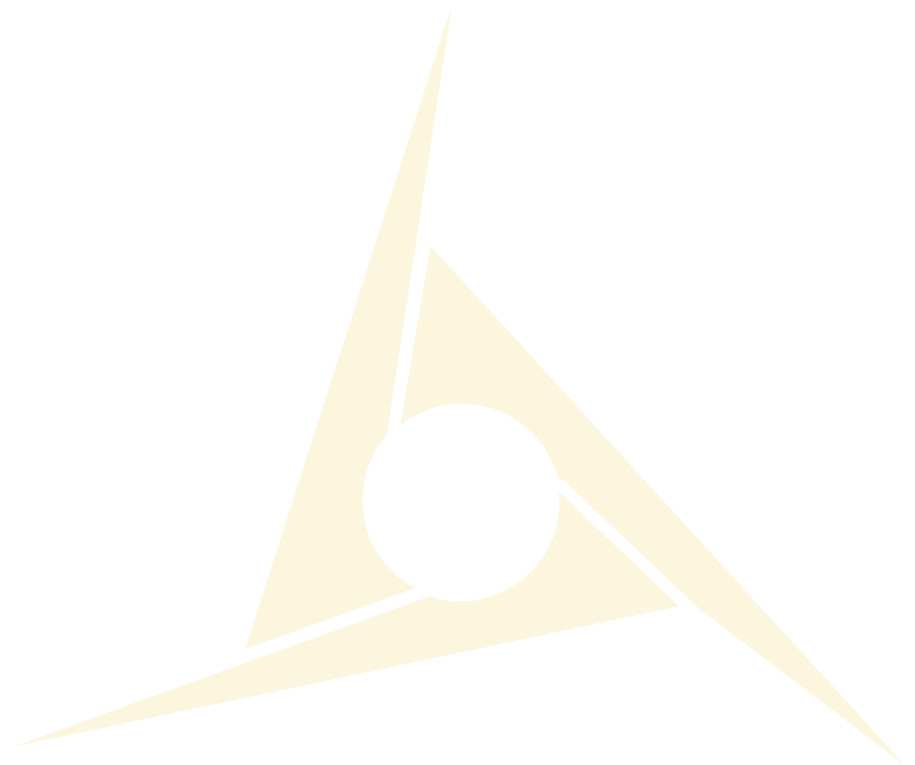


Vehicle Weight Safety Study Task Force Meeting

November 13, 2025



AGENDA – November 13, 2025

Tab	Item Description	Presenter	Type	Agency
GENERAL BUSINESS				
1	Roll Call & Webinar Logistics	Dylan Jimenez (CTC)	I	C
INFORMATION ITEMS				
2	Overview of Vehicle Weight Safety Study Process, Schedule, and Next Steps	Cayla McDonell (CTC)	I	C
3	Draft Summary of Vehicle Weight Safety Study Task Force Findings	Cayla McDonell (CTC)	I	C
OTHER MATTERS				
4	Public Comment	Cayla McDonell	I	C

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GENERAL BUSINESS

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1	Roll Call & Webinar Logistics	Dylan Jimenez	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 returned to you as quickly as possible.

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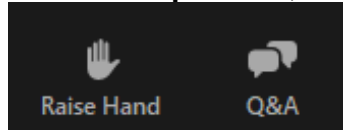
Live closed captioning is available.

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.

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.

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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GENERAL BUSINESS

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1	Roll Call & Webinar Logistics	Dylan Jimenez	I	C

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INFORMATION ITEMS

Tab	Item Description	Presenter	Type	Agency
2	Overview of Vehicle Weight Safety Study Process, Schedule, and Next Steps	Cayla McDonell	I	C

Vehicle Weight Safety Study Timeline

DATE	MILESTONE
Jun – Nov 2025	Monthly Task Force meetings
Dec 2025	Staff presents Task Force findings to California Transportation Commission and Interagency Equity Advisory Committee
Early 2026	Staff develops draft report to the Legislature
Early 2026	Public comment period and workshop on draft report
Spring 2026	California Transportation Commission adopts final report and submits to Legislature

Task Force Legislative Requirements

Government Code Section 14527.3 (AB 251, Ward) directs the Commission to convene a task force to study the relationship between vehicle weight and:

- (1) Vulnerable road user injuries and fatalities. **(July Task Force Meeting)**
- (2) Degradation of road infrastructure. **(September Task Force Meeting)**
- (3) How a passenger vehicle weight fee may change driver behavior. **(October Task Force Meeting)**
- (4) How any revenues generated by the imposition of a passenger vehicle weight fee could be directed to enhance road infrastructure that increases safety for pedestrians, bicyclists, and other vulnerable road users. **(October Task Force Meeting)**
- (5) Equity considerations relating to different population groups in the state, including persons of various demographic groups, persons residing in various regions of the state, persons with low incomes, and persons using a vehicle for commercial use versus personal use, and any appropriate adjustments for these considerations. **(All Task Force Meetings)**

Next Steps for Commission's Report to the Legislature

- Staff will circulate a form for Task Force members to provide open-ended supplementary comments.
- Presentation of Task Force Findings to California Transportation Commission and the Interagency Equity Advisory Committee
- Development of draft report to the Legislature informed by:
 - Summary of Task Force Findings (today's item)
 - UC Research
- Public workshop on the draft report during comment period (Early 2026)

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INFORMATION ITEMS

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2	Overview of Vehicle Weight Safety Study Process, Schedule, and Next Steps	Cayla McDonell	I	C

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INFORMATION ITEMS

Tab	Item Description	Presenter	Type	Agency
3	Draft Summary of Vehicle Weight Safety Study Task Force Findings	Cayla McDonell	I	C

Overview: Task Force Findings Report

1. Overview of the legislative requirements and the Task Force, including Task Force membership, purpose and scope, and meeting schedule and topics (Tab 2)
2. Key Takeaways: Key takeaways derived from the academic research with additional feedback provided by Task Force members and the public
3. Other Topics Identified by Task Force Members for Further Consideration: Topics outside the legislation but potentially relevant for Commission consideration

Key Takeaways: Task Force Findings Report

The following slides restate key takeaways from the University of California's research on the topics below and summarize additional feedback from Task Force members and the public, with modifications and additional comments received since the previous Task Force meeting (shown in red).

1. California Vehicle Fleet Trends;
2. California Injury and Fatality Trends;
3. Potential Regulatory Responses;
4. Potential Built Environment Responses;
5. Vehicle Weight and Road Degradation;
6. Potential Weight-Based Fee Responses; and,
7. Consumer Behavior Response.

1. California Vehicle Fleet Trends Key Takeaways

1.1 The weight of new passenger vehicles manufactured since the 1980s has continued to increase.

1.2 Over the next decade, SUVs are expected to overtake sedans as the most registered type of vehicle in California. SUVs are the fastest growing vehicle type registered in both rural and urban counties.

1.3 While SUVs are smaller than they were in the past, the average SUVs are 27% heavier, 19% taller and have 42% higher ground clearance than the average sedan.

1.4 Half of U.S. States have a weight-based fee for passenger vehicles for various purposes. California charges a weight fee for all commercial vehicles, which includes all pickup trucks (regardless of whether a pickup truck is registered for personal or commercial use).

1. California Vehicle Fleet Trends Key Takeaways

1.5 The average size (curb weight, height, ground clearance) of registered pickup trucks is growing faster than any other vehicle type. The average pickup truck registered in California is 47% heavier, 26% taller, and has 59% higher ground clearance than the average sedan.

1.6 Pickup trucks are 50% more prevalent in rural counties than urban counties.

1.7 Vehicle owners in the United States are holding on to their vehicles longer (12.6 years in 2024 v. 10.4 years in 2008) lengthening the time of the adoption of new vehicles with more safety features.

1.8 Hybrid and electric vehicles are heavier than standard internal combustion engine vehicles, with electric vehicles being the heaviest of the three. However, their share of registrations is small but increasing, with hybrids making up 6.5% of registrations and electric vehicles making up 5% of registrations.

1. California Vehicle Fleet Trends: Summary of Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- How decades of federal safety regulations may have impacted vehicle weight and form.
- What factors have contributed to Californians holding on to their vehicles for longer, how this might impact safety outcomes in different communities, and whether a vehicle weight fee might increase the amount of time Californians hold on to their vehicles thus exacerbating this issue.
- Whether there are fewer smaller vehicles available to California consumers when compared to larger and heavier vehicles.
- In part, vehicle composition trends presented here are in response to changing consumer demands and mobility needs.

2. California Injury & Fatality Trends Key Takeaways

2.1 (a) Vehicle collisions resulting in fatalities and serious injuries of vulnerable road users have increased.

2.1 (b) Vehicle registrations in California show that vehicles purchased are increasingly heavier, taller, and higher.

2.1 (c) Sedans, SUVs, pickups, ~~and sedans~~ are all more frequently involved in crashes resulting in fatalities and serious injuries to pedestrians and bicyclists in both urban and rural areas. SUVs are the fastest growing vehicle type involved in crashes (197% ped, 171% bike) followed by sedans (183% ped, 171% bike) and pickup trucks (166% ped, 152% bike) (2010 – 2022).

2. California Injury & Fatality Trends Key Takeaways

2.1 (d) UC Berkeley's research only shows correlation between these factors, not causation. **Vehicle weight could not be isolated amongst other factors that may have influenced a collision with a vulnerable road user.** This is due to the challenge of isolating vehicle weight from other factors (i.e., speed, vehicle features such as curb height, other factors redacted or not captured from crash reports, and more) involved in crashes, as well as other data limitations;

2.2 In both urban and rural areas, the majority of pedestrian and bicyclist fatalities and serious injuries are caused by sedans, which are the most registered vehicle type in California.

2.3 When controlling for population, pedestrian fatalities and serious injuries are more common in urban than rural areas.

2.4 When controlling for population, bicyclist fatalities and serious injuries are more common in urban than rural areas.

2. California Injury & Fatality Trends Key Takeaways

2.5 Fatalities for pedestrians have increased 71% since 2010.

2.6 Fatalities for bicyclists have remained steady since 2010.

2.7 Serious injuries for pedestrians have increased 44% since 2010.

2.8 Serious injuries for bicyclists have increased 20% since 2010.

2.9 Children pedestrians are 82% more likely to be killed if struck by a SUV versus a sedan.

2.10 When adjusting for population, pedestrian fatalities and serious injuries in disadvantaged areas are approximately 50% higher for all vehicle types.

2.11 Vehicle collisions involving pedestrians are more likely to occur at night and outside of intersections.

California Injury & Fatality Trends: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Further study how effective new NHTSA rulemaking and updates to the New Car Assessment Program, and automotive industry standards to improve safety outcomes of vulnerable road users for new vehicles, have improved trends for vulnerable road users.
- How distractions and other behaviors exhibited by both drivers and vulnerable road users, current licensing standards, older vehicles, rideshare services, autonomous vehicles, and heavier hybrid electric and battery electric vehicles play into collision trends presented.
- How behaviors of both vulnerable road users and drivers, including speeding, inattention, impairment, and the unsafe use of in vehicle entertainment contribute to collisions.

California Injury & Fatality Trends: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Improve quality and scope of crash data in crash reporting and **make more information available for similar studies such as whether a driver was distracted, impaired, how long since their license was renewed, the time of day of the collision, and other environmental and roadway conditions.**
- **Based on the research presented, SUVs and trucks do not conclusively encounter more collisions with vulnerable road users. However, research from the Insurance Institute for Highway Safety shows that collisions between larger vehicles and vulnerable road users are significant and more likely to result in fatalities and serious injuries for vulnerable road users.**

3. Potential Regulatory Responses Key Takeaways

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.

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.

3.3 In the United States, motor vehicle safety is regulated by Federal Motor Vehicle Safety Standards. Historically, the focus of these standards ~~advancements tended have been on~~ improving the safety of vehicle occupants as opposed to those outside the vehicle. This regulatory context has evolved recently, with the Biden Administration identifying the safety of those outside the vehicle as a priority for testing.

3.4 Other similar countries require vehicle testing for pedestrian collision outcomes.

Potential Regulatory Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Whether traffic enforcement, over-reliance on safety features in new vehicles, and funding challenges at the local level to make roadway improvements factor into fatality and serious injury trends seen amongst vulnerable road users.
- Whether states or countries have implemented stricter licensing standards for more dangerous passenger vehicles.
- Whether prioritizing improvements to various elements of the safe systems approach might be more effective at reducing fatalities and serious injuries of vulnerable road users compared to a fee-based approach. Whether data-driven infrastructure investment, improved driver licensing standards and education, improvements to traffic safety laws and enforcement can better address safety for all road users rather than a fee based on vehicle size.

Potential Regulatory Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Whether other states or countries have implemented stricter licensing requirements to **operate larger ~~more dangerous~~** passenger vehicles.
- **Consider high visibility enforcement to reduce vehicle speeds as a countermeasure to improve safety outcomes for vulnerable road users.**
- **Consider educational campaigns for drivers, pedestrians, bicyclists, and other vulnerable road users to improve safety outcomes.**

4. Potential Built Environment Responses Key Takeaways

4.1 (new key takeaway, subsequent key takeaways will be renumbered)

The Safe System Approach aims to eliminate fatal and serious injuries for all road users by accommodating for human mistakes, taking a proactive approach to identifying and addressing risks, and promoting shared responsibility for road safety. The Safe System Approach creates redundant layers of protection by strengthening all elements of the system, including: all road users act in a safe manner, vehicles are designed and regulated to minimize crashes and harm for all road users, speeds are managed so impact forces experienced by road users are not beyond their physical tolerances, infrastructure and roadway design prioritizes safety for all road users, and expediency of post-crash care.

4. Potential Built Environment Responses Key Takeaways

4.2 (formerly key takeaway 4.1. Subsequent takeaways will be renumbered) As part of the Safe System Approach, effective roadway design and infrastructure that prioritizes safety for all (i.e. roadway lighting, crosswalk enhancements, traffic calming measures, and separated bicyclist and pedestrian infrastructure) are associated with significant reductions in the risk and severity of crashes involving vulnerable road users.

4.3 The primary barriers to implementing infrastructure improvements that improve safety for vulnerable road users include: **limited** funding availability, implementing projects at scale, and jurisdictional challenges.

4. Potential Built Environment Responses Key Takeaways

4.4 Improvements to the built environment may result in and reveal inequities such as:

- Funding for local improvements is dependent largely upon the local tax base and regional formulaic funds, therefore improvements are more likely to occur in more affluent areas. However, improvements are also needed in low-income, rural, or areas where deaths, injuries, and worse health outcomes are more common due to the poor condition of the built environment.
- Investment in the built environment in less affluent areas could potentially accelerate gentrification and displacement.

Potential Built Environment Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- How land use influences safety of vulnerable road users.
- Better identify how effective each safety countermeasures is as vehicle speed increases. If investments are made in certain countermeasures that are then offset by adjacent vehicle speeds, infrastructure dollars are potentially being wasted on ineffective safety infrastructure for vulnerable road users.
- Emphasize mode deconfliction to reduce the fatality and serious injury trends seen amongst vulnerable road users.
- Consider comparing current roadway design practices and associated safety outcomes for vulnerable road users to identify areas where improvements to current roadway design practices could be made.

5. Vehicle Weight and Road Degradation Key Takeaways

5.1 Passenger vehicles and smaller pickup trucks, including battery electric and fuel cell vehicles, have a very minor effect on pavement damage and rehabilitation costs - so much so that they are excluded from consideration from pavement damage calculations.

5.2 Road degradation changes exponentially (to the 4th power) with axle load. Compared to the 20,000 lb.. maximum legal single axle load (California), a 2,000 lb.. axle causes 0.01% of the damage, which is the approximate axle load distribution of both typical internal combustion engine and zero emission vehicles, a 5,000 lb.. axle causes 0.39% of the damage, which is the approximate axel load distribution of a heavier pickup truck and zero emission vehicle, a 10,000 lb.. load causes 6.25% of the damage, and a 25,000 lb. load (not legal in California) causes 244% of the damage.

5.3 Incremental increases in passenger vehicle weight are not anticipated to have a significant impact on road degradation.

6. Potential Weight-Based Fee Responses Key Takeaways

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.

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.

6. Potential Weight-Based Fee Responses Key Takeaways

6.3: If it were implemented, 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: If it were implemented, a weight-based passenger vehicle fee could be imposed as part of annual vehicle registration or to vehicle sales at the point-of-purchase.

6.5: Fee exemptions could include professional occupation, income, fuel type, and other factors for the purposes of ensuring that a fee (if implemented) would be equitable and be in alignment with state priorities. However, further research could clarify how a weight-based passenger vehicle fee could adversely impact other user groups and other statewide goals not considered here.

6. Potential Weight-Based Fee Responses Key Takeaways

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 **program** 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 (**at the discretion of the local agency**). Several U.S. cities either restrict parking permits to smaller vehicles or have implemented weight-based vehicle sticker fees.

6. Potential Weight-Based Fee Responses Key Takeaways

6.9: According to UC Berkeley, 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 **that cannot purchase a smaller, lighter weight vehicle.**

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, 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.

Potential Weight-Based Fee Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Since UC Berkeley's research does not show a clear relationship between vehicle weight and fatality and serious injury trends, coupled with the rising cost to purchase a vehicle and the cost of living in California, it is difficult to justify a weight-based passenger vehicle fee.
- If a passenger vehicle weight-based fee were implemented, revenues generated should be invested in transportation infrastructure to promote safety for all users if a passenger weight-based fee would be imposed.

Potential Weight-Based Fee Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- If a passenger vehicle weight-based fee were implemented, revenues should be invested in projects that directly address the safety impacts of heavier vehicles and improve outcomes for vulnerable road users in all regions statewide as well as urban, rural, and suburban areas. Specifically, the fee should be a dedicated revenue stream used to fund safety projects which directly address improving safety for vulnerable road users (i.e., mode deconfliction, walking and bicycling facilities, and enhance the built environment to reduce serious injuries and fatalities of road users). Examples of such programs include the Road Maintenance and Rehabilitation Formula program, the Active Transportation Program, the Office of Traffic Safety programs, or similar.

Potential Weight-Based Fee Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- A member of the Task Force suggested that additional information should be considered to determine potential challenges implementing a weight-based passenger vehicle fee on tolling facilities such as:
 - Equity impacts and limitations to the goals of some tolling facilities that incentivize high-occupancy vehicles. How would the additional fee impact heavier high-occupancy passenger vehicles such as vanpools and those that require heavier vehicles for certain professions;
 - Shift travel onto local roads, impacting local traffic patterns and congestion, local infrastructure, and fatalities and serious injury rates amongst vulnerable road users;
 - Associated tolling infrastructure and administrative costs; and
 - Define the goal of weight-based tolling. There are few vulnerable road users on highways where tolling facilities exist and limitations to use of toll funds for safety improvements where vulnerable road users would see a benefit.

Potential Weight-Based Fee Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Concern regarding decoupling a weight fee from commercial vehicle status and applying a fee based on other factors. Consider continuation of the existing commercial weight fee separate from a weight-based passenger vehicle fee since commercial vehicles having different uses compared to passenger vehicles.
- Whether a weight-based fee will further exacerbate the delay in adoption of newer vehicles (due to increased cost from a new weight-based fee), thus delaying adoption of vehicles with improved safety standards and whether this could result in no change in current vulnerable road user injury and fatality trends presented.
- Whether a weight-based fee added to a mileage-based road user charge (if implemented) may exacerbate the financial burden of those who have the longest commutes. Equity impacts may include higher fees on those who must travel long distances with heavier vehicles for work, family, or disability needs.

Potential Weight-Based Fee Responses: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Task Force members provided different perspectives on whether the State should implement a passenger vehicle weight fee. Some Task Force members articulated a desire for more evidence linking specific vehicle features (e.g., vehicle weight, size, or hood design) to safety outcomes. **Some Task Force members also expressed concerns** about the cost burden given rising vehicle costs and the high cost of living in California. **This is discussed in more detail in section 6.** Others noted the research evidence that larger vehicles that are involved in a collision are correlated with a higher severity of injuries and that waiting for additional research would delay important policy benefits. Despite these different perspectives, multiple Task Force members ~~that~~ expressed the importance of investment in transportation infrastructure to promote **safety for all users in all regions statewide including urban, suburban, and rural areas and in response to current safety trends (see key takeaway 2.2)** if a passenger weight-based fee would be imposed.

7. Consumer Behavior Response Key Takeaways

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.

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. Consumer Behavior Response Key Takeaways

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.~~ If a weight-based passenger vehicle fee were imposed, consumer choice may be impacted by the higher fees and consumers may be less willing to purchase heavier vehicles. This could result in less revenue than predicted, but a larger reduction in the weight of vehicles on the road. ~~This could also limit the types of vehicles available to consumers.~~

7.8 A lower fee would likely have a less significant impact on purchase behavior and generate less revenue.

7. Consumer Behavior Response Key Takeaways

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:

1. Heaviest 10% of vehicle weights would decline 2.5%;
2. Mean weight of all vehicles on the road would decline 1.2%;
3. Number of large SUVs would decline by 17%;
4. Number of heavy and standard pickup trucks would decline by 10.5%;
5. Annual revenues of \$4.6 billion;

Note: the DynaSim model uses current 2024 model year data only and results do not reflect actual outcomes. The information presented here is for illustrative purposes only is not a specific policy proposal for consideration.

7. Consumer Behavior Response Key Takeaways

7.9 continued:

6. Number of electric vehicles would decline by 2.3%;
7. Number of plug-in hybrid vehicles would decline by 4.3%;
8. 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; and,
9. The expected one-time cost to the consumer would be \$3,871 on average (based on the average MSRP of \$55,600 for a passenger vehicle in 2024), with the maximum fee of \$19,500 for the heaviest and most expensive passenger vehicle.

Note: the DynaSim model uses current 2024 model year data only and results do not reflect actual outcomes. The information presented here is for illustrative purposes only is not a specific policy proposal for consideration.

7. Consumer Behavior Response Key Takeaways

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:

1. Mean weight of all vehicles on the road would decline 0.26%;
2. Number of large SUVs would decline by 4%;
3. Number of heavy and standard pickup trucks would decline by 3%;
4. Annual revenues of \$1.45 billion;
5. Number of electric vehicles would decline by 0.4%;

Note: the DynaSim model uses current 2024 model year data only and results do not reflect actual outcomes. The information presented here is for illustrative purposes only is not a specific policy proposal for consideration.

7. Consumer Behavior Response Key Takeaways

7.10 continued:

6. Number of plug-in hybrid vehicles would decline by 1%; and,
7. On an annual basis, the expected mean cost to the consumer would be \$77, with a maximum fee of \$390 for the heaviest and most expensive passenger vehicle.

Note: the DynaSim model uses current 2024 model year data only and results do not reflect actual outcomes. The information presented here is for illustrative purposes only is not a specific policy proposal for consideration.

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).

Consumer Behavior Response: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Consider making any fee revenue-neutral for the purposes of decreasing the weight of passenger vehicles purchased and manufactured over time and incentivizing the purchase of lighter weight vehicles.
- Consider a fee on higher weight passenger vehicles (with the possibility of differentiating the fee on heavier battery electric and hybrid electric vehicles). Revenues from the fee could be used as a rebate for the lowest weight passenger vehicles and forms of transportation that encourage mode shift including electric bicycles, transit, other.
- There may be additional safety, economic, and market shifts not accounted for in this consumer demand model that need to be studied further if a fee were imposed.

Consumer Behavior Response: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Additional information from other states with a weight-based passenger vehicle fee should be further studied, such as programmatic structure and goals, how revenue generated is being used, exemptions, and other vehicle features (i.e. towing capacity, etc.) is factored into fee structures.
- Consider incentives to encourage lowering passenger vehicle weight manufactured and purchased rather than penalizing heavier vehicles with a fee.
- There are limits to how much automotive manufactures can reduce the weight of vehicles due to vehicle safety and fuel economy standards.
- Whether directing revenue from a weight fee to improve infrastructure and roadway safety for all road users will result in fewer collisions and make roadways safer.

Consumer Behavior Response: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Applying weight fees to new vehicle sales will not address the current fleet, nor will they address behaviors exhibited by both drivers and vulnerable road users that may contribute to vulnerable road user injuries and fatalities trends presented.
- Given that the average price of a new vehicle now exceeds \$50,000, any increase in vehicle cost could disincentivize new vehicles purchases in California. This could hinder the state's efforts toward promoting adoption of battery electric vehicles and improving vehicle emissions standards, and delay adoption of features in newer vehicles that could reduce impacts to vulnerable road users such as advance driver assistance systems and other crash avoidance features. Furthermore, the more exorbitant fee modeled could have an even more adverse impact on consumers.

Consumer Behavior Response: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- If a fee were based on the annual fee (nominal fee) modeled, it does not demonstrate that it will have any significant change on consumer demand. Both the annual fee and point-of-sale (one-time) fee do not demonstrate how it will improve safety outcomes for vulnerable road users.
- Further study the impact of a vehicle weight fee levied at point-of sale (one-time fee) or annually as part of the schedule of registration fees on affordability, equity, and consumer choice. The structure and applicability of one-time or annual fees would need to be further defined. Whether a one-time fee be levied for each sales transaction, for vehicles coming out of state and/or only be applied to new vehicles. Whether the fee for vehicles imported into California would conflict with interstate commerce or taxed twice.

Consumer Behavior Response: Additional Feedback from Task Force Members

Task Force members offered this additional feedback:

- Conduct an analysis regarding how, if at all, this fee would affect commercial or occupational fleets and whether those fleets pay existing commercial weight fees. Determine how a weight-based passenger fee would be separate from and/or overlap with the existing commercial vehicle weight fees.
- Assess safety outcomes for vulnerable road users and socio-economic impacts for both the proposed fee structure(s) and proposed fee mechanism(s) modeled.

Other Topics from Task Force Members

Other topics from Task Force members for further consideration which are outside of the scope of UC Berkeley's research and the Task Force process include:

- a. Fee v. Tax; - propose moving to Chapter 2, Section 6.
- b. Incentivizing Versus Disincentivizing; - propose moving to Chapter 2, Section 6.
- c. Insurance;
- d. Motor Vehicle Nonoccupant Safety Rating;
- e. Perceptions of Safety;
- f. Traffic Enforcement; - propose moving to Chapter 2, Section 3.
- g. Unique Vehicle Needs; - propose moving to Chapter 2, Section 6.
- h. Unsafe Driving Behavior.- propose moving to Chapter 2, Section 6.

Additional Optional Feedback Opportunity for Task Force Members

Any additional commentary can be submitted to Cayla.McDonell@catc.ca.gov no later than COB Tuesday, November 25, for inclusion in the presentation materials for the California Transportation Commission's December meeting, via the format emailed to Task Force members.

AGENDA – November 13, 2025

INFORMATION ITEMS

Tab	Item Description	Presenter	Type	Agency
3	Draft Summary of Vehicle Weight Safety Study Task Force Findings	Cayla McDonell	I	C

AGENDA – November 13, 2025

INFORMATION ITEMS

Tab	Item Description	Presenter	Type	Agency
4	Public Comment	Cayla McDonell	I	C

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ADJOURN

Thank you

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