

Memorandum

To: CHAIR AND MEMBERS

Road Charge Meeting: February 25, 2022

From: MITCH WEISS, Executive Director

Reference Number: 5, Information

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Subject: Caltrans Overview of Road Charge BCP

Summary:

The California Department of Transportation (Caltrans) will provide an overview of the Senate Bill 339 (Wiener, Chapter 308, Statute of 2021) road charge [Budget Change Proposal \(BCP\)](#) submitted to the Legislature as part of the fiscal year 2022-23 Governor's Budget.

Background:

On January 10, 2022, the Governor's fiscal year 2022-23 proposed budget was submitted to the Legislature. Caltrans submitted a BCP that included a total of \$6,381,000 to support the Senate Bill 339 road charge pilot.

- \$4,000,000 (\$2,000,000 for two years) for Caltrans to procure consultant services to perform the pilot study.
- \$2,010,000 (\$1,005,000 for two years) for 6 limited-term staff for Caltrans to manage the project and interdepartmental coordination work required by SB 339.
- \$171,000 for 1 limited-term position for the California Department of Motor Vehicles to support the SB 339 pilot and interdepartmental coordination work. The position will assist in developing a process to collect the road charge revenue into state systems.
- \$200,000 in consultant service dollars for the California Transportation Commission to support the bill's requirements for the Road Charge Technical Advisory Committee to provide recommendations on pilot design criteria by July 1, 2023, including the group of vehicles to participate in the pilot.

The BCP presents two alternatives for the pilot that identifies the group of vehicles to participate in the pilot. The first alternative is a 750-participant pilot "to create a sufficient sample size to meet the intent of SB 339 to study behavior changes caused by two separate mileage collection rate options." The second alternative is a 50-participant pilot with Caltrans state vehicles only "to implement a road charge revenue collection pilot without receiving any

additional budget change proposal resources.” The BCP recommends the first alternative, stating that it will be “large enough to meet SB 339’s requirements, but small enough to save unnecessary expense.”

The BCP also includes an implementation timeline. This timeline shows that Caltrans intends to “plan, coordinate, and recruit participants” starting in January 2023, six months prior to the statutory deadline for the Road Charge Technical Advisory Committee to provide its recommendations, including on the group of vehicles to participate.

The BCP is linked in the first paragraph, here is the full link to where it can be found online:
https://esd.dof.ca.gov/Documents/bcp/2223/FY2223_ORG2660_BCP5265.pdf