

California Funding and Objectives:

Fiscal Year	Amount Granted	Objective(s)
2016	\$750,000	Test a RUC pilot using pay-at-the-pump/charging stations.
2017	\$1,750,000	Explore mechanisms to collect revenue at pay-at-the-pump/charging stations.
2018	\$2,030,000	Explore using other emerging technologies in California's RUC Program, such as usage-based insurance, transportation network companies, and automated vehicles.
2019	N/A	N/A
2020	\$2,150,000	Road Charge Pilots Program: Caltrans will test the viability of current global positioning system technology to determine which roads are part of a public network and may be subject to a fee.
2021	\$3,000,000	The California legislature passed a bill requiring the State to test the revenue collection process of a road charge program and public acceptance. The pilot will study the potential behavioral changes caused by applying two different rate structures, which can provide insights on drivers' choices.

Program Approach and Design: California completed a State-funded mileage-based revenue collection pilot in March 2017. This pilot, known as the Road Charge Pilot Program, included more than 5,000 participants and tested the functionality, complexity, and feasibility of a mileage-based system as a potential new revenue collection method for transportation funding. With funding awarded as part of the STSFA, California initiated a Phase I Program (FY 2016) that enhanced the completed pilot with the following activities:

- Assessed which agencies could administer a statewide road charge program.
- Developed a road charge revenue flow model that could be used as a tool to assess the costs and benefits of a new program.
- Identified elements of an enforcement program and associated strategies for ensuring compliance.
- Invested technologies for paying a road charge at gas stations or electric charge ports.

More information is available at: <https://caroadcharge.com>.