



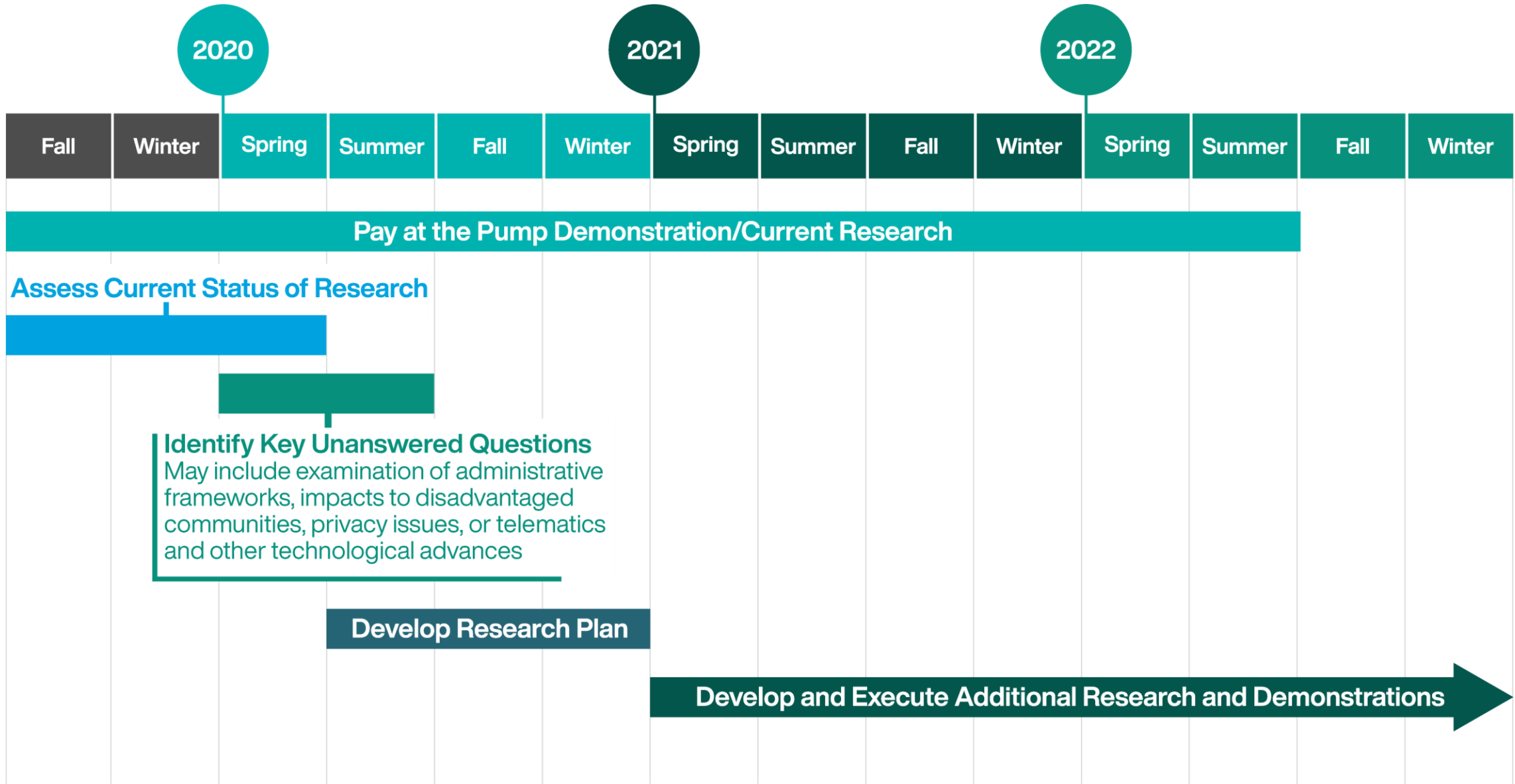
California
Road Charge

Reference No.: 4.26
March 24-25, 2021
Attachment A

Tab 73

Road Charge Program Update

March 25, 2021





Fair. Transparent. Sustainable.

Learn more about what Road Charge means for California and for you.

[Learn More](#)

What is a road charge?

How is transportation funded now?



Road Charge is an alternative funding mechanism that allows drivers to support road and highway maintenance based on how many miles they drive, instead of how many gallons of gas they use. Just like you pay your gas and electric bills based on how much of these utilities you use, a road charge - also called a mileage-based user fee - is a fair and sustainable way to fund road maintenance, preservation, and improvements for all.



Four Phase Demonstration

Officially launched in January!

- ▶ Four technology phases to test road charge integration with:

**1 Pay-at-the-Pump/
Charge Point
(PATP/CP):** Point-of-sale options within fuel pump and electrical vehicle charging environments.

January

**2 Usage-Based
Insurance (UBI):** Account management through existing usage-based insurance platforms and customer accounts.

February

**3 Transportation
Network Companies
(TNCs):** Technology options incorporated in real-time ridesharing vehicles and applications by TNCs.

March

**4 Autonomous Vehicles
(AVs):** Collection of vehicle data from AVs and identify road charge opportunities that stem from AV usage of California roadways.

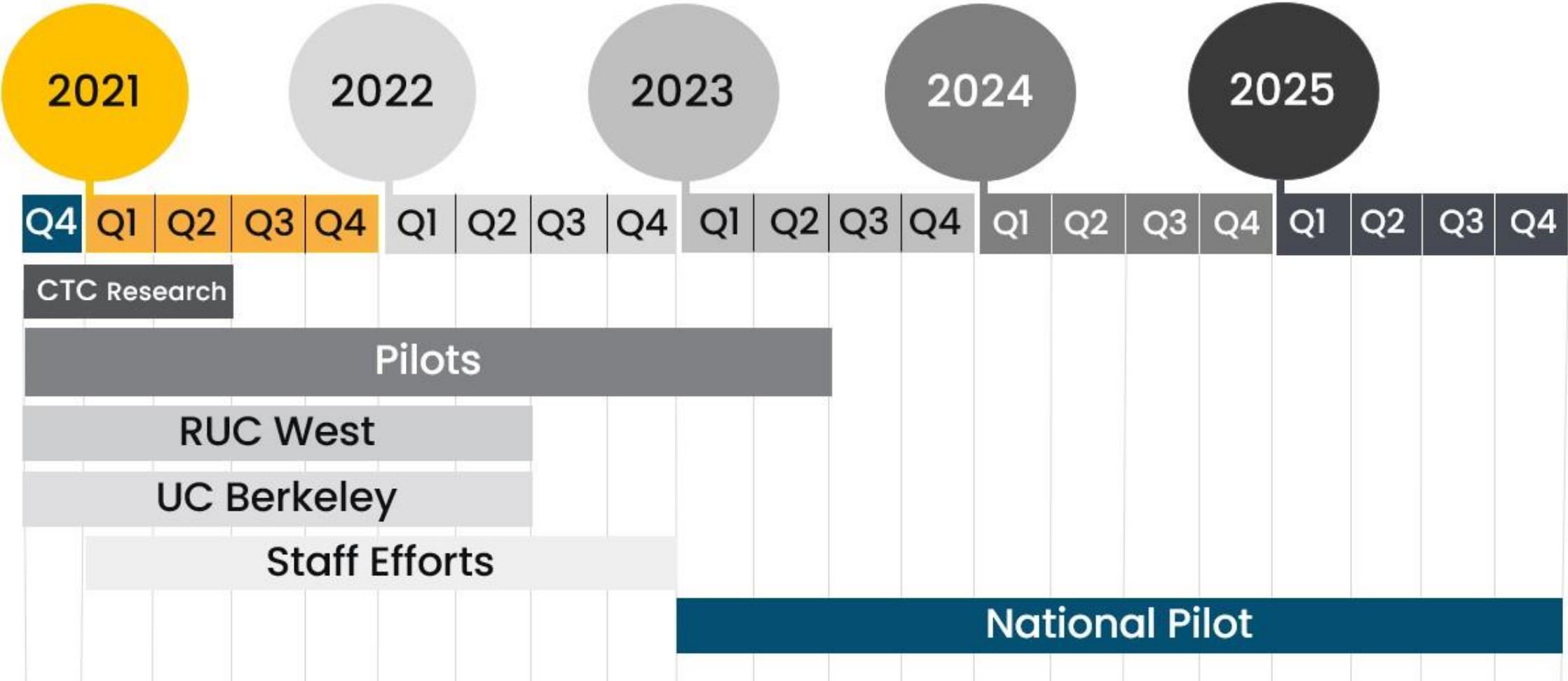
April

Key Goals and Objectives:

- Fulfill key recommendation from 2017 Pilot Final Report to study Pay at the Pump potential
- Explore emerging technologies' ability to provide an easy user experience



Timeline



With the Governor's Executive Order on the sale of gas-powered vehicles, can a Road Charge be implemented in time?

- ▶ Based on the experience of other states, and given the size and complexity of California, we expect the Legislature would want to explore a phased approach to potential implementation.
- ▶ Such a phased rollout could likely be accomplished in 10-12 years.
- ▶ Caltrans agrees with the TAC that the state fleet is an appropriate testing ground for a road charge system, but believes it would be best to pilot a program upon approval by the Legislature.
- ▶ As long as ZEVs are transitioned before 2035, there will not likely be long-lasting impacts to revenue.

