Vehicle Weight Safety Study Task Force Meeting

October 29, 2025

CALIFORNIA
TRANSPORTATION
COMMISSION

AGENDA – October 29, 2025

Tab	Item Description	Presenter	Type	Agency
		GENERAL BUSINESS		
1	Roll Call & Webinar Logistics	Dylan Jimenez (CTC)	I	C
		INFORMATION ITEMS		
2	Summary of Task Force Meetings To-Date	Cayla McDonell (CTC)	I	C
3	Potential Policy Solutions: Vehicle Weight Fee and Consumer Response	Dr. Matthew Raifman (UC Berkeley) Dr. David Brownstone (UC Irvine)	I	C
4	Key Takeaways and Roundtable Discussion with Task Force Members	Cayla McDonell (CTC)	I	C
		OTHER MATTERS		
5	Public Comment	Cayla McDonell	I	C

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The Task Force's meeting agenda is located on our website at https://catc.ca.gov/programs/vehicle-weight-safety-study.

All documents on the CTC website can be translated into any language you need. Simply e-mail us at ctc@catc.ca.gov and we will have them retuned to you as quickly as possible.

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American Sign Language translations is being provided for this meeting. You should see the translators on the screen.

Live closed captioning is also available. Please select the show captions tab at the bottom of your screen. There are a number of language options available there to choose from.

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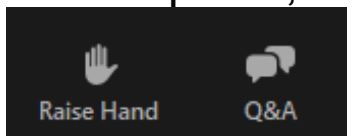
We welcome comments from the public as a part of each item at this meeting.

You should see the webinar control panel, likely located on the bottom of your screen. There you will find the Raise Hand and Q&A tabs.



We encourage you to use the raise hand feature as early into the item as you can to give the system time to acknowledge you.

Alternately, you may use the Q&A tab to submit your comment. Please be sure to include the agenda item number you are commenting on. Commission staff will read the comment on your behalf.

As a reminder, each registered attendee is provided a unique link and phone number to access the webinar. These should not be shared with other participants, as they are registered to a specific attendee and can create confusion for staff when making comments.

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For Presenters:

If you are on the agenda to make a presentation, please do your best to be succinct.

Please remember to speak at a steady pace to allow our translating service adequate time for accurate translations.

We hope that you will turn on your camera during your presentation, if you have one.

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For All Meeting Attendees:

Please do your best to be concise.

Please make sure that your comments add new information. If you agree with the comments of a previous speaker, simply make that statement.

Please remember to speak at a steady pace to allow our translating services adequate time for accurate translations.

Since we often have many speakers, we ask that you make your point in 2 minutes or less. If, for some reason, we have many speakers on a topic, we reserve the right to limit comments to 1 minute if needed.

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3	Potential Policy Solutions: Vehicle Weight Fee and Consumer Response	Dr. Matthew Raifman (UC Berkeley) Dr. David Brownstone (UC Irvine)	I	C

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Potential policy solutions
Vehicle Weight Fee

Vehicle Weight Safety Study Academic Report

Matthew Raifman, PhD, MPP

UC Berkeley SafeTREC

UC Berkeley Institute of Transportation Studies

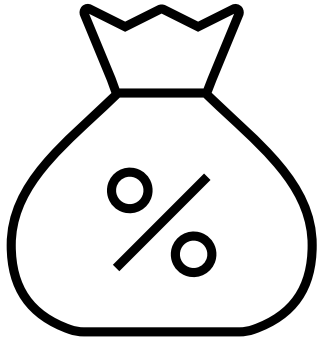
Today's Agenda

1	Potential Policy Solutions
2	Policy Solutions: Fees and Taxes
3	Additional Considerations

Today's Goals

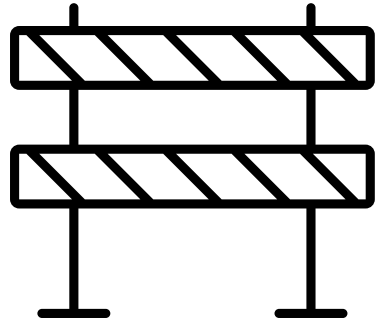
1	Focus on vehicle weight and passenger vehicles
2	Overview scan of the landscape for examples
3	Catalyze the conversation, not direct it

Potential Policy Solutions



Fees and Taxes
(Today)

Regulations
(9/9 Meeting)



Built Environment
(9/9 Meeting)

Weight-Based Fees and Taxes

Weight-Based Fees and Taxes Can Take Different Forms

1. Passenger Vehicle Fees due at Registration
2. Passenger Vehicle Sales Taxes
3. Tolls and Cordon Pricing
4. Mileage Based User Fees
5. Parking Fees

The following examples are conceptual policy options, but not specific proposals for implementation.

Concept #1: Weight Fee due at Registration

Definition

- A weight-based fee collected at registration

Image source

Existing Use in CA

- All commercial vehicles are charged a separate weight-based fee at registration
- California's commercial vehicle weight fee pays debt service on transportation bonds
- Different fee structure for EVs and non-EVs
- All pickup trucks are treated as commercial vehicles

Image source

Weight Fee due at Registration

Commercial Motor Vehicles with Two Axels or Fewer	
Unladen Weight (lbs)	**Annual Supplemental Fee**
0 - 1,999	$8
2,000 - 2,999	$8
3,000 - 4,000	$24
4,001 - 5,000	$80
5,001 - 6,000	$154
6,001 - 7,000	$204
7,001 - 8,000	$257
8,001 - 9,000	$308
9,001 - 10,000	$360

Commerical Electric Vehicles	
Unladen Weight (lbs)	**Annual Supplemental Fee**
0 - 5,999	$87
6,000 - 9,999	$266
10,000 or more	$358

An electric 6,500 pound pick-up has a higher weight fee due at registration than a comparable gas pickup

Source: California DMV (2025)

Concept #1: Weight Fee due at Registration

Opportunities

- Decouple weight from commercial vehicle status
- Apply current commercial vehicle weight-based fee to all registered vehicles
- Create a new weight-based fee at registration

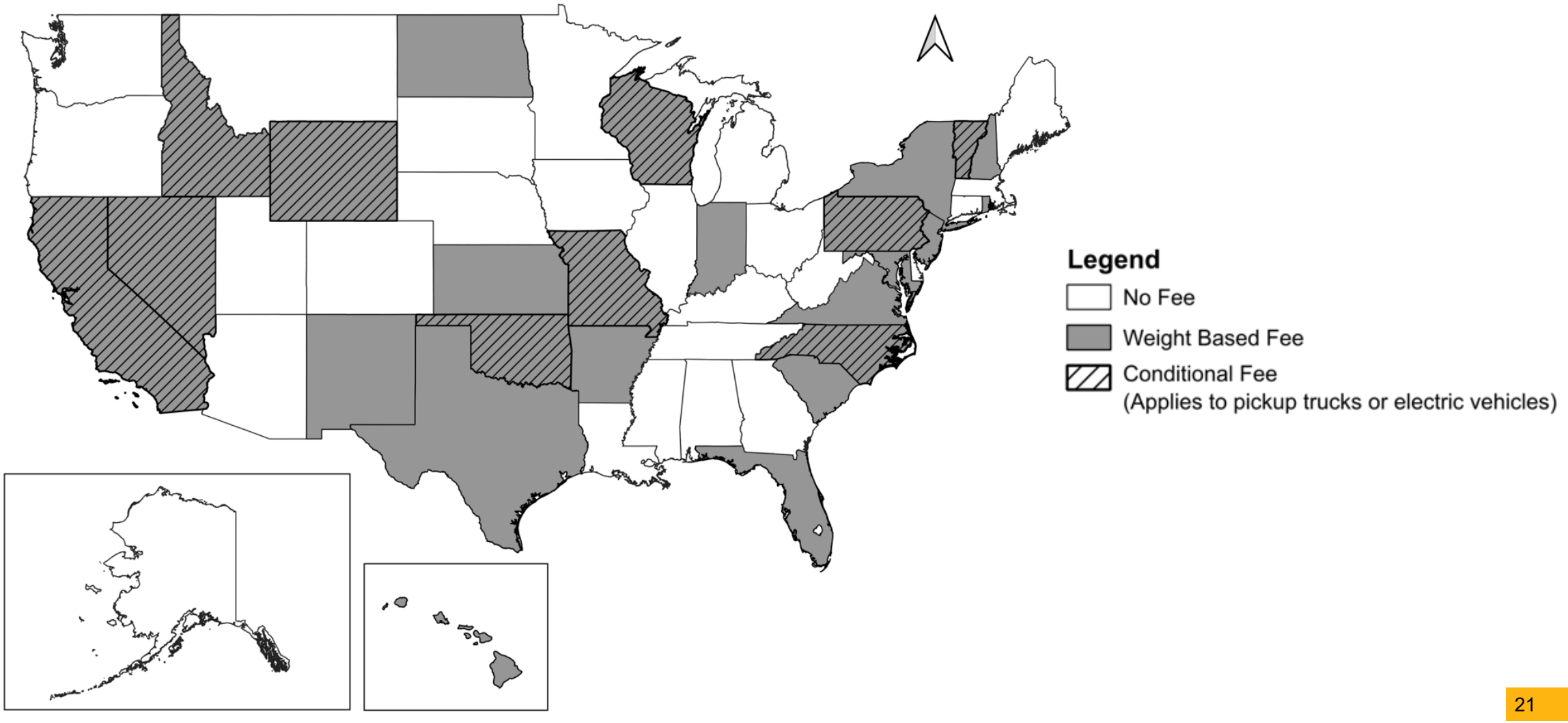
Image source

Considerations

- Do recurring fees influence purchasing decisions?
- Unclear relationship between vehicle weight and household income
- Would exceptions be made for certain professions, family sizes, disability status, income…?

Image source

About half of U.S. states have a weight-based vehicle fee



About half of U.S. states have a weight-based vehicle fee

Maryland

Veh. Class	Weight	Veh. Reg. Fee
A (Cars)*	Up to 3,500 lbs	$120.50
A (Cars)	3,501-3,700 lbs	$125.50
A (Cars)	Over 3,700 lbs	$191.50
E (Trucks)^	Up to 3,500 lbs	$133.75
E (Trucks)	3,501-5,000 lbs	$138.75
E (Trucks)	Over 5,000 lbs	$178.75

* Shipping weight
^ GVW

https://mva.maryland.gov/about-mva/Pages/fees.aspx

About half of U.S. states have a weight-based vehicle fee

Florida

Veh. Class	Weight	Veh. Reg. Fee
Car*	Up to 2,499 lbs	$14.50
Car	2,500-3,499 lbs	$22.50
Car	3,500 lbs +	$32.50
Heavy Truck	5,001- 5,999	$60.75
Heavy Truck	6,000-7,999	$87.75
Heavy Truck	8,000-9,999	$103.00
Heavy Truck	10,000-14,999	$118.00

* Trucks under 5,001 treated similarly

https://www.flhsmv.gov/fees/

About half of U.S. states have a weight-based vehicle fee

Washington, DC

Veh. Class	Weight	Veh. Reg. Fee
Passenger 1	Up to 3,499	$72.00
Passenger 2	3,500-4,999	$175.00
Passenger 3	5,000-5,999	$250.00
Passenger 4	6000 or more	$500
Passenger EV*	Less than 5000	$36.00

* Applies for first two years then reverts to standard schedule

https://dmv.dc.gov/node/155452

About half of U.S. states have a weight-based vehicle fee

Hawaii

Veh. Class	Weight	Veh. Reg. Fee
Passenger 1	Up to 4,000	$0.0175 per lb
Passenger 2	4,000-7,000	$0.0200 per lb
Passenger 3	7,000-10,000	$0.0225 per lb
Passenger 4	Over 10,000lbs	$300

Example:
A 5,400 lb Chevy Tahoe SUV would cost $0.02
* 5,400 = $108 to register in Hawaii

https://dmv.dc.gov/node/155452

Concept #2 Passenger Vehicle Weight-based Sales Taxes

Definition

- One-time taxes imposed at the vehicle point of sale or when a vehicle is imported into the state

Existing Use in CA

- No weight-based sales tax in effect - Texas and Virginia have a weight-based sales tax for larger vehicles (14,000 or more in Texas and 26,000 lbs in VA)
- Existing 7.5% sales tax with up to 2.5% more at county level.

Image source

Citations: Tax Guide for Purchasers of Vehicles. Accessed March 10, 202; California Vehicle Tax: Everything You Need to Know. Car and Driver. March 31, 2020. Accessed March 19, 2025.; Auto Tax Rates by State (2024). Policygenius. February 7, 2024. Accessed March 12, 2025.

Concept #2 Passenger Vehicle Weight-based Sales Taxes

Opportunities

- Create a weight-based one-time sales tax collected at purchase or upon import to CA

Considerations

- What is the price elasticity of demand for vehicles?
- Unclear relationship between vehicle weight and household income.
- Would exceptions be made?

Image source

Concept #3: Weight-based Tolling

Definition

- A fee levied on road users for access to infrastructure

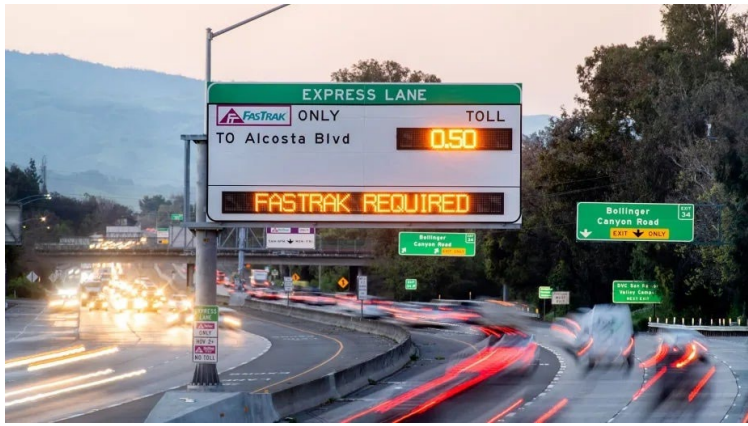


Image source

Existing Use

- No weight-based tolls for passenger vehicles
- Differential fees for access to bridges and express lanes by fuel type, number of axles, and vehicle occupancy sometimes variable on time of day

Concept #3: Weight-based Tolling

Opportunities

- Create differential toll rates by curb vehicle weight
- Possibly implement on bridges, toll roads, and express lanes

Considerations

- Existing electronic tolling infrastructure exists
- Technological improvements needed to differentiate vehicle type/weight in tolling systems
- Federal limitations on development and operation of toll facilities and use of toll revenues
- Not all vehicles use toll lanes

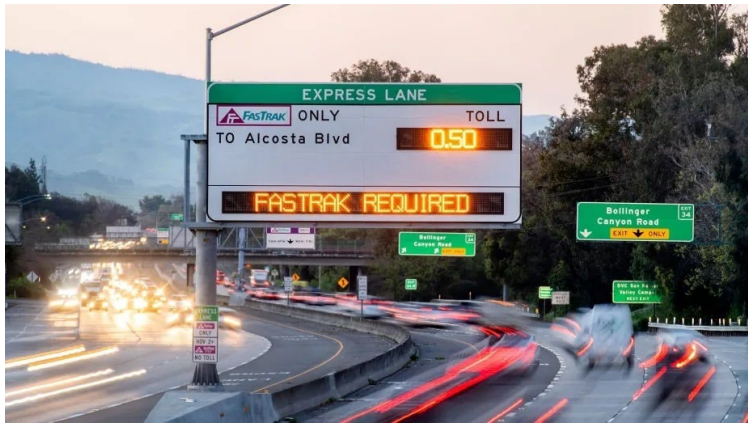


Image source

Concept #4: Weight-based Cordon Pricing

Definition

- A fee applied to drivers for entering a specific geographic area (typically city centers)

Image source

Existing Use

- No cordon pricing in California
- Examples of congestion pricing in NYC and abroad (London, Stockholm, and Singapore) and low-emissions zones in Europe, but not weight-based

Congestion Pricing Program. NYC.gov. Accessed March 18, 2025; Low Emission Zones. Accessed March 5, 2025.

Concept #4: Weight-based Cordon Pricing

Opportunities

- Create weight-based cordon pricing for access to urban centers in California

Image source

Considerations

- Typically applies only to urban areas, where risk of vehicle-VRU conflict is highest
- Only affects subset of vehicles entering urban areas
- Additional affects on congestion and pollution
- Unclear regressive implications
- Potential to implement means-based pricing
- If the state were to authorize cordon pricing, it likely would primarily be to address other factors (e.g. congestion) and weight would likely be a secondary factor.

Concept #5: Mileage-Based Road User Charges

Definition

- A fee applied to vehicles based on miles-traveled

Existing Use

- No current applications in California
- The Road Charge Collection Pilot just completed by Caltrans as potential replacement for gas tax
- Oregon, Utah, and Virginia have voluntary mileage-based road user fee programs not by weight
- Hawaii RUC program went into effect in 2025 for EVs with expected rollout to all vehicles in 2033

Image source

Kaufman K. Vehicle Miles Traveled Taxes Rollout across States. Tax Foundation. May 9, 2024. Accessed February 13, 2025; 33. California explores charging people for how many miles they drive. abc10.com. February 11, 2025. Accessed February 17, 2025.

Concept #5: Mileage-Based Road User Charges

Opportunities

- Implement a road usage charge with differential pricing by vehicle weight
- Subsidize lighter vehicles with rebate

Considerations

- Interaction between VMT and income is unclear
- Interaction between VMT and weight is unclear
- Complicated to simultaneously consider VMT and weight as a policy consideration
- Addressing vehicle weight through a road charge would be in addition to primary purpose of replacing fuel taxes.

Image source

Concept #6: Weight-based Parking Fees

Definition

- Fees assessed for vehicles parking in public spaces based on vehicle weight or footprint

Existing Use

- San Francisco does not issue residential parking permits for GVWR in excess of 6,000 pounds
- Lyon, France differentiates by fuel type and vehicle size for parking fees
- Paris, France has additional fee for heavier vehicles
- Chicago vehicle sticker prices differ by weight

Concept #6: Weight-based Parking Fees

Opportunities

- Local government weight-based parking permits
- Convene local governments around weight-based parking fees

Considerations

- Parking policy tends to be local and urban and subject to the discretion of local agencies to implement
- Aligning state requirements with local control could be challenging
- Co-benefits for congestion, pollution, space efficiency, and safety
- Means-based pricing is possible but challenging

Fees and Taxes – Equity Considerations

1. Rural vs Urban
2. Equity is complicated (vehicle, trips, mileage, location)
3. Exemptions may be considered for specific professions, income, disability status, electric vehicles, etc.
4. Income-based taxes/fees are challenging to implement but more equitable

Follow-up: Trade Offs with Larger Vehicles

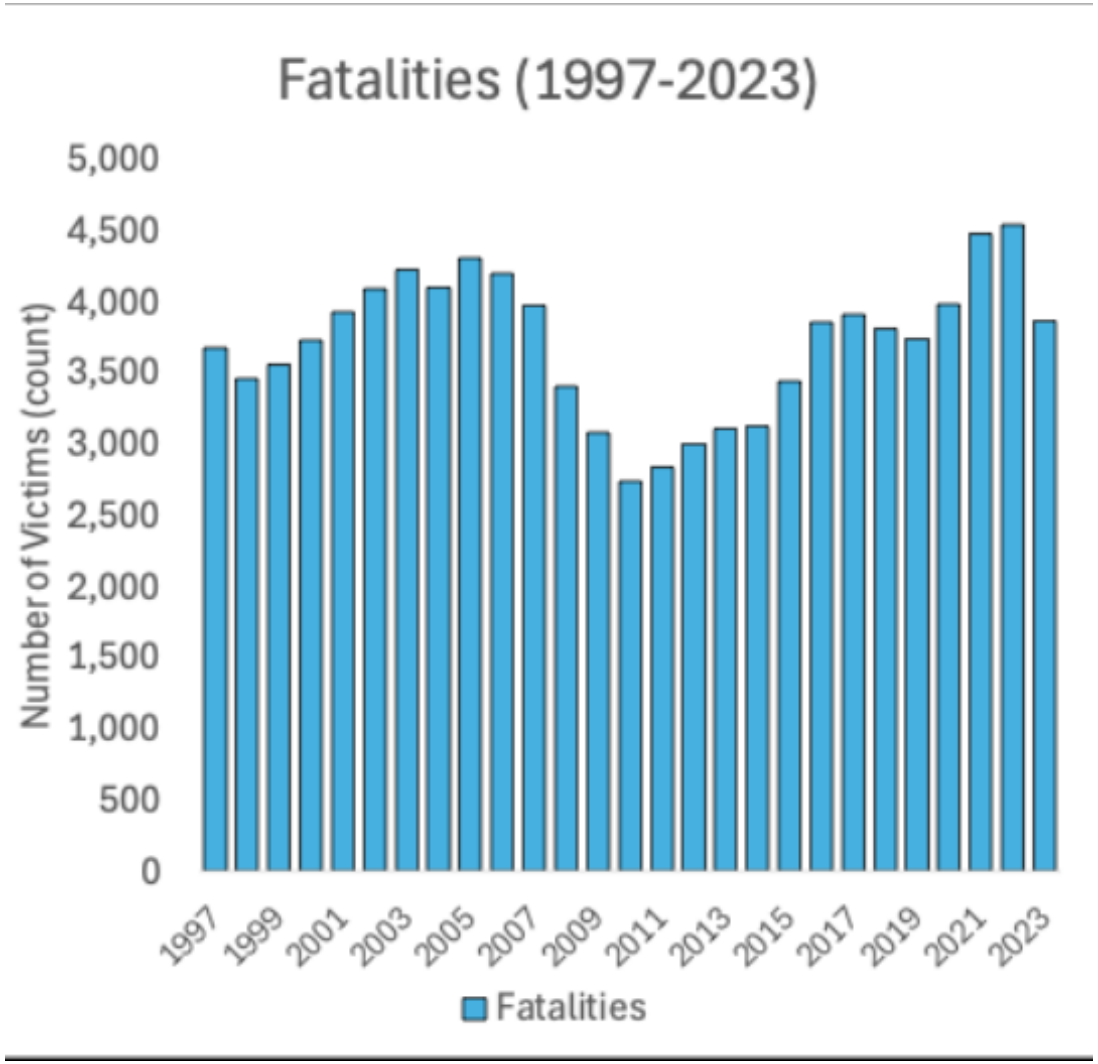
- The economic cost of U.S. crash fatalities is $340 billion yearly; $29 billion in California alone (NHTSA, 2023)
- Larger and heavier vehicles are safer for their occupants but much less safe for smaller vehicles and VRUs (Anderson et al. 2014, The Economist 2024, White 2004)
- The “arms race” to ever larger vehicles costs ~$3,500 (2024 USD) in accident externalities per light-duty truck (Li, 2012)

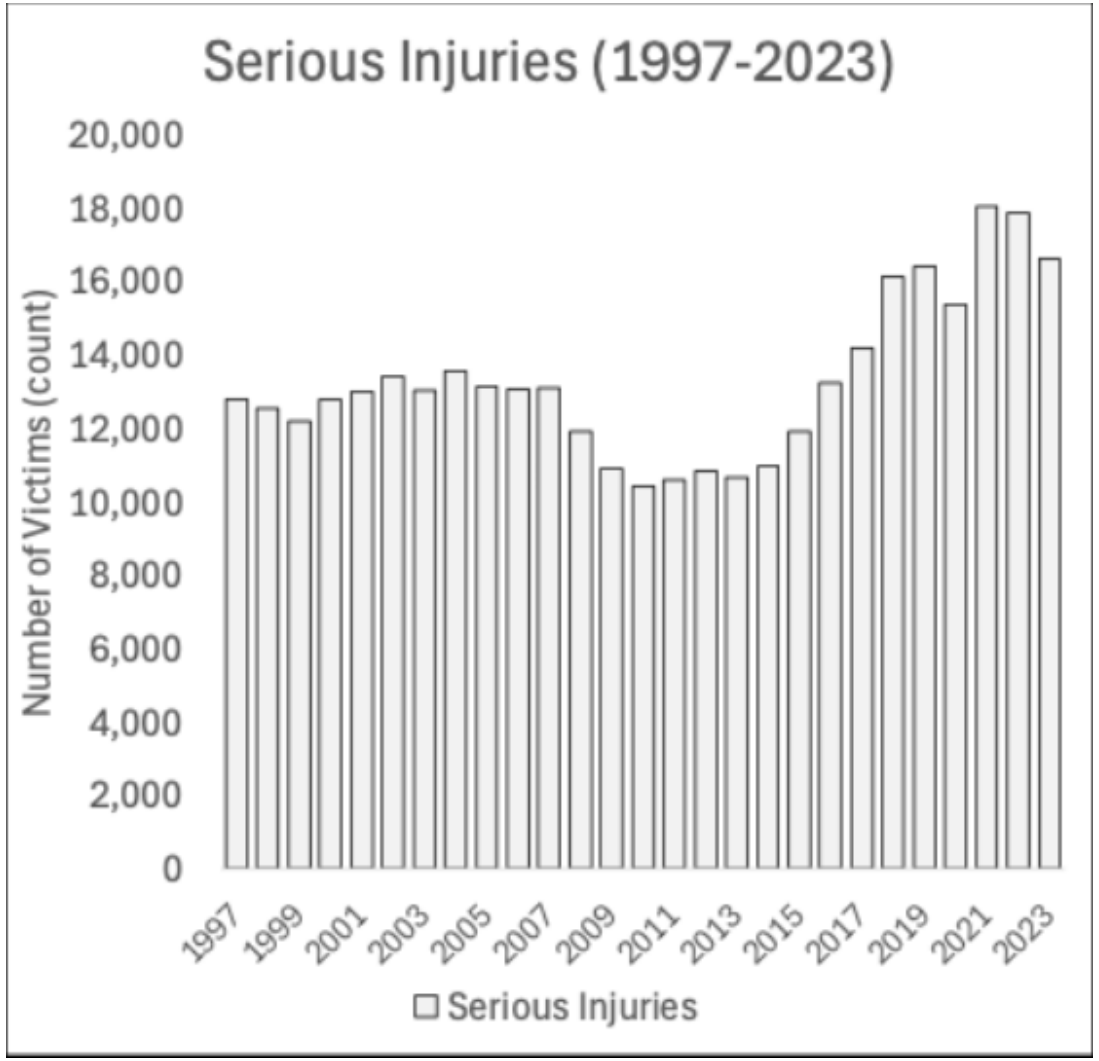
Follow-up: Insurance Premiums

Q: Do higher risk individuals or higher risk vehicles pay higher insurance premiums?

Q: Is the insurance market solving the road safety problem already?

Fatalities and serious injuries are also both up in CA





Data: California iSWITRS

Follow-up: Insurance Premiums

1. Premiums reflect the risk of insurance payout, but that is not the same as the risk of a traffic fatality.

2. With some exceptions, insurance policy coverage is limited and does not account for social costs.

Insurance premiums do not fully internalize the road safety externalities associated with larger vehicles

Big Picture Questions for Further Consideration

1. How would revenues from any new fees or taxes be invested?
2. Is vehicle weight an appropriate proxy for vehicle safety?
3. Are there sufficient lighter vehicles to substitute for heavier vehicles in the current marketplace?
4. Should electric vehicles have different weight-based fees than their gas-powered alternatives?

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Thank you

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UC Berkeley Institute of Transportation Studies

Weight Fees and Consumer Behavior

David Brownstone (UC Irvine Institute of Transportation Studies (ITS))

David Bunch (UC Davis ITS)

With help from Aniss Bahreinian and Jesse Gage (CEC), Jiawei Chen, Cassie Zhang, and Farzana Khatoun (UCI)

What is the problem?

- Heavy and tall vehicles cause more damage when they hit smaller vehicles, bicyclists, or pedestrians.
- Current CA insurance rates and registration fees do not fully account for these safety externalities.
- From an economic perspective, the efficient solution would be to charge heavy and/or tall vehicles a per mile fee based on time and location. For example, the risk to pedestrians is minimal on freeways.
- This presentation looks at second (or third) best solutions – levying a fee on heavy vehicles at purchase or levying an annual registration fee based on weight (and/or body type).

Key Questions

- How high do fees need to be to get substantial changes in vehicle purchase behavior?
- How much revenue can be raised by imposing fees?
- What is the best way to spend the fee revenue?
- Do these fees conflict with other policy goals (e.g. reducing greenhouse gas emissions)?
- Is it possible to design fees that accomplish the policy objectives without imposing undue burden on some locations and consumer groups?

Modeling Vehicle Weight Fees

- In 2024 there were 15,681 unique combinations of Make, Model, fuel type, and year registered in California for a total of 29.4 million vehicles.
- If we knew the weight of each of these vehicles we could calculate the revenue from any weight-based fee using a spreadsheet.
- These results would only be valid if we assume that consumers do not change their purchase behavior in response to the fees.

Consumer response to weight fees

- If heavier vehicles become more expensive to purchase and/or operate, people will switch to lighter ones.
- If fees only apply to new vehicles, then people will switch to used vehicles and/or keep their existing vehicles longer. This may change used car prices.
- Vehicles are expensive and last a long time, so consumers will take many years to adjust to new fees.
  - About 25% of registered vehicles in California are more than 14 years old
  - About 50% are more than 9 years old
  - About 10% are new vehicles
- Manufacturers can also respond by making new vehicles lighter

Vehicle Purchase Modeling Issues

- 91% of vehicles are purchased by households, and 6.5% are purchased by commercial entities. We are only modeling households.
- Vehicle purchase decisions are made by households. It is very hard to get accurate information about all adults in a household (unless there is only one adult).
- Important vehicle attributes (e.g. price and repair costs) are uncertain to both households and modelers.
- Much of the required data are not publicly available or are very expensive to purchase.

DynaSim – California Energy Commission (CEC) model for the California Vehicle market used for our analysis

- Predicts the number (and types) of vehicles and fuel usage. We will use the personal vehicle model with base year 2023 and predictions from 2024 through 2050.
- CEC has been developing and using DynaSim for decades and carries out specialized surveys (California Vehicle Survey) of California households and commercial establishments every 2-3 years to update model.
- CEC also processes snapshots of the CA DMV registration files to produce base year vehicle population counts.

DynaSim - Continued

- Vehicles are grouped into 27 classes, 8 fuel types, and vintages going back to 1983. There are 1425 groups in 2024.
- The CEC has data on vehicle characteristics for each of these vehicle groups for each model year back to 1983.
- CEC purchases predictions of vehicle characteristics for future years (2024 – 2050), and these characteristics do not change for different modeled policies.
- Personal vehicle model depends on household income and household composition. Values and future forecasts come from the California Department of Finance.
- CEC develops forecasts for future fuel prices.

Consumer Behavior Scenario Forecasting

- We will use the CEC baseline estimates of future vehicle and household attributes and compare results from simulations of various vehicle weight fees. We assume that the weights of future vehicles are the same as in 2024.
- Note that although vehicle prices and other attributes vary within the CEC classes, DynaSim only allows one price and annual maintenance fee for each vehicle class.
- DynaSim assumes that used vehicle prices are given by new vehicle prices multiplied by a fixed depreciation factor.
- DynaSim assumes manufacturers (and other states) will make as many vehicles as demanded by the model.

DynaSim Baseline Weight Distributions Show Increasing Vehicle Weight

Size class	2024 Mean	2024 Std. Dev.	2040 Mean	24 – 40% increase	2024 Count
Compact	3463	542	3924	13%	39%
Heavy	5879	706	6479	10%	2%
Large	4793	798	5189	8%	6%
Midsize	3749	554	4004	7%	31%
Minivan	4359	224	4612	6%	3%
Sport	3481	263	3531	1%	3%
Std	4878	436	5353	10%	8%
Subcompact	2986	412	3357	12%	8%
Total	3784	802	4115	**9%**	

Fuel Type	2024 Mean	2024 Std. Dev.	2040 Mean	24-40% increase	2024 Count
diesel	5885	878	6152	4.6%	1.5%
electric	4317	606	4423	2.5%	5.4%
ethanol	4642	913	4918	6.0%	2.8%
gasoline	3697	738	3855	4.3%	82.7%
hybrid	3513	572	3763	7.1%	6.1%
plug-in hybrid	4168	668	4716	13.2%	1.5%

New Purchase Fees Model #1

- Easiest to collect and only impact new car buyers. However, DynaSim assumes that buyers of the impacted vehicles will also see higher prices when purchased as used vehicles.
- We charge $5/lb on the portion of vehicle weight exceeding 3,800 lbs (the approximate mean weight of all vehicles registered in 2024). This is the only policy we simulated that resulted in a meaningful reduction in the weight distribution of vehicles on the road in 2040.
- DynaSim only allows taxing all vehicles in a vehicle class/fuel type/vintage cell by the same amount, so we are simulating a fee on all vehicles in a group with mean weight greater than 3800 lbs.

Purchase fee example Model #1 Results

- Under this scenario, about 60% of new car buyers in 2024 will have a weight fee.
- The mean fee for those paying it in 2024 is 7% of the purchase price ($3,871 corresponding to an average MSRP of $55,600), and the maximum fee is 20% of the purchase price ($19,500)
  - The model has identified these fee amounts based are on a sliding fee scale that increases with weight and vehicle MSRP.
  - The highest fee is for Premium Electric Heavy Pickups with an average 2024 MSRP of $100,000. The average weight for this group is 8660 lbs.
  - Buyers of premium vehicles who pay the fee will pay $4017 corresponding to a mean MSRP of $67000 (6%)
  - Buyers of standard vehicles who pay the fee will pay $3768 corresponding to a mean MSRP of $47600 (7.9%)

Purchase fee example Model #1 Results

- Small shift in the distribution of weights of all vehicles on the road.
  - In 2040 90th percentile of weight declines 2.5%
  - In 2040 mean weight declines 1.2%, number of large SUVs drops 17%, and the number of heavy and standard pickup trucks declines 10.5%
- But generates substantial fee revenue
  - $3.17 billion in 2024 ($3.98 billion if no behavioral response)
  - $4.59 billion in 2040 ($5.3 billion if no behavioral response)
- Manufacturer reactions to these fees imply larger decline in vehicle weights and lower fee revenue.
- This revenue could be used for safety improvements and/or funding key state initiatives (2024 CA revenue was about $240 billion)

What about electric vehicles? Model #1 Results

- Purchase fee example predicts 2.3% fewer electric and 4.3% fewer plug-in hybrid vehicles in 2040 compared to baseline.
- We ran scenarios exempting just electric and both electric and plug-in hybrids from the purchase fee.
  - Just exempting electric vehicles implies a 3.7% increase in electric vehicles and an 8.4% decrease in plug-in hybrid vehicles
  - Exempting both electric and plug-in hybrids implies a 2.7% increase in electric and a 2.5% increase in plug-in hybrid vehicles.
  - Predicted 2040 revenues dropped from $4.6 billion/year to $1.8 billion/year (just electric) and to $1.3 billion/year (both electric and plug-in hybrids)
  - Either exemption results in no change in the overall weight distribution

New Annual Fees Model #2

- Can be collected through annual registration fees.
- We charge $.10/lb on the portion of vehicle weight exceeding 3,800 lbs (the approximate mean weight of all vehicles registered in 2024).
  - Apply to all registered vehicles beginning in 2024

    OR
  - Apply to all registered vehicles with model year 2024 or newer beginning in 2024
- DynaSim only assigns all vehicles in a vehicle class/fuel type/vintage cell by the same annual fee amount, so we are simulating a fee on all vehicles in a group with mean weight greater than 3800 lbs.

Annual fee example Model #2 Results

- About 40% of all registered vehicles in 2024 will have no weight fee.
- The mean annual fee for those paying it is $77, and the maximum fee is $390.
- This fee is higher than Florida's but lower than Washington DC.
- California annual car registration fees vary depending on various factors (including vehicle value, additional state and local fees, etc.). For example, California's average annual registration fee for a 2023 Ford F-150 is $551, while other states range from less than $100-$400 for the same vehicle.

Annual fee example Model #2 Results

- Almost no change in the distribution of vehicle weights
  - In 2040 mean weight declines 0.26%, number of large SUV drops 4%, and the number of heavy and standard pickup trucks declines 3%
- But generates substantial fee revenue
  - $850 million in 2024 ($78 million if only applied to 2024 and newer)
  - $1.45 billion in 2040 ($1.2 billion if only applied to 2024 and newer)
- Manufacturer reactions to these fees imply larger decline in vehicle weights and lower fee revenue.
- This revenue could be used for safety improvements and/or funding key state initiatives (2024 CA revenue was about $240 billion)

Summary of forecast percentage changes in vehicle counts versus no fee scenario in 2040

Class	Purchase Fee	Purchase Fee except EV	Purchase Fee except EV & PHEV	Annual Fee	Annual Fee newer than 2023
Compact	3.0	1.9	1.6	0.5	0.3
Heavy	-7.7	-3.4	-3.9	-7.0	-0.6
Large	-13.1	-6.7	-6.1	-2.2	-2.0
Midsize	2.7	-0.5	-0.2	0.4	0.3
Minivan	-7.9	-9.3	-8.2	-1.0	-0.7
Sport	8.3	4.2	3.2	0.9	0.8
Std	-10.7	-5.7	-5.1	-2.8	-1.8
Subcompact	-8.6	4.1	3.0	1.1	0.8

Summary of forecast percentage changes in vehicle counts versus no fee scenario in 2040

Fuel	Purchase Fee	Purchase Fee except EV	Purchase Fee except EV & PHEV	Annual Fee	Annual Fee newer than 2023
diesel	-2.3	-4.9	-5.3	-5.4	0.1
electric	-2.3	3.7	2.7	-0.4	-0.5
ethanol	3.4	1.4	1.0	-2.4	0.9
gasoline	3.0	-1.3	-2.1	0.4	0.4
hybrid	-3.0	0.7	-0.3	0.9	0.7
hydrogen	0.0	-8.4	-9.8	0.0	-0.2
plug-in hybrid	-4.3	-8.4	2.5	-1.0	-1.2

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Tab	Item Description	Presenter	Type	Agency
3	Potential Policy Solutions: Vehicle Weight Fee and Consumer Response	Dr. Matthew Raifman (UC Berkeley) Dr. David Brownstone (UC Irvine)	I	C

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15 MIN BREAK

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4	Key Takeaways and Roundtable Discussion with Task Force Members	Cayla McDonell	I	C

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Key Takeaways from UC Berkeley and UC Irvine Research & Discussion Questions

Key Takeaways: Potential Vehicle Weight Fee

- 3.1 The federal government regulates how vehicles are designed (e.g., the inclusion of turn signals, airbags, and automatic emergency braking) and leads the testing and rating of the safety of new passenger vehicles on the market. [*September Task Force meeting]*
- 3.2 States can regulate how vehicles are maintained and operated by individuals (e.g., wearing a seatbelt, Smog Checks, and speed limits) where not preempted by federal law or regulation. [*September Task Force meeting]*
- 6.1: Local and regional government bodies are responsible for managing local roads and the built environment in which their road users interact and can contribute to local infrastructure improvements through local taxes and other funding sources.

Key Takeaways: Potential Vehicle Weight Fee

- 6.2: According to UC Berkeley, weight-based passenger vehicle fees could be conceptualized through the following policy mechanisms;
  - Passenger vehicle registration fees;
  - Passenger vehicle sales taxes;
  - Tolls;
  - Road usage charges; and,
  - Parking fees.

Key Takeaways: Potential Vehicle Weight Fee

- 6.3: A weight-based passenger vehicle fee could be imposed as part of annual vehicle registration or to vehicle sales at the point-of-purchase.
- 6.4: A weight-based fee could apply uniformly across all vehicles or assign differential fees based on a variety of factors (e.g. class, weight, fuel type).
- 6.5: Fee exemptions could include professional occupation, income, fuel type, and other factors.

Key Takeaways: Potential Vehicle Weight Fee

- 6.6: Weight-based toll fees may be challenging to implement when compared to vehicle registration fee or a point-of-sale fee. This is due to federal limitations restricting the development and operation of toll facilities and the allowable expenditures of toll revenues. Currently no states impose weight-based toll fees.
- 6.7: A road usage charge developed to replace the state fuel excise tax could include considerations such as passenger vehicle weight, if such a system were implemented.
- 6.8: To address the decrease in available parking due to the increase in average vehicle size and safety risks to vulnerable road users on local roads, local governments could enact weight-based parking fees. Several U.S. cities either restrict parking permits to smaller vehicles or have implemented weight-based vehicle sticker fees.

Key Takeaways: Potential Vehicle Weight Fee

- 6.9: There are potential equity impacts and positive and negative trade-offs associated with imposing a weight-based fee on heavier passenger vehicles. Positive outcomes could include incentivizing lighter weight vehicles and generating funding for improvements to infrastructure for vulnerable road users. Negative outcomes could include an increase in price for motor vehicles, particularly those that are heavier and may be required for larger families, for certain professions, or those with disabilities.

Key Takeaways: Potential Vehicle Weight Fee

- 6.10: Other states impose vehicle weight fees using various fee structures, weight classifications, and other variables (such as fuel type) to determine the fee amount.
- 6.11: In California, revenues from passenger vehicle registration fees are currently distributed to state agencies and local governments for the administration and operation of California's transportation system and to fund transportation infrastructure improvements.

Roundtable Discussion Questions

1) What are your key takeaways from the information presented?

2) What equity considerations should be taken into account based on the concepts presented?

3) What questions do you have on these key takeaways?

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.1: Modeling potential passenger vehicle weight fees suggests that the change in passenger vehicle purchase behavior would be dependent on the amount of the fee.
- 7.2: Revenue generated by the fee would also depend on the amount of the fee.
- 7.3: Depending on which vehicles are subject to a fee, there may be trade-offs between state priorities. Exemptions for certain vehicles could result in less revenue than uniform fees.
- 7.4: If heavier vehicles become more expensive to purchase and/or operate, people may be encouraged to switch to lighter ones.

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.5: If fees only apply to new vehicles, then people may switch to used vehicles and/or keep their existing vehicles longer. This may change used car prices.
- 7.6: Vehicles are expensive and last a long time, so consumers may take many years to respond to new fees.
- 7.7: Manufacturers could potentially respond to higher fees on heavier vehicles by lowering the weight of new vehicles. This could result in less revenue than predicted, but a larger reduction in the weight of vehicles on the road.
- 7.8 : A lower fee would likely have a less significant impact on purchase behavior and generate less revenue.

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.9: With a **one-time** vehicle weight fee for all new passenger vehicles above 3,800 lbs set between 0% and 20% of the purchase price of a new vehicle, on a sliding scale by weight, modeling suggests the following outcomes by 2040:
  - Heaviest 10% of vehicle weights would decline 2.5%
  - Mean weight of all vehicles on the road would decline 1.2%
  - Number of large SUVs would decline by 17%
  - Number of heavy and standard pickup trucks would decline by 10.5%
  - Annual revenues of $4.6 billion

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.9 **Continued**: With a **one-time** vehicle weight fee for all new passenger vehicles above 3,800 lbs set between 0% and 20% of the purchase price of a new vehicle, on a sliding scale by weight, modeling suggests the following outcomes by 2040:
  - Number of electric vehicles would decline by 2.3%
  - Number of plug-in hybrid vehicles would decline by 4.3%
  - Exempting electric vehicles and plug-in hybrid vehicles in this scenario would result in increased numbers of those vehicle types, offsetting the projected decline in average passenger vehicle weight and also substantially reducing projected annual revenues.

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.10: With an **annual** vehicle weight fee for all registered passenger vehicles above 3,800 lbs set at $.10/lb. (the approximate mean weight of all vehicles registered in 2024), modeling suggests the following outcomes by 2040:
  - Mean weight of all vehicles on the road would decline 0.26%
  - Number of large SUVs would decline by 4%
  - Number of heavy and standard pickup trucks would decline by 3%
  - Annual revenues of $1.45 billion

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.10 **Continued**: With an **annual** vehicle weight fee for all registered passenger vehicles above 3,800 lbs set at $.10/lb. (the approximate mean weight of all vehicles registered in 2024), modeling suggests the following outcomes by 2040:
  - Number of electric vehicles would decline by 0.4%
  - Number of plug-in hybrid vehicles would decline by 1%

Key Takeaways: Consumer Behavior Response to Potential Vehicle Weight Fee

- 7.11: While the two models cannot be directly compared, they suggest that consumers would have a stronger reaction to one-time point-of-sale fees for new vehicle purchases when compared to annual fees due to the perception that future costs (such as annual fees) may change and therefore are perceived as uncertain (hyperbolic discounting theory).

Roundtable Discussion Questions

1) What are your key takeaways from the information presented?

2) What trade-offs should be considered when looking at the two modeled fee mechanisms (i.e., one-time and annual fees)?

3) If a vehicle weight fee were enacted, how could it be used to enhance road infrastructure to increase safety for pedestrians, bicyclists, and other vulnerable road users?

4) What questions do you have on these key takeaways?

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Are there any other comments or questions from Task Force members?

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4	Key Takeaways and Roundtable Discussion with Task Force Members	Cayla McDonell	I	C

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5	Public Comment	Cayla McDonell	I	C

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Thank you

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