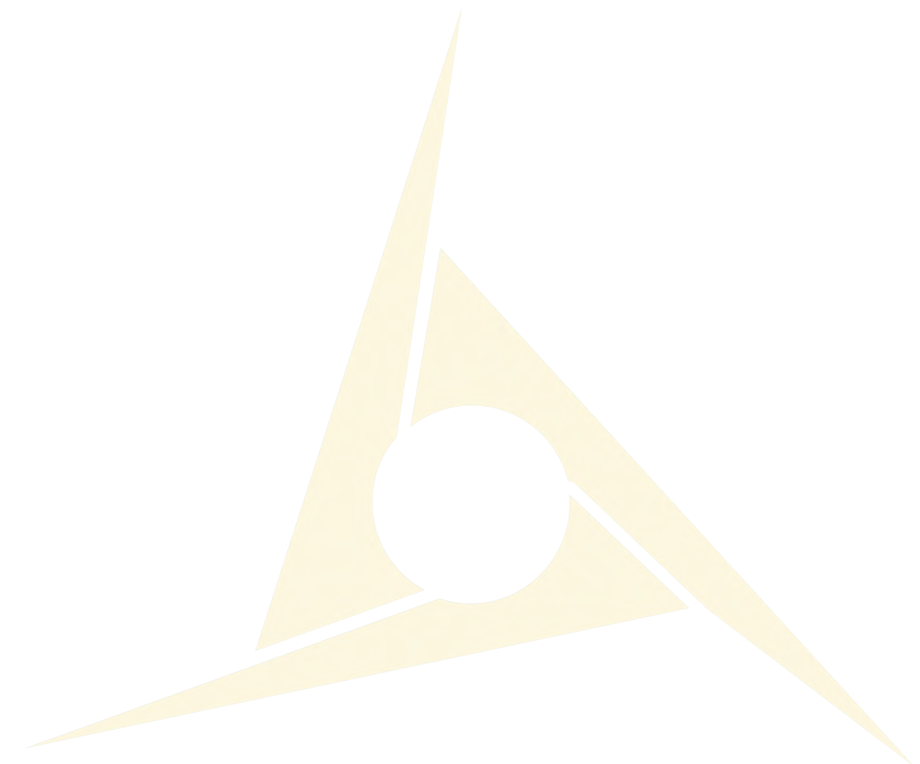


California Road Usage Charge and Senate Bill 339 Pilot

Hannah Walter

Associate Deputy Director, CTC



Difference Between Road Charge and Road Pricing



Road Charge	Road Pricing
Main Goal: Stabilize Existing Revenue	Main Goal: Reduce Traffic and VMT
Statewide	Regional
Replacement to the gas tax	New funding stream
Revenue neutral	Increased revenue

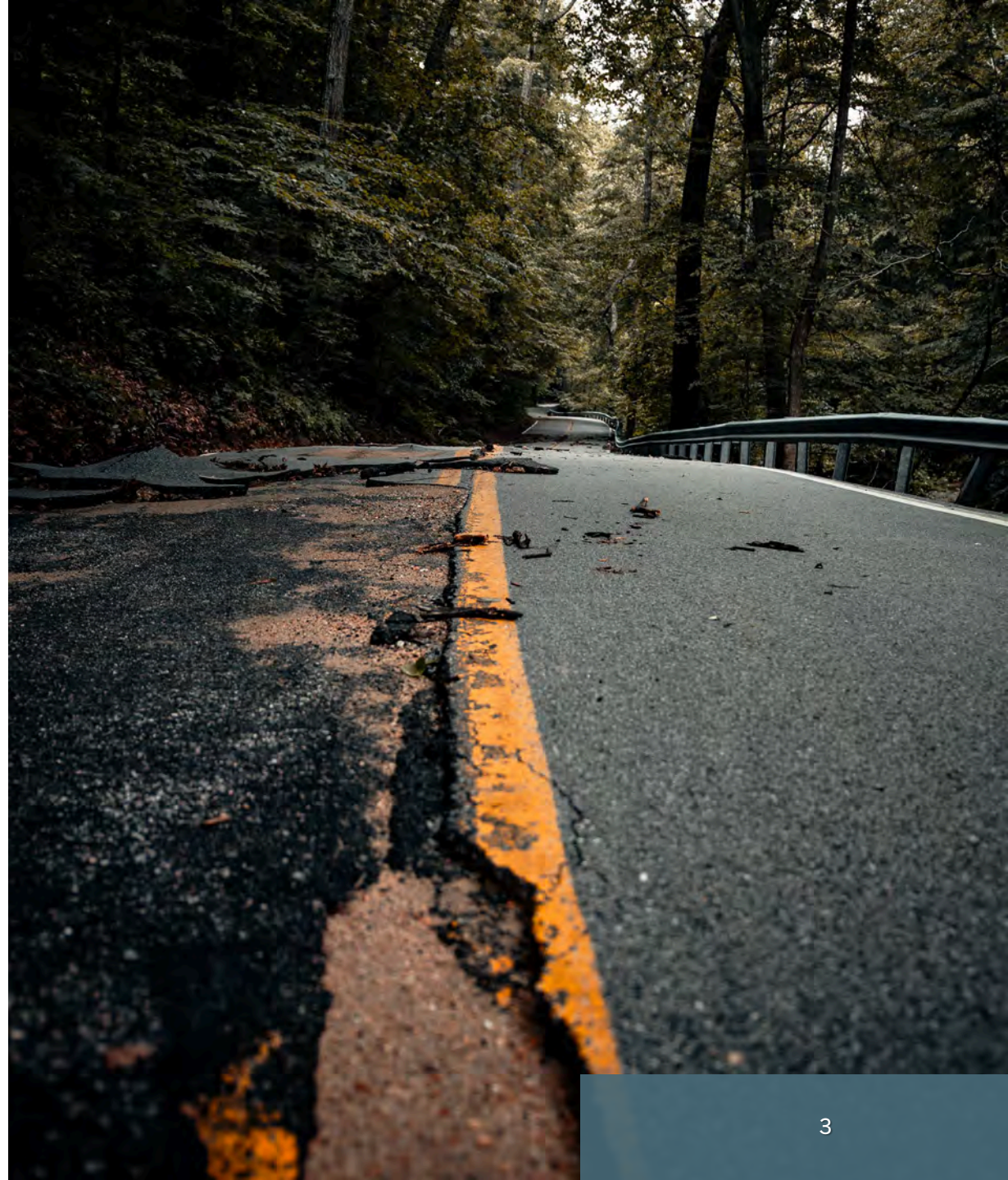
CURRENT TAX

You pay per
gallon of gas
to maintain
roads

FUTURE TAX

?

Gas may not
be used to
fuel cars





Senate Bill 339 Pilot

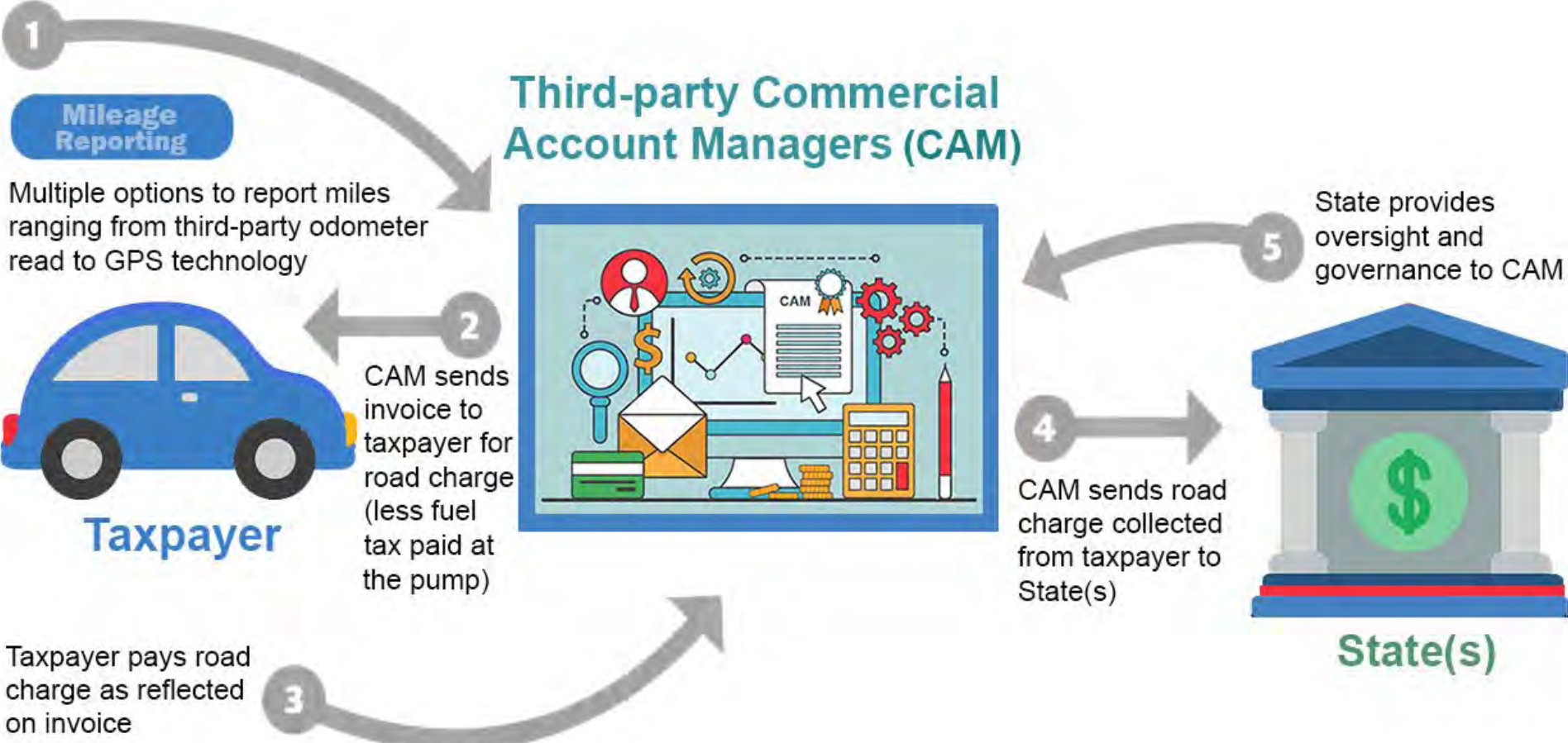
Pilot Purpose

- Identify and evaluate issues related to the collection of revenue for a road charge program.
- Test two different rate setting methodologies

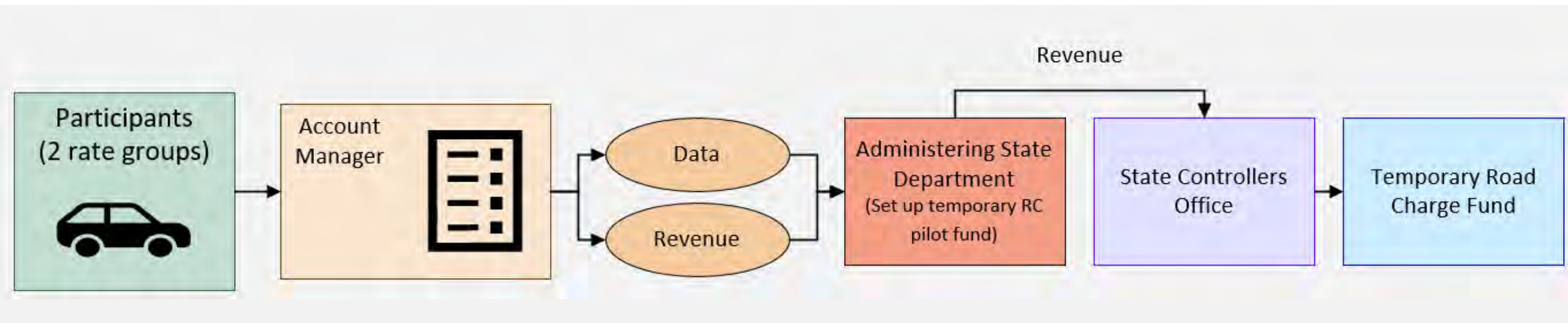
CTC Road Charge TAC Role

- Make pilot design recommendations
- Determine vehicles to include in the pilot
- Offer evaluation criteria
- Determine the flat per-mile rate for half of the pilot participants

ADMINISTRATIVE STRUCTURE

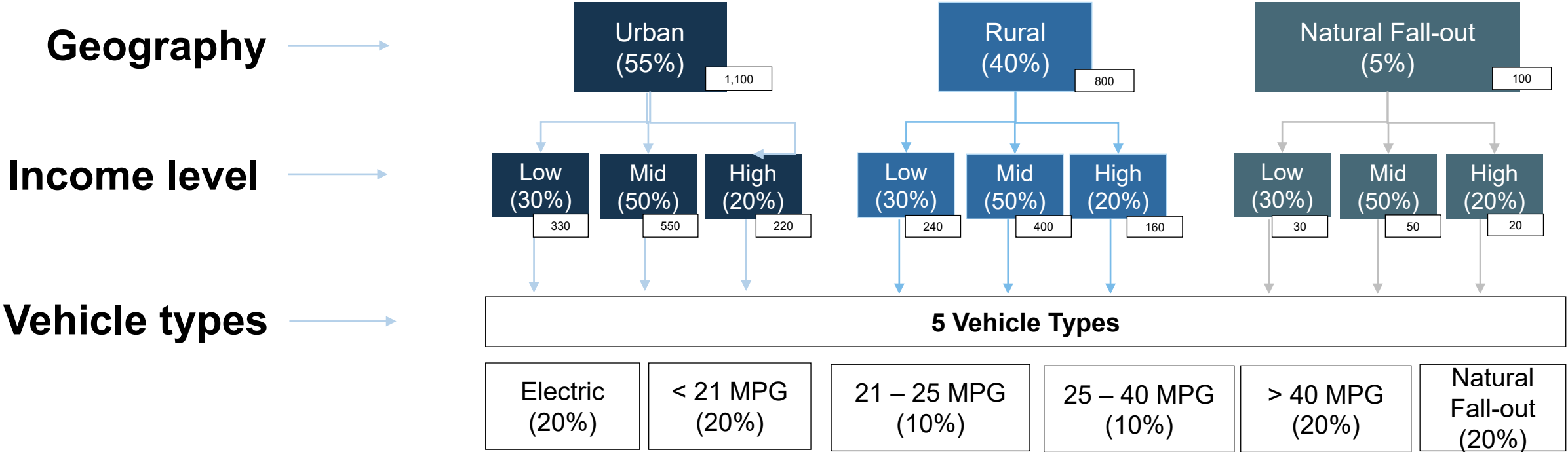


RECOMMENDED REVENUE COLLECTION PROCESS



RECOMMENDED PILOT PARTICIPANT DESIGN

EVALUATE POLICY IMPACTS ON POPULATION SUBGROUPS



Rate Setting Methodologies

1

Flat Rate

- Existing gas tax and road improvement fee
- Registered vehicles
- Average annual vehicle miles travelled

2

- Fuel efficiency of each vehicle as determined by the Environmental Protection Agency
- Vehicle miles travelled
- Existing gas tax

Thank you

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