgements

The author is grateful to the RAC Foundation for supporting the development of this report. He used multiple sources in developing the content, many are available online and some were from his own experiences and work in the road pricing field over the last three decades. But the 'deep dive' into Oregon's road pricing journey was significantly helped by the time, candour and pointers provided by four individuals, namely Jim Whitty, Travis Dunn, Steve Morello and Andy Graham. I am grateful for their enthusiastic assistance in this endeavour.

Disclaimer

This report has been prepared for the RAC Foundation by Dr Grant Klein. Any errors or omissions are the author's sole responsibility.

Contents

Foreword.....	iii
Executive summary	iv
1 Context	1
1.1 EV drivers filling a Treasury hole	1
1.2 The winding road to distance-based pricing	2
1.3 The universality of money	4
2 Oregon's OReGO	7
2.1 Journey to date	7
2.2 Milestones in Oregon's road pricing timeline.....	8
2.3 Political considerations	9
2.4 Address user concerns.....	10
2.5 How does the whole business model work?	11
2.6 Charge projections	14
2.7 Handling the edge cases	15
3 Lessons from OReGO	17
3.1 Policy and strategy	17
3.2 Planning	18
3.3 Service design	18
3.3 Wider integration	19
4 Conclusions and recommendations for the UK context.....	21
Bibliography	24

Foreword

This report examines Oregon's long journey towards distance-based road charging and distils the lessons most relevant to the UK as we confront our own fiscal challenge with the inevitable decline in fuel duty revenues as a consequence of the imperative to de-carbonise motoring. The report brings together the legislative history, scheme design decisions, political dynamics and international experience from more than two decades of work co-ordinated by the state's Department of Transportation, alongside international comparisons and the UK's policy context.

Recognising that the situation in each country or state is different, the author's aim is not to prescribe a specific model. Rather, this report offers a clear, evidence-based account of what has helped, what has proven challenging and what may be transferable as the UK develops its own approach to fair, sustainable motoring taxation.

While there is a great deal of work to be done to bring in the UK distance charge for electric cars by the current target of Spring 2028 there is also still some time to refine the way the system will work, from the outset and subsequently. We commend the findings in this report both to those developing the UK policy toward distance charging and to those responsible for putting that policy into practice.

Steve Gooding

A handwritten signature in black ink, appearing to read 'Steve Gooding', with a long, sweeping horizontal line extending to the right.

Director, RAC Foundation

Executive summary

The shift to electric vehicles (EVs) is accelerating, and while that is good news for carbon and air quality goals, it creates a major fiscal problem: fuel duty income to the Treasury is dwindling. In the UK, this revenue has long been a quiet workhorse of public finances. As the proportion of the vehicle fleet that is electric continues to grow, the exchequer revenue gap becomes impossible to ignore. Something has to replace the lost fuel duty.

Distance-based charging is emerging as the most logical answer - fair, transparent and aligns what drivers pay with the use they make of the network. But designing a system that is trusted, affordable and politically achievable is far from straightforward. That's why Oregon's experience is so valuable.

Oregon Department of Transportation (DOT) has spent more than two decades working through the practical and political realities of moving from fuel tax to a per-mile charge. What began as a response to improving fuel efficiency has evolved into one of the world's most advanced road usage charging programmes. The state has run multiple pilots and tested different technologies and business models through what became known as the OReGO programme. It has listened to public concerns and adapted its design along the way. The result is a clear, workable model that will become mandatory for EVs in the state from 2027, and then for hybrids from 2028.

Three lessons stand out:

1. **Clarity of purpose matters.** Given the direct link between fuel tax and the maintenance of the road network, Oregon's legislature was able to keep its message simple: fuel tax is no longer enough to maintain roads and bridges. Hence, the purpose of the road user charge is to 'replace' the fuel tax.
2. **Public concerns must shape the design.** Privacy worries led to non-GPS (global positioning system) options and the use of private sector account managers as intermediaries. Fairness concerns prompted detailed analysis of rural and urban driving patterns so the debate could be well-informed.
3. **Modularity and choice make the system more resilient.** For the mandatory scheme being finalised currently, Oregon DOT will allow multiple reporting methods, multiple account managers interacting with customers and a phased transition, which keeps costs down and gives drivers options.

The context in which Oregon DOT has pressed ahead with its distance-based charge has some nuances, but its solution has many transferable aspects for a practical blueprint for the UK and elsewhere. The fiscal need is even greater here in the UK, and the political landscape more complex, but the underlying principles still apply: be clear about the problem, design for public acceptability, and build a system that can evolve.

Oregon shows that distance-based charging can move from theory to reality. The UK now has the chance to learn from that experience and shape a system that works for the immediate need as well as being scalable for the long term.

1. Context



1.1 EV drivers filling a Treasury hole

The move to electric vehicles continues to grow in UK, consistent with trends in most developed countries. This is driven by incentives that support policies around decarbonising road transport and improving air quality. As an indication of this, by 2025 nearly a quarter of cars sold in the UK were fully electric (23-24%), compared with 16% three years prior (SMMT, 2026). Plug-in hybrid (PHEV) sales have gone from 7% to 11% in the same period, with conventional hybrids going from 12% to 14%. By contrast petrol vehicle sales are now (just) under half of all car sales.

While this is helping to meet a policy – and societal – objective around carbon reduction, it causes a major fiscal challenge for HM Treasury in the UK. It reduces the revenues generated for government from fuel taxes, which were £24.4 billion in 2024/25, having peaked at over £28 billion in 2018/19 (Office for Budget Responsibility, 2026). HM Treasury in 2025 predicted that this figure could come down to £5 billion by 2049/50 (Tomlinson, 2025).

Hence, there is increased focus on how to collect an equivalent fee for EV use, or at least to start on that journey, the rationale being that motoring has helped generate significant income for HM Treasury for many years, and so it should continue to do so in future.

Something has to change to realise this replacement government income stream. It is not practical to put an equivalent levy on electricity for EVs to be charged 'at the socket' in the same way as petrol or diesel cars are charged 'at the pump'. That is because there is no easy way to differentiate between electricity used for domestic purposes versus that used to charge a car.

If it is not a levy on the price of energy input, then there are two logical alternatives: a flat fee or something based on use. The flat fee would be simpler, but it penalises those who travel only a few miles per year. Further, it misses the chance to introduce a charge that would be a closer proxy in reflecting the impact that driven miles have e.g. on the road infrastructure.

That is why a number of countries and territories are now advancing plans to charge based on distance driven. Achieving some form of distance-based fee for EVs would have multiple benefits. It would generate a sustainable tax take as the migration to EVs continues and fuel duty proceeds drop. Further, it would provide a mechanism that could be refined, once established, to address other objectives.

Having said that, introducing a distance-based charge for EVs is something of a tightrope act. Policy-led market interventions in the UK in recent years have been about incentivising the take-up of EVs. In this context, a charge for use, whilst rational and logical, risks tipping the balance back against this goal, even if such a charge is relatively low. However, with the 2030 cut-off for the purchase of new petrol-only or diesel-only cars in the UK, these arguably constitute relatively low and short-term risks.

In which case, the focus needs to be on how to design and introduce such a charge in a way that is low cost. The cost point is important particularly given that fuel duty is one of the cheapest taxes to collect; it is collected in bulk from a small number of suppliers. So by inference it is lower than the HMRC average of 0.51% (HM Revenue & Customs, 2025). Depending on its design, and the associated customer proposition, a distance charge would also need to deal with any concerns around privacy, fraud and fairness.

1.2 The winding road to distance-based pricing

The notion of charging vehicles for road use is far from new. The UK's 1663 Highways Act authorised tolls on the Great North Road over 300 years ago (Raithby, 1819). And later, multiple turnpike trusts were established in the eighteenth century covering some 20,000 miles of roads. In more recent times, deliberations on various flavours of and methods to introduce road pricing can be traced back to the 1964 Smeed Report for the UK's then Ministry of Transport (Smeed, 1964). Smeed concluded that variable charging across the UK could mitigate some congestion problems with a net benefit of £100-150 million per year (equivalent to around £2.6 billion in 2026 prices).

Taking a broad definition of road pricing, there are already hundreds of schemes across the world. These include tolled roads, using various means to determine and collect the charge due. With Singapore as the trailblazer in 1975, there are also multiple urban congestion charging schemes, notably in London and more recently in New York City. Low emission zone schemes are now becoming commonplace, applying a charge (or fine) for entering a city based on a vehicle's emission levels.

Schemes that apply charges nationally are less common. Various countries do have schemes that charge heavy goods vehicles, either a flat fee or a distance charge, including Germany ('Toll Collect' website, no date), Austria and Switzerland. But few have extended such charges to all vehicles.

The UK's National Road Pricing programme, which ran from 2005 to 2009, explored multiple permutations of national, regional, urban and road-specific charging schemes. It followed on from cancellation of a proposed lorry-based charging scheme for the UK and publication of a road pricing feasibility study in 2004 (Department for Transport, 2004). The programme ran a series of trials to explore the viability of charges based on time, distance and place.

The programme's conclusion in 2009 was that the complexity, cost and risks of such a national scheme outweighed the potential benefits. While no scheme was launched as a result of the programme, its findings remain relevant to current deliberations. For example, it called out the importance in balancing the pure economics-based optimal charge with a driver's need to be able to understand the charge so they can predict, plan and modify their travel accordingly. Among other issues it highlighted the need for clear objectives and for due consideration to be given to concerns around privacy, fairness, cost and transition arrangements.

The UK government remained relatively silent on any road pricing intentions for a decade after that programme wrapped up. The Transport Select Committee published an updated perspective on road pricing in a report in 2022 (House of Commons Transport Committee, 2022). That report set out the need for reform of motoring taxes, noting that fuel duty plus vehicle excise duty (VED) raised £35 billion per annum at that time, equating to 4% of overall tax receipts. Its recommendation was for a distance-based charge to replace both fuel duty and VED.

After a change in the UK government in 2024, the 2025 Budget included an intention to introduce road pricing for EVs with effect from April 2028 (HM Treasury, 2025). Its stated rationale was that EVs contribute to congestion and road wear and tear, and therefore they should contribute their "fair share". The Budget set out the intention to introduce electric vehicle excise duty (eVED) for EVs and PHEVs as a mileage-based charge to sit alongside existing VED charges.

This was supported by publication of a consultation document on eVED, which provided more details on the intentions of how the charge would work (Tomlinson, 2025). As context, that document predicted that by 2030, 20 percent of cars would be electric and therefore their drivers would pay no fuel duty (or equivalent). By contrast, it noted that the average ongoing contribution to the public purse from a petrol or diesel car was £480 per year (equating to around six pence/mile) in 2024/25. The consultation document sets out the

intention to charge EVs half the equivalent that petrol or diesel cars pay, hence three pence/mile, with half this figure applying for PHEVs. So an EV driving 8,000 mile a year would pay £240 per annum.

The Government's response to the consultation, published in July 2026 (HM Treasury, 2026) confirmed the intention to proceed with implementation of the scheme from April 2028. The core elements were largely unchanged as a result of consultation responses barring removal of the obligation to obtain a validated odometer reading prior to the first statutory annual safety check (year three), simplification of the processes for fleet management and leasing companies, and a commitment to explore automating mileage submissions in future through linking with onboard telematics and connected-vehicle services.

1.3 The universality of money

The migration to EVs has simplified the road pricing debate. Many schemes under consideration over the years have grappled with serving multiple objectives, including congestion management, carbon reduction and air quality improvement. But the size of the hole being left in government revenues that results from the loss of fuel duty as drivers migrate from cars powered by fossil fuel to those using electricity has finally become impossible to ignore and is now the priority for changes to motoring taxes.

That is not to say that other objectives will not play a secondary role in the medium or long term. Further, it does not rule out other objectives being used to enhance or evolve any initial schemes. But it does give significant clarity to what is required for any initial schemes.

Whilst the UK government has set out its intentions and headline scheme design for a distance-based eVED scheme, there are other locations around the world (nations or states) that are further along with their plans, including some with operational road-user-charging schemes:

- New Zealand has a long-established scheme based on pre-paying for 1,000km blocks, with the distance driven validated as part of annual vehicle safety checks. This was extended in 2024 from diesel cars and heavy vehicles to also include EVs. EVs pay 7.6 cents/km (5.3 pence/mile), with plug-in hybrids paying 5.3 cents (Waka Kotahi website, no date).
- Iceland started a scheme for EVs and plug-in hybrids in January 2024 based on manual periodic reporting. This was extended to a mandatory scheme for all vehicles from January 2026, which was introduced alongside removal of fuel duty. Cars are charged ISK6.95/km (6.7 pence/mile) (Icelandic Transport Authority website, no date).
- Hawaii launched an EV distance-based charging scheme in 2025. Users have the option of opting for a 0.8 cents/mile (0.6 pence/mile) charge (capped at \$50/year) or paying a flat \$50 per year fee. Mileage is recorded as part of an annual safety check and paid together with other vehicle registration fees (Hawaii Government Highways website, no date).

These examples stand out as being islands that are at least 200 miles from the nearest other country or territory. International or cross-border traffic is therefore much less of an issue than for most countries or states. In contrast, the UK has a land border between Northern Ireland and the Republic of Ireland, as well as the 31-mile Channel Tunnel and multiple ferry routes linking it readily with France and other European countries.

In exploring distance-based charging options, the US state of Oregon is one of the furthest advanced of those areas needing to address land boundaries. The Oregon DOT started investigating alternatives to fuel duty in 2001. It introduced legislation in 2025 to go-live with a distance-based charge for EVs from July 2027 and PHEVs from July 2028. As such, it will be the first of the contiguous states in the US to launch such a scheme.

At a high level, many of the distance-based charging schemes are quite similar. But every country, state and territory has its own unique circumstances. Therefore, in order to extract lessons from those that are further advanced, it is beneficial to ‘deep dive’ into one to draw out the nuances and specifics that either helped or hindered progress. With that in mind, this report explores Oregon’s journey from that initial 2001 study to the landmark legislation that committed it to introducing a mandatory distance-based charging scheme for EVs.

Oregon’s experience in progressing its road pricing ambitions for over two decades has several resonances with the UK situation. It has refined its overall objectives and is focusing squarely on drivers paying what would be considered a fair price for use of roads. It has land boundaries with other states that have different rules on charges and fuel duty. Finally, it has explored various scenarios for more nuanced charges such as congestion charging schemes in key urban areas.

There is an important point of difference to keep in mind in respect of the relative size and scale of the various countries and territories developing charging schemes. The United Kingdom has a population that is 16 times Oregon’s 4.3 million, and has some nine times Oregon’s 3.2 million registered cars. New Zealand is on a par with Oregon on both these metrics, with Hawaii being considerably smaller than both.

State of Oregon, United States of America



2. Oregon's OReGO



2.1 Journey to date

Oregon was the first of the US states to impose a per-gallon tax for motor vehicle fuel; that was over a century ago. The tax of one cent/gallon (US) was introduced in 1919 (Oregon DOT, no date a) and had risen to 40 cents/gallon of petrol by 2024. There are also federal taxes, which add 18.4 cents to this and some smaller city taxes, meaning the total tax added is approximately 61 cents/gallon (12 pence/litre). Fuel duty (gas tax) was and still is collected in state and used as the main funding source for the maintenance of roads and bridges.

In 2001, the Oregon Legislative Assembly passed House Bill 3946 that enabled it to establish a task force to explore options to address diminishing fuel duty. The concern at that time was that vehicles were getting more efficient (from 11.8 miles per US gallon (mpg) in 1970 to 19.7 mpg in 2002), and this was leading to a declining road maintenance budget. Fuel duty contributed 70% of Oregon's roads budget in 2002 (Whitty, 2003). The specific brief for the task force was "to develop a design for revenue collection for Oregon's roads and highways that will replace the current system for revenue collection."

The study, which reported back in March 2003, explored a range of revenue-generating options, recommending a mileage-based fee as the main preferred way to proceed. At that time, it considered the fee would be 1.22 cents/mile. The study also indicated that a congestion charge overlay could be applicable in some locations. The expectation was that it would take 20 years to phase in the change, primarily to avoid the cost of retrofitting the majority of vehicles with appropriate telematics equipment to determine and report the distance driven.

That report was compelling enough for the state to instigate a series of trials and pilots of a distance-based charging scheme in the state. These continued through various phases from 2006. OReGO was adopted as the programme's name for an enhanced pilot scheme that kicked off in 2015, at which time the per mile charge had reached 1.7 cents.

The programme turned its attentions more overtly to EVs from 2021. In parallel with the evolution of the ongoing pilot service, this led up to the key Bill, which passed in November 2025. House Bill 3991 approved the introduction of a mandatory distance-based charge (all the pilots over the preceding 20 years have been voluntary) for existing EVs to be introduced in July 2027. PHEVs and new EVs would be included from 2028. This would evolve OReGO from its initial pilot and voluntary schemes into a mandatory scheme.

2.2 Milestones in Oregon's road pricing timeline

Oregon DOT's road pricing journey has gone through various key stages over the 25 years since distance-based charging was first mooted. These have included studies, initial pilot schemes, a voluntary scheme, tests of various system designs, and now ramp up for a full mandatory scheme for all EVs and PHEVs. The key milestones are set out in Table 2.1.

Table 2.1: Key milestones in Oregon's road pricing journey

(Oregon DOT, 2017, 2020; Morello, Graham and Borrás, 2022; Rash, 2023)

Year	Milestone
2001	House Bill 3946 establishes the Road User Fee Task Force and asks it to review options to filling the revenue gap caused by declining fuel duty.
2003	Task Force reports back with options for filling the fuel duty gap. Recommends a distance-based charge as the preferred option.
2006-7	First RUC pilot project launched. Small scale, focused on using GPS (global positioning system) for distance-recording within zones, with the fee paid at the pump alongside any fuel duty credit.
2011-13	House Bill 2138 is passed, which allows the second phase of the RUC pilot project to be launched. This tested differences in the design, notably introducing private sector account managers in an 'open system' design.
2013	Senate Bill 810 approves legislation that authorises OReGO as a voluntary RUC programme.
2015	Launch of OReGO with legal authority to accommodate up to 5,000 vehicles, although it peaked at 1,483 volunteers. Initial charge rate set at 1.5 cents/mile.

Year	Milestone
2019	House Bill 2881 refines the rules for participation in OReGO. It also pins the distance-charge to 5% of the per gallon fuel tax rate.
2021	Oregon DOT tests using the OreGO platform to assess corridor and area pricing in Portland.
2021	House Bill 2342 was proposed but not approved. It sought to introduce a mandatory distance charge for high MPG (miles per gallon) vehicles and EVs.
2021 – 2023	OReGO refines scheme design to integrate with EV rebates and explores mandatory distance-based charge for EVs.
2025	House Bill 3991 approves legislation and plans to launch mandatory version of the OReGO scheme for EVs, whilst reforming the associated EV rebate regime. It covers EVs, PHEVs and 'very efficient' cars.
2027	<i>Planned launch of first mandatory charge for EVs under the 3991 legislation.</i>
2028	<i>Planned extension of the initial scheme to include PHEVs and new EVs.</i>

2.3 Political considerations

Officials in Oregon started looking at charging schemes for one specific reason. Fuel duty (gas tax) is hypothecated for spending on roads and bridges in the state, along with fees on vehicles and road hauliers. No other state funds can be used to run and maintain this network. With fuel duty reducing because of improved vehicle fuel consumption and more recently with the growth in EVs, the monies available for road maintenance were reducing to an unsustainable level. So there was and still is a clear case where something needed to change. Oregon DOT's website makes the case in a compelling video (Oregon DOT website, no date).

The initial study instigated in 2001 focused on the impact of increased fuel efficiency. Then as EVs started to be part of the vehicle fleet in the state, the problem started to become bigger. The core objective of what became OReGO has not changed – to find a fair and more sustainable way of collecting a tax to pay for roads and bridges. Rather than change the problem statement, the uptake of EVs simply made the problem more urgent.

While the objective has remained constant, nuances in the scheme design have emerged over time. These give users choices in how they comply and enable linkages with adjacent services such as parking, tolls and fleet management. One big change in how the scheme is now envisaged compared with the concept at the outset is in the treatment of petrol and diesel fuel duty once a distance-based charge is introduced. In the OReGO pilots there was a need to refund the fuel duty for those who volunteered to participate. If the distance charge were to be made mandatory for petrol vehicles, there would need to be consideration of how to refund or switch off fuel duty. But by focusing first on EVs, there is no need to change the fuel duty regime for the initial scheme. The fuel duty rebate point may need to be addressed once PHEVs are included a year later.

During the early exploration of options in Oregon, state DOT officials identified four main areas to be addressed in scheme design to garner and then maintain support (Zhao, 2026):

- **Clarity of the objectives.** It was important to have a simple and compelling message that explained why the scheme was necessary (replacing an existing tax rather than simply adding a new one).
- **Addressing privacy concerns.** There were concerns raised that a scheme that used GPS would be used to track vehicles and their occupants.
- **Ensuring fairness for all.** There was a concern that rural drivers in particular would be penalised because they would typically need to drive longer distances for day-to-day activities.
- **Keeping down the cost of collection.** Noting that fuel duty has a very low cost of collection, it was important that any new scheme focused on keeping costs down.

Oregon's legislature has passed a number of Bills that eventually led to the mandatory scheme for EVs and hybrids being approved. These started with Senate Bill 3946 that approved the initial study, followed by House Bill 2138, Senate Bill 810 and then House Bill 2881 that respectively approved different phases of pilot and voluntary operations.

House Bill 3991 in November 2025 then authorised the design and launch of a scheme for EVs and subsequently hybrids (see table above). That Bill additionally contained other measures to address road transport challenges in the state. These other measures, including changes to fuel duty and to vehicle fees, were initially on hold, and then were rejected as part of a referendum in May 2026 (Ballotpedia, 2026). But it is noteworthy that the distance-based charge was one of the few elements from that Bill that was approved upfront and was not part of the referendum.

This approval has been under-pinned throughout Oregon's exploration of road pricing by general legislative support from both Democrat and Republican party representatives. In Spring 2026, with Democrats controlling the state legislature, Republicans led opposition to the fuel duty and vehicle fee increases. However, Republicans did not advocate scaling back the move to a mandatory road user charge. Indeed, it was one of the few aspects of this transport funding policy debate in Oregon where both parties were aligned.

2.4 Address user concerns

One of the benefits of the amount of time Oregon officials have spent exploring road pricing is that it has enabled them to explore and seek to resolve any issues from different customer segments.

James Whitty was the Programme Director from the outset and then during the initial pilots and voluntary schemes. Speaking at Massachusetts Institute of Technology's (MIT) Mobility Forum in February 2026 (Zhao, 2026), he explained the approach the programme adopted. His team identified the key groups that were opposed to the scheme and spent time with them to understand the underlying issues. They then used this to develop refinements to the overall scheme design.

For example, during the initial trials, privacy groups raised concerns about whether the scheme would track people's movements. This led to a design decision to include at least one option where there was no system-based tracking of vehicle movement or of distance driven. The design now also mandates that for solutions that do rely on GPS, they do not share any location data with Oregon DOT. This privacy concern was also one of the factors in the decision to use private sector operators to provide the service to customers, because it creates an 'air gap' between the customer and the state, such that the state doesn't receive any more data than absolutely necessary on any individual/vehicle.

Also at this time, groups representing rural drivers raised concerns that this customer segment would be unfairly penalised given the longer distances they needed to travel for day-to-day activities. This prompted the commissioning of further analysis of driving patterns in order to provide evidence for any potential refinement of the scheme charging rules. This consideration changed when the programme focused more overtly on EVs; there is a higher proportion of EVs among urban-based drivers. Therefore the evidence did not support the case that an EV distance-based charge would unfairly impact on rural drivers (Jones and Bock, 2017).

Herein sits a political issue in seeking to balance the core scheme purpose with fairness to different customer segments and simplicity of scheme rules. Income from gas taxes relates directly to miles driven, those driving more miles pay more tax. Switching from a gas tax to a mileage tax does not change that relationship, if anything it sharpens it. However, if the cost of travel for rural communities became a political priority then a solution would need to be found, not necessarily within the mandatory OReGO scheme. By turn, the political pressure not to increase the level of state gas taxes coupled with ongoing improvements in vehicle fuel efficiency means that Oregon DOT has suffered a decline in revenues in recent years, and without a change this will continue.

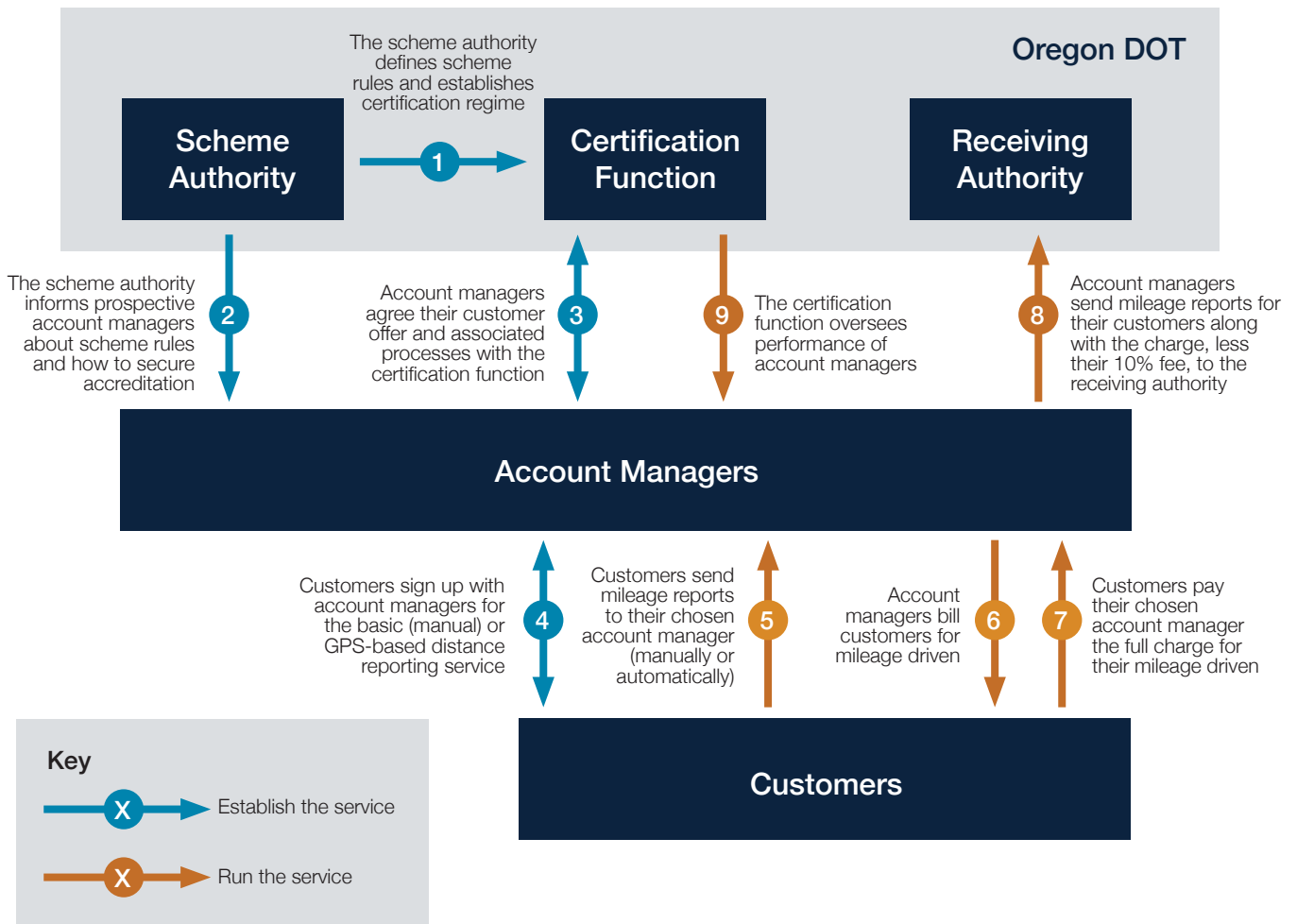
2.5 How does the whole business model work?

The business model for the OReGO scheme was developed by Oregon DOT for the pilots and will be scaled to meet the needs of the mandatory version. It essentially has customers (drivers in most cases) interacting with account managers to record mileage and then to pay for those miles driven. The account managers need to have been certified by Oregon DOT's OReGO certification service. Account managers then pay net proceeds to Oregon DOT for the miles their customers drive. The key entities and their roles, illustrated in Figure 2.1, are set out below:

- **Oregon DOT:** The state plays three distinct roles:
 - Scheme authority: Oregon DOT is responsible to converting the Bill into the scheme design, including the charges, how they are calculated, how customers need to interact with account managers, and then the regime the service account managers provide, including how they are certified.

- **Certification function:** Account managers need to provide a service in accordance with the scheme's rules. For them to be able to offer their services to customers, they need to have their service certified. Therefore, Oregon DOT has established and will evolve a certification capability and service. This approves an account manager and then periodically checks that they are continuing to provide the service in compliance with the scheme rules.
- **Receiving authority:** Ultimately the scheme is intended to ensure that Oregon DOT has an ongoing revenue stream in support of its roles of operating and maintaining roads and bridges across the state. There is therefore a function within Oregon DOT that receives the net revenues from account managers.
- **Account managers:** These are at the centre of the business model for OReGO. Once certified, each commercial account manager provides a service that enables its customers to log and report their mileage. The account manager then charges the customer for those miles. It also reports this to Oregon DOT and pays the authority, after having deducted its fee. Any customer queries in the first instance go to their account manager. The intention is to certify multiple commercial account managers, alongside the Oregon state account manager which acts as an 'operator of last resort' for customers who do not want to sign up with a commercial account manager, or are not accepted by them.
- **Customers:** The customer is whomever is responsible for charges associated with the vehicle, which in Oregon is the registered owner. Note that this is distinct from the 'legal owner', who may be a lease company or an employer, for example. Under the scheme, the customer is obliged to sign up with an account manager to enable the distance-based charge to be calculated and collected. They then (automatically or manually) report mileage on a monthly (or quarterly) basis to the account manager. Payment to the account manager may be upfront or in arrears.

Figure 2.1: The mandatory OReGO business model



The initial exploration of a scheme in Oregon did not include breaking out the account manager role, nor establishing it as a role for private sector entities. It came about during feedback from the initial pilots and in part it helps to address two key issues:

- **Privacy:** Oregon DOT needed to respond to concerns that OReGO would enable it in some ways to track people's movements. Introducing private sector account managers means Oregon DOT does not have any direct involvement in the data determining the miles a vehicle drives. Further, the overall scheme design offers at least one option where mileage is reported from periodic odometer readings with no record of where any of those miles were driven.
- **Cost:** Fuel duty is a very cheap tax to collect and therefore any replacement needs a strong focus on the cost of collection. Oregon officials have sought to control and minimise costs by setting out a deal for account managers where they are paid 10% of the fees they collect for the distance-based charge, with that percentage now included in the OReGO legislation. For Oregon DOT, this gives clarity that its overall costs are 10% plus the costs of administration and certification.

Account managers are free to use one of several methods to capture mileage, subject to them being approved by the certification service. They include an OBD-II (onboard diagnostics) plug-in device, a smartphone app and integration with onboard telematics. The voluntary scheme involved options with or without GPS. For the non-GPS scenario, the customer has to take a photograph of the odometer mileage readings periodically to submit to the account manager.

One point to note is that the state itself fulfils one of the certified account manager roles, and this is expected to continue into the mandatory scheme. This 'operator of last resort' option provides a safety net for those who do not wish to sign up with a private sector entity, and also means a customer who is not accepted by any of the commercial account managers will still have a means of paying the mandatory charges.

The account manager model was introduced into Oregon DOT's thinking during the piloting of services. It was initially explored as a means of addressing privacy concerns. But it is now additionally being used as a way of simplifying the commercial arrangements; account managers take a fee for their role in the overall service, which equates to 10 percent of the mileage payment revenue. This provides clarity to the market on the revenue they can achieve by getting involved as an account manager. Further, given that other states in the USA are considering similar schemes, there is a larger potential addressable market for them to prepare for. They would need to compete with other account managers and run their service in a way that generates sufficient return for their business need, namely covering their costs and making a satisfactory return from the 10 percent fee.

2.6 Charge projections

To put the charges in context, there were 4.1 million vehicles registered in Oregon in 2023 (OregonLicensePlate.org, 2026), of which 1.7 million were cars and 1.9 million other light duty vehicles, making a total of 3.6 million vehicles under consideration of OReGO. Out of the total, 93,200 were EVs and 156,900 PHEVs in 2023. The vast majority of all vehicles in the state (3.5 million) were still petrol-powered at that point. EV ownership had been growing at over 30 percent per year in the years up to 2023, so even if that growth rate reduces to, say 25 percent for the subsequent and coming years, it means the number of EVs may reach 228,000 cars and other light duty vehicles by the start of the EV distance-based charging scheme in 2027. PHEV annual growth was around 12 percent, and if that is maintained, there would be 277,000 PHEVs by the time they are added to the OReGO scheme in 2028.

From a petrol car driver's perspective, Oregon officials have used assumptions that a car typically travels 12,000 miles per year (the average is lower) and that a typical petrol car achieves 20 miles per US gallon. The state gasoline tax per gallon in Oregon has been \$0.40 since January 2024. Therefore the fuel duty paid to the state for a typical petrol car is approximately \$240 per annum (note that with other federal and local taxes, the total duty paid rises to \$366).

For EVs from 2027, the distance charge will be 2.0 cents/mile pegged at five percent of the per gallon gas tax. Assuming the same 12,000 annual mileage, that results in an annual charge of \$240, the same as the tax Oregon receives from a typical petrol car driver, but lower than the total tax petrol car drivers pay given there is also a federal tax on fuel. The scheme offers an alternative flat fee of \$340 which, based on the estimates above, is equivalent to 17,000 miles, so anyone anticipating driving over this number of miles would be better off paying the flat fee.

In the first year of the mandatory OReGO scheme, assuming 228,000 EVs and the typical mileage of 12,000, this would yield a gross revenue of \$55 million. If all 3.6 million cars and other light duty vehicles flipped to EV and were charged at the same rate (i.e. no other changes to the fees or the number of vehicles), this would theoretically generate \$864 million in gross revenue.

This gives an indication of the revenue evolution Oregon DOT can expect. For the state, it means the mandatory OReGO scheme could initially generate \$49.5 million (90 percent of the initial gross scheme revenue) as net revenue, rising to \$778 million if full EV penetration is achieved for cars and other light duty vehicles without any other changes to the scheme rules or the vehicle population.

Account managers will retain ten percent of the charge a driver pays, and therefore \$24.00 per customer per year on average. For the launch year, based on the assumptions above, the total revenue for account managers is projected to be \$5.5 million (10 percent of the initial gross figure for scheme fees). That may initially be split among, say, three account managers, so they would on average secure initial annual revenues of \$1.8 million. If the scheme were to achieve full market penetration across 1.7 million cars and 1.9 other light duty vehicles, the total account manager market in Oregon would be \$86 million. It is worth noting here that other US states are considering similar schemes to Oregon, although they are not at the same point of having approved legislation (Eastern Transportation Coalition, 2025).

2.7 Handling the edge cases

The core mandatory OReGO scheme being proposed for the majority of customers in Oregon is very clear and straightforward. Most will comply with the scheme rules and will do all their miles within the state on public roads. But there are challenges in any scheme in how to deal with certain edge cases. The most apparent such cases that the next phase of OReGO will face include:

- **Out of state miles:** For those using GPS and related telematics solutions, the onboard equipment is able to discern miles driven in state and out of state. They can then report only in-state miles for a charge. For those not using GPS for mileage tracking, the current voluntary service allows manual declaration of any out of state mileage.
- **Mileage on private roads:** The same applies here as for out of state miles. For most users, this can be worked out automatically, and for those adopting manual reporting they will need to report private road mileage separately.

- **Registering in a different state:** : There are already laws governing where the registered owner of a vehicle needs to register their vehicles, and these will continue to apply once the new scheme is operational. The current voluntary scheme and the proposed mandatory scheme apply only to vehicles with registered owners domiciled in Oregon.
- **Tampering with the odometer:** This is already illegal and so there is no further change planned to deal with this fraud risk. The rationale is that the distance-based fee is lower in magnitude than existing charges linked to odometer readings, such as insurance. Therefore there is no need for material changes to enforcing what is already illegal. This edge case is most applicable for those customers who select the manual reporting option.
- **Changes in vehicle ownership:** These are handled through the established Driver and Motor Vehicle (DMV) division's processes. In changing ownership, the seller would need to cancel their account manager contract and the buyer establish an account. They would then need to agree and confirm the odometer mileage at the point of changing ownership.
- **Hire car charge apportionment:** The current details of the mandatory OReGO scheme are not explicit on how hire car companies can pass on the distance charge to their customers. Similar situations have been addressed for other such charges (e.g. London congestion charge), so there are relevant workable use cases available.
- **Exemptions:** There are no exemptions currently listed or reported in notices defining the OReGO scheme or the planned mandatory version.
- **Low connectivity:** There will inevitably be locations across Oregon where there is no signal for GPS or for onboard equipment to communicate with an account manager's back office. In these circumstances, devices are required to be designed so they buffer relevant information and communicate once they are back in reception.
- **Device malfunction.** The commercial account managers rely on an onboard unit or app to report mileage. If this is unplugged or malfunctions, there is a risk that mileage is under-reported. Oregon DOT has set out business rules to deal with both such situations to make sure 'missing miles' are captured and reported.

As an overarching principle, Oregon officials have adopted a pragmatic mindset in addressing these and other potential edge cases. That means that small anomalies are accepted and dealing with any larger items is explored in a way proportionate to the scale of the potential problem. Using the calculations of potential charges above, the potential gain from tampering with an odometer or falsifying out of state mileage records might potentially save around \$100, whereas the fine for breaking the law in this way would be much higher.

3. Lessons from OReGO



Bringing together the experience Oregon has had over the last 25 years and its plans, there are some clear lessons that emerge. These are grouped into four broad categories and set out below.

3.1 Policy and strategy

The main policy and strategy lessons from Oregon's experience in road pricing over the last 25 years include the following:

- **Develop clear objectives.** These need to be evidence-based, easy to understand and communicate with customers. This helps gain and then maintain public support.
- **Garner cross-party support.** For schemes to endure they will need to work for different political party's priorities. Therefore it is important to set the objectives in a way that garners support from more than the current party in power.

- **Address fairness head-on.** It is important to have a clear overall rationale for the charge, as well as providing clarity on the impact on key customer segments.
- **Communicate benefits often.** The direct and indirect benefits need to be set out clearly, and then communicated in multiple ways across multiple channels. This needs to be done regularly even after scheme launch.
- **Provide clarity on data privacy.** This is raised as a concern in every road pricing scheme design. So it is important to be clear up-front on what data will and won't be collected and stored, and by whom.
- **Cost transparency helps buy-in.** That includes the deal with any private sector account manager entities as well as how the money flows through to the intended purpose.
- **Language matters.** The terms charge, fee, tax, duty, toll each have slightly different technical meanings. What's key is to select the language that will resonate best with drivers and to stick with that in all engagements.

3.2 Planning

Planning is a key element for getting to a successful go-live of a road charging scheme. The key planning points from the Oregon experience include:

- **Define and stick to a 'north star'.** Be clear on the long-term roadmap from the outset. That supports the broader communications, but it also enables implementation to recognise that the scheme may evolve over time.
- **Embrace testing and pilot phases.** Tests and pilots are very helpful in refining the overall service design (e.g. the level of accuracy required, how users may behave, fraud risk, and cross border patterns), as well as in building stakeholder awareness and trust.
- **Use scheme opponents to refine approach.** Engagement with those opposing the scheme elicits specific details that can be used to refine the scheme rules or design.
- **Accept lengthy lead-in times.** Vehicles, roads and the ways citizens interact with authorities are all continually evolving. So a scheme design could embrace some of these changes if they help with delivery, for example in onboard telematics.

3.3 Service design

This is an area where most change occurred during the evolution of Oregon DOT's road pricing deliberations. The following key lessons come out of its learning over the last 20 plus years:

- **Have each party play to its strengths.** The state majors on setting objectives and then defining and upholding the scheme's rules. The private sector account manager is best placed to innovate in the customer experience and interaction.

- **Create an open market.** Competition among private sector account managers drives innovation that helps bring down cost. The authority is best placed to set the rules for multiple account managers to compete in providing the service to customers.
- **Be clear on the deal with account managers.** For private sector organisations to invest in developing a service, they need clarity and certainty. The scheme owner can provide this, for example in defining the frequency of reporting and in the levels of commission.
- **Allow consumer choice.** Customers will have different preferences and want their own balance in levels of control, automation, convenience, technology augmentation and integration with other services. Scheme rules should enable that flexibility so that account managers can meet these needs.
- **Provide a back-stop service.** It is critical that a solution is provided for certain customers segments, with the state as the most likely provider. In particular this is for those who no account manager will take on.
- **Establish efficient and effective certification.** Account managers will need their services certified. The certification regime needs to be efficient, proportionate to the scheme needs. It also needs to be effective to give confidence that the scheme is operating fairly and reliably.
- **Accept imperfection.** There will be elements of scheme design or operation that are not optimised, for example in dealing with out of state driving or with some nuanced vehicle classes. The approach to design should be pragmatic, balancing cost and complexity with desired outcomes.

3.4 Wider integration

Any scheme to charge motorists needs to recognise the broader ecosystem in which it will be operating. Some of those broader points are set out below:

- **Onboard telematics capability:** The systems and capabilities in vehicles continue to be enhanced, from positioning and communications to the user interface. By embracing and making the most of these capabilities it is possible to improve scheme service and/or reduce cost.
- **Fleet management integration:** Most fleets will have their own equipment and fleet management software. It would be most efficient for any charging scheme to integrate and make use of these existing capabilities.
- **Toll and parking charges:** Account managers could provide broader service offerings, for example in bundling tolls and parking charges. This should ultimately bring down the overall cost to serve.
- **Emission testing support.** Some account managers have explored bundling a feature that allows a vehicle's emissions to be recorded, which means the vehicle owner would not need to visit a test centre where obtaining an emissions certificate is mandatory.

- **EV charging:** The public EV charging market is still nascent and causes confusion for some drivers, not least in needing to sign up to multiple apps. There's an opportunity to use a distance charging regime as the catalyst to simplify the user experience.
- **Congestion charging:** It is important to consider a medium- or long-term horizon where there could be differential charging (i.e. beyond a flat fee per mile), including urban congestion charging schemes. Scheme designers would be wise to have in mind a roadmap as to how the business model and technology might evolve to move to this scenario without needing to start from scratch.

4. Conclusions and recommendations for the UK context



Oregon DOT's experience offers one of the most mature and instructive examples of how a jurisdiction can transition from a fuel-based tax system to a distance-based user fee model for cars. Its journey has been long, iterative and politically sensitive. It is still not over the final hurdle of going live, but it has crossed the final crucial legislative hurdle. Therefore, it demonstrates that a clear objective, sustained leadership and a willingness to adapt can turn a conceptual policy into a scheme approved and ready to move into an operational reality.

There are notable differences between the context faced by officials in Oregon compared with their UK counterparts. The most evident are:

- **Fuel duty hypothecation.** Fuel duty is hypothecated to road and bridge maintenance in Oregon. This makes the public argument clear in that there will not be sufficient government revenues to maintain these without a change to the funding model. In the UK, fuel duty

and other vehicle-associated charges go into the overall HM Treasury pot. This decouples the link between driving costs and road condition, thereby making it more challenging to make the case to the public for the charge.

- **Periodic vehicle safety checks.** Oregon state does not mandate an annual vehicle maintenance check. Therefore there was no existing process on to which a distance-based charge could piggy-back. Hence, Oregon DOT had to set out its own processes for this for use with OReGO. The UK has the advantage of being able to tap into the existing MOT process, which, whilst outsourced, does include capturing a vehicle's mileage.
- **Scale of scheme.** Oregon has approximately four million vehicles of which 3.6 million are of the category being considered for OReGO (i.e. cars and light duty vehicles). It is projected to have around 228,000 EVs by the time the mandatory OReGO scheme launches. In contrast, the UK has 41 million vehicles, of which 33 million are cars, and currently two million of these are EVs with a further one million PHEVs. So the UK will be facing a scheme launch with over twelve times the number of vehicles involved compared with Oregon's initial EV-only launch.

While there are some differences in the context for Oregon compared with the UK, there are many points in common. Both share land boundaries with other jurisdictions. Both have an imperative to act to fill a growing fuel duty gap, and both have been exploring forms of distance charging for 20 or more years.

From a customer perspective, the scale of charges being considered for the scheme launches are comparable. Oregon's mandatory OReGO scheme will charge vehicles on average \$240 per year (£179). The UK equivalent is forecast to be £360 per year, assuming 12,000 miles driven. Whilst that is materially higher than the Oregon charge, it is in proportion with fuel cost differences. US petrol is approximately \$4 per US gallon (July 2026), which equates to 85 pence per litre, whereas the UK average price per litre at the same time was c. £1.55. So fuel and the proposed distance charges are both just under twice the price in the UK as they are in Oregon.

Noting these similarities and differences, three lessons stand out that are applicable for any distance-based charging scheme. They are:

1. **Clarity of purpose is essential.** Oregon's problem was simple and well-articulated; fuel tax revenues were no longer sufficient to maintain the state's roads and bridges. This singular fiscal objective helped avoid the confusion that has often accompanied multi-objective road pricing deliberations. There has additionally been a clear message that a distance charge would replace, not add to, existing charges (fuel duty).
2. **Scheme design must reflect public concerns.** Oregon's pilots revealed early anxieties about privacy, fairness and cost. Rather than dismiss these concerns, the programme adapted: offering non-GPS options, introducing private sector account managers to create a buffer between the state and personal data, and designing a cost-controlled commercial model. These design choices were central to building legitimacy and maintaining public and political support.

3. **Implementation benefits from modularity and choice.** By allowing multiple reporting methods, multiple account managers and a phased transition from voluntary to mandatory participation, Oregon DOT created a flexible ecosystem that can evolve as technology and public expectations change. This modularity also positions the state's selected account managers so that they can more readily integrate future services such as tolling, parking and fleet management.

For the UK, Oregon's experience underscores that distance-based charging is not merely a technical exercise but a long-term institutional project. The UK's fiscal imperative is even stronger, and its political and geographic context more complex. Yet the core principles remain relevant and largely transferable; define the problem clearly, design for public acceptability, and build a system that can scale and adapt.

Oregon shows that distance-based charging can move from theory to the brink of practice.

Bibliography

Ballotpedia (2026) 'Oregon Referendum 120', *Increase to Gas Tax, Payroll Tax, and Vehicle Registration Fees Referendum*, 19 May. Available at: [https://ballotpedia.org/Oregon_Referendum_120,_Increase_to_Gas_Tax,_Payroll_Tax,_and_Vehicle_Registration_Fees_Referendum_\(May_2026\)](https://ballotpedia.org/Oregon_Referendum_120,_Increase_to_Gas_Tax,_Payroll_Tax,_and_Vehicle_Registration_Fees_Referendum_(May_2026))

Department for Transport (2004) *Feasibility Study of Road Pricing in the UK*. Available at: <https://webarchive.nationalarchives.gov.uk/ukgwa/20090512015833/http://www.dft.gov.uk/pgr/roads/introto roads/roadcongestion/feasibilitystudy/studyreport/feasibilityfullreport>

Hawaii Government (no date) 'Department of Transportation', *Highways*. Available at: <https://hidot.hawaii.gov/hawai%ca%bbi-road-usage-charge-program/>

HM Revenue & Customs (2025) *Annual Report and Accounts 2024-2025*. HC 1039. Worthing. Available at: https://assets.publishing.service.gov.uk/media/687e5d318adf4250705c96d8/HMRC_annual_report_and_accounts_2024_to_2025.pdf.

HM Treasury (2025) *Budget 2025: Strong Foundations, Secure Future*. HC 1492. London, UK, pp. 38–40. Available at: https://assets.publishing.service.gov.uk/media/6929b367b3b9aff34e9621c/Final_print_HMT_Budget_2025_TEXT_PRINT_NEW.pdf

House of Commons, T.C. (2022) 'Road Pricing, Fourth Report of Session 2021-22'. London. Available at: <https://committees.parliament.uk/publications/8754/documents/88692/default/>.

Icelandic Transport Authority (no date) 'Traffic'. Available at: <https://island.is/en/kilometer-fee>

Jones, K. and Bock, M. (2017) *Oregon's Road Usage Charge. The OReGO Program. Final Report*. Salem, Oregon, USA, p. 184. Available at: <https://www.oregon.gov/odot/Programs/RUF/IP-Road%20Usage%202017%20Evaluation%20Report.pdf>

Morello, S., Graham, A. and Borrás, K. (2022) *Opportunities from RUC Beyond Finance - Digital Road Services to Authorities and Your Customers*. Brussels, Belgium: Conference of European Directors of Roads, p. 32.

Office for Budget Responsibility (2026) 'OBR website', *Fuel duties*, 9 February 2026. Available at: <https://obr.uk/forecasts-in-depth/tax-by-tax-spend-by-spend/fuel-duties/>

Oregon DOT (2017) 'Road User Fee Task Force', *What is the Road User Fee Task Force?* Available at: <https://www.oregon.gov/ODOT/Programs/Pages/Road-User-Fee-Task-Force.aspx>

Oregon DOT (2020) 'OReGO Local RUC Pilot', *ODOT is testing new technology for road charging in 2021*. Available at: <https://www.oregon.gov/odot/programs/pages/oregopilot.aspx>

Oregon DOT (no date a) *About Us, Fuels Tax: State of Oregon*. Available at: <https://www.oregon.gov/ODOT/FTG/Pages/About-Us.aspx>

Oregon DOT (no date b) *OReGO - Keep Oregon Connected video*. Available at: <https://www.oregon.gov/odot/Programs/Pages/OReGO.aspx>

Oregon License Plate.org (2026) 'How Many Cars Are in Oregon'

Raithby, J. (1819) 'Charles II, 1663: An Act for Repairing the Highwayes Within the Countyes of Hertford, Cambridge and Huntingdon', *Statutes of the Realm*, 5(1625–80). Available at: <https://www.british-history.ac.uk/statutes-realm/vol5/pp436-440>

Rash, J. (2023) 'What's Next for OReGO?', *91st Annual Meeting and Exhibition. IBTTA 2023*, Seattle, Washington, USA, p. 21. Available at: https://www.ibtta.org/sites/default/files/documents/2023/Seattle/Jen_Rash_RUC.pdf

Smeed, R.J. (1964) *Road Pricing: The Economic and Technical Possibilities*. London, UK: UK Ministry of Transport, p. 66. Available at: <https://archive.org/details/op1265810-1001/mode/2up>

SMMT (2026) 'SMMT website', *UK Car Registrations*. Available at: <https://www.smmt.co.uk/vehicle-data/car-registrations/>

Toll Collect (no date) 'Toll Collect: Service on the Road', *For standardised toll collection*. Available at: https://www.toll-collect.de/en/toll_collect/rund_um_die_maut/mauterhebungsdienst/mauterhebungsdienst.html

Tomlinson, D. (2025) *Consultation on the Introduction of Electric Vehicle Excise Duty (eVED)*. HM Treasury. Available at: https://assets.publishing.service.gov.uk/media/696f6515f6aa424b452e335a/eVED_consultation_.pdf

Waka Kotahi (no date) 'NZ Transport Agency', *Road user charges (RUC)*. Available at: <https://www.nzta.govt.nz/vehicles/road-user-charges>

Whitty, J.M. (2003) *Road User Fee Task Force Report to the 72nd Oregon Legislative Assembly on the Possible Alternatives of the Current System of Taxing Highway Use Through Motor Vehicle Fuel Taxes*. Available at: <https://rosap.nhtl.bts.gov/view/dot/34165>

Zhao, J. (2026) *Oregon Road User Charge: Voluntary to Mandatory* [YouTube video]. (MIT Mobility Forum). Available at: <https://www.youtube.com/watch?v=4sv8RNn44Ks>



The Royal Automobile Club Foundation for Motoring Ltd is a transport policy and research organisation which explores the economic, mobility, safety and environmental issues relating to roads and their users. The Foundation publishes independent and authoritative research with which it promotes informed debate and advocates policy in the interest of the responsible motorist.

RAC Foundation
89–91 Pall Mall
London
SW1Y 5HS

Tel no: 020 7747 3445
www.racfoundation.org

Registered Charity No. 1002705
October 2026 © Copyright Royal Automobile Club Foundation for Motoring Ltd