



Road Repair and Accountability Act of 2017

- About two-thirds of the new revenue generated is from fuel taxes paid by drivers as they use the roads
- The proposal ends the annual Board of Equalization Gas Excise “tax swap” adjustment that has varied from 9.8-21.5 cents in recent years. The rate will be adjusted prospectively by the Consumer Price Index
- The adjustment will stabilize available funding going forward
- About one-third of the new funding will come from a Transportation Improvement Fee on vehicles
- The Transportation Improvement Fee, which is based on the value of the vehicle, combined with the Gas Excise Tax equates to less than \$10 a month for most car owners
- Zero-Emission Vehicle Fees (ZEV fee) will pay \$100 annually starting July 1, 2020 so the expanding fleet of ZEVs will pay a portion for their use of the roads. Gasoline-Electric hybrid vehicles (partial ZEVs) are excluded from this fee

10-Year Revenue by Type	
Fuel Taxes	
Gas Excise	\$24.4 billion
Diesel Excise	\$7.3 billion
Diesel Sales	\$3.5 billion
Vehicle-Based Fees	
Value-Based Transportation Improvement Fee	\$16.3 billion
ZEV Fee Commencing in 2020	\$.2 billion
One-Time Repayment of Transportation Loans	
Repaying Outstanding Loans from General Fund	\$706 million
TOTAL	\$52.4 billion

This Proposal will Strengthen the Economy, Expand Trade and Create Good-Paying Jobs in California