

From: pkoslyn@yahoo.com
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Monday, July 20, 2015 5:49:28 PM

Below is the result of your feedback form. It was submitted by Pamela Koslyn (pkoslyn@yahoo.com) on July 20th, 2015 at 05:49PM (PDT).

firstname: Pamela
lastname: Koslyn
city: Los Angeles
zip: 90039
zip_plus_four: 3646
email: pkoslyn@yahoo.com
comments: A gas tax makes sense, because it incentivizes EVs. EVs tend to be smaller and lighter than combustion vehicles, so they burden the streets less.

When there's a critical mass of people who have seen the light and drive EVs, THEN you can charge drivers based on miles driven.

submit: Submit Comments

From: Bob.Deen@jpl.nasa.gov
To: Road.Charge.Pilot.Program@DOT; Hinson.Philip@DOT; Chhimi.Jigme@DOT; Gutierrez.Gary.F@DOT; brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Monday, July 20, 2015 10:33:57 AM

Below is the result of your feedback form. It was submitted by Robert Deen (Bob.Deen@jpl.nasa.gov) on July 20th, 2015 at 10:33AM (PDT).

firstname: Robert

lastname: Deen

city: Altadena

zip: 91001

email: Bob.Deen@jpl.nasa.gov

comments: The idea **should** be eliminated before it starts. Gasoline needs to be taxed more - much more, hugely more, insanely more - anyway, and hiking the tax to pay for roads is a great way to do it. If we're going to lose 50% of the gas tax revenue, then double the tax!!

Even in the absence of EV's it's perverse, in that it disincentivizes high MPG cars.

Once most cars no longer run on gas, THEN we can talk about alternative ways of raising road maintenance revenue. Until then, this kind of disincentive is the worst possible idea.

Yes, long term, all mechanized road users should pay for the roads. But we're nowhere NEAR that point yet.

submit: Submit Comments

From: cdavis@itep.org
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, July 21, 2015 12:09:12 PM

Below is the result of your feedback form. It was submitted by Carl Davis (cdavis@itep.org) on July 21st, 2015 at 12:09PM (PDT).

firstname: Carl
lastname: Davis
city: Burlington, VT
zip: 05401
email: cdavis@itep.org

comments: Studying the feasibility of a vehicle miles traveled tax (VMT tax) in California is a worthwhile endeavor. If we are headed toward a future where many vehicles will use little or no gasoline, then eventually the gasoline tax will cease being a reliable way of charging drivers for their use of the roads.

The legislation creating this committee, and the committee's online materials, both reference Oregon as a leader in VMT tax experimentation. While this is true, it is also important to note that Oregon's VMT tax program (called OReGO) contains a serious flaw that sharply limits its ability to raise revenue in a sustainable manner. That flaw is a lack of planning for inflation.

Under OReGO, the tax rate applied to each mile driven is a flat 1.5 cents-per-mile. As Oregon's law is currently written, drivers participating in the program a decade from now will be charged the same 1.5 cent-per-mile tax that they are being charged today. This is despite the fact that asphalt, concrete, machinery, and other construction materials are virtually guaranteed to become more expensive in the years ahead.

If construction costs grow by a modest 2 percent per year, the OReGO system's 1.5 cent tax rate will have lost nearly a fifth of its purchasing power within the next decade. Offsetting this loss will require raising the tax rate to 1.8 cents per mile.

The most efficient and seamless way of allowing the OReGO tax rate to keep pace with inflation is to rewrite the law so that the rate automatically updates each year according to a formula that takes inflation into consideration. Such formulas already exist in the gas tax laws of states such as Florida, Georgia, Maryland, Rhode Island, and Utah. And similar inflation indexing provisions are well tested in the income taxes levied by California, Oregon, and numerous other states.

The goal of a VMT tax pilot project is to find a sustainable way of funding transportation in the long-term. If California moves ahead with a VMT tax system that does not take the inevitable impact of inflation into account, then it will have failed to achieve this goal.

ITEP staff are happy to provide more information on this important issue upon request. In the meantime, if you would like to learn more, our June 2015 report on this topic is titled, "Pay-Per-Mile Tax is Only a Partial Fix" and is available online at: www.itep.org/itep_reports/2015/06/pay-per-mile-tax-is-only-a-partial-fix-1.php

submit: Submit Comments

From: none@inbox.com
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, July 21, 2015 12:51:18 PM

Below is the result of your feedback form. It was submitted by
Joe Citizen (none@inbox.com) on July 21st, 2015 at 12:51PM (PDT).

firstname: Joe
lastname: Citizen
city: Sacramento
zip: 95814
email: none@inbox.com
comments: Bring back the toll ways, as the freeway model does not generate revenues.
submit: Submit Comments

From: [Robert E. Rutkowski](mailto:Robert.E.Rutkowski@dot.ca.gov)
To: [Road Charge Pilot Program@DOT](mailto:Road.Charge.Pilot.Program@DOT)
Subject: California Pay-Per-Mile Program Will Fail if Inflation is Ignored
Date: Tuesday, July 21, 2015 1:10:44 PM

Governor Jerry Brown
CalSTA Secretary Brian P. Kelly
Caltrans Director Malcolm Dougherty
CTC Director Will Kempton
California Road Charge Technical Advisory Committee
State Capitol Building
Sacramento, CA 95814
Phone: 916-445-2841
Fax: 916-558-3160
E-mail: <http://govnews.ca.gov/gov39mail/mail.php>, Road.Charge.Pilot.Program@dot.ca.gov

Re: California Pay-Per-Mile Program Will Fail if Inflation is Ignored

Dear Gentlemen:

Studying the feasibility of a vehicle miles traveled tax (VMT tax) in California is a worthwhile endeavor. If we are headed toward a future where many vehicles will use little or no gasoline, then eventually the gasoline tax will cease being a reliable way of charging drivers for their use of the roads.

The legislation creating this committee, and the committee's online materials, both reference Oregon as a leader in VMT tax experimentation. While this is true, it is also important to note that Oregon's VMT tax program (called OReGO) contains a serious flaw that sharply limits its ability to raise revenue in a sustainable manner. That flaw is a lack of planning for inflation.

Under OReGO, the tax rate applied to each mile driven is a flat 1.5 cents-per-mile. As Oregon's law is currently written, drivers participating in the program a decade from now will be charged the same 1.5 cent-per-mile tax that they are being charged today. This is despite the fact that asphalt, concrete, machinery, and other construction materials are virtually guaranteed to become more expensive in the years ahead.

If construction costs grow by a modest 2 percent per year, the OReGO system's 1.5 cent tax rate will have lost nearly a fifth of its purchasing power within the next decade. Offsetting this loss will require raising the tax rate to 1.8 cents per mile.

The most efficient and seamless way of allowing the OReGO tax rate to keep pace with inflation is to rewrite the law so that the rate automatically updates each year according to a formula that takes inflation into consideration. Such formulas already exist in the gas tax laws of states such as Florida, Georgia, Maryland, Rhode Island, and Utah. And similar inflation indexing provisions are well tested in the income taxes levied by California, Oregon, and numerous other states.

The goal of a VMT tax pilot project is to find a sustainable way of funding transportation in the long-term. If California moves ahead with a VMT tax system that does not take the inevitable impact of inflation into account, then it will have failed to achieve this goal.

Thank you for the opportunity to bring these remarks to your attention.

Yours sincerely,
Robert E. Rutkowski

cc: House Minority Leadership

2527 Faxon Court
Topeka, Kansas 66605-2086
P/F: 1 785 379-9671
E-mail: r_e_rutkowski@att.net

From: cliff49er@surewest.net [mailto:cliff49er@surewest.net]
Sent: Thursday, July 23, 2015 10:35 PM
To: Road Charge Pilot Program@DOT
Subject: Re: Welcome to the California Road Charge Pilot Program!

I just attend a conference in Portland OR and during the conference was a presentation of the Oregon program which just started their pilot program a few weeks ago. I was wonder how much interaction we have had with Oregon and their program? We don't really have to develop a totally new program, lets take a look at what other states are doing and learn both the good and the bad from them.

Are we doing that?

Thanks

From: [Pennebaker, Laura@DOT](mailto:Pennebaker.Laura@DOT)
To: [Pennebaker, Laura@DOT](mailto:Pennebaker.Laura@DOT)
Subject: Comments from Nevada County Transportation Commission Received 7/24/15
Date: Thursday, August 06, 2015 7:52:13 AM

On Wednesday July 15th, CTC staff provided an informational presentation on Transportation Funding including an overview of the Road Charge Pilot Program to the Nevada County Transportation Commission (NCTC).

The following comments were communicated to CTC staff via email on July 24th in follow-up to the presentation:

- Concerns that the costs of doing business may not get the adequate scrutiny and appropriate remedial measures required to help reduce the lag on the revenue side.
- Recommend both sides of the ledger (costs and revenues) could use examination.

From: ted.link-oberstar@sen.ca.gov
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Friday, July 24, 2015 4:35:47 PM

Below is the result of your feedback form. It was submitted by
Ted Link-Oberstar (ted.link-oberstar@sen.ca.gov) on July 24th, 2015 at 04:35PM (PDT).

firstname: Ted

lastname: Link-Oberstar

city: Sacramento

zip: 95833

zip_plus_four: 2777

email: ted.link-oberstar@sen.ca.gov

comments: I have been attempting to track the TAC's progress throughout this process -- following the meetings online when possible and, some in person when they have been in Sacramento. However, until today's discussion I had not realized that the pilot program was going to be essentially a simulation, in which participants would not actually be making actual payments. While I do understand that SB 1077 may not have authorized the Legislature to collect funds as part of the pilot, I do wonder whether or not this could impact the viability of the pilot and the quality of the data collected. Might participants actually behave differently, or have different reactions to the pilot if they do not actually have real skin in the game? (i.e. funds paid). If I'm not actually writing that check, or making that credit card payment, I wonder if I might have a different feeling about the process. Just wondering whether or not this is something that the TAC has discussed during any of !
the meetings I haven't been able to watch.

submit: Submit Comments

From: kmshtz@yahoo.com
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, August 04, 2015 3:42:12 PM

Below is the result of your feedback form. It was submitted by
Kim Shultz (kmshtz@yahoo.com) on August 4th, 2015 at 03:42PM (PDT).

firstname: Kim

lastname: Shultz

city: Scotts Valley

zip: 95066

email: kmshtz@yahoo.com

comments: My career has been in transportation planning/project management and I have long held that the economics of transportation are broken which has had multiple undesirable impacts to our community. And so it was that I read the CA Road Charge Pilot brochure (and many other documents currently posted) with great anticipation. However, I was very disappointed when I read in the brochure the claim that tolling on a broad scale was not possible. While I think that position is expedient and broad scale implementation may require incremental application requiring technologies not yet cost effective or even available, it is a terrible mindset to foster and undercuts the potential of the program in it's infancy. The repercussions of a proper, broad based road pricing system are tremendous and would fundamentally change our urban landscape and environment. It is entirely possible to qualify the long term applications and frankly more credible to an inquisitive mind.

Thank you.

submit: Submit Comments

From: rogerburlingame@msn.com
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, August 04, 2015 7:44:01 PM

Below is the result of your feedback form. It was submitted by
ROGER BURLINGAME (rogerburlingame@msn.com) on August 4th, 2015 at 07:43PM (PDT).

firstname: ROGER

lastname: BURLINGAME

city: THOUSAND OAKS

zip: 91360

email: rogerburlingame@msn.com

comments: I am NOT in favor of the state trying to find new and novel ways to increase my taxes. The Road Charge will become another intrusive method whereby I will have to inform the state on all the details of my driving habits and road usage.

If fuel tax revenues are down because of more fuel efficient cars, then increase the existing gas tax and leave it at that.

submit: Submit Comments

From: thjcs@verizon.net
To: [Road Charge Pilot Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, August 04, 2015 3:46:27 PM

Below is the result of your feedback form. It was submitted by
Tim Shultz (thjcs@verizon.net) on August 4th, 2015 at 03:46PM (PDT).

firstname: Tim

lastname: Shultz

city: Bishop

zip: 93514

email: thjcs@verizon.net

comments: I would like to suggest that in addition to miles driven, the weight of the vehicle should be taken into account, as 1000 miles in a Ford Focus, has less impact on the highway than 1000 miles in a Hummer, which is still less than 1000 miles of an 80,000pound truck. Roadway deterioration is all based on wheel loading, so a weight bias is really needed to make things 'fair' and encourage the smallest vehicle for the job to be done. I think keeping a percentage based gas tax is also a good idea, as this would also continue to encourage alternate fuels and/or more efficient vehicles. Somehow incorporating the number of passengers in the vehicle could be used to encourage ride sharing. 1000 miles if one person is in the car (actual miles traveled, but maybe 500 miles charged if 2 people are in the car, or some percentage reduction for the first passenger, and an additional reduction for each additional passenger. No idea how any of this will be administered, espec!

ally the passenger issue. Good luck with this. I still think weight based registration fees for ALL vehicles (not just commercial) and a percentage gas tax is the best and easiest solution.

submit: Submit Comments

From: josephgrillo@gmail.com
To: Road.Charge.Pilot.Program@DOT; Hinson.Philip@DOT; Chhimi.Jigme@DOT; Gutierrez.Gary.F@DOT; brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Wednesday, August 05, 2015 10:33:24 AM

Below is the result of your feedback form. It was submitted by
joe grillo (josephgrillo@gmail.com) on August 5th, 2015 at 10:33AM (PDT).

firstname: joe
lastname: grillo
city: ORINDA
zip: 94563
email: josephgrillo@gmail.com
comments: This is ridiculous. Just raise the gas tax. This is a disincentive to those who would buy more fuel
efficient cars (that by the way cause less wear and tear/mile than the gas guzzlers). GET A CLUE
submit: Submit Comments

From: Suzanne Mont [mailto:alybrad@roadrunner.com]
Sent: Sunday, August 09, 2015 12:17 PM
To: California Transportation Commission@DOT
Subject: Road Charges

Hello,

Just a few comments to an article I saw in the paper about discussing ways to increase revenue for road repair. Generally charging motorists for miles driven instead of gas (bought) used is wrong. Also the theory that electric vehicles being "heavier" and therefore wearing the road more is wrong. Electric vehicles do not drip oil onto the streets and then bake it in with hot exhaust mufflers and catalytic converters. EV's do vary in weight according to their size just like gas cars.

The cost should be spread out over a broader area through a connection with income tax, sales tax etc? People who don't own cars still ride in cars and busses to get to where they need to go. Those who buy a box of laundry soap at the local store had it delivered to that store by truck.

So, the cost for the road maintenance and repair should not be covered just by those who own cars. And certainly there should be no penalty at all for those who bought alternate fuel vehicles. This would also keep the incentive there for more people to get them and reduce pollution.

Just my 2 cents worth. I know this idea is still very early in the planning stage. I just want the above upfront in the discussion about this.

Thank you,

David Mont

From: jabajac@msn.com
To: Road_Charge_Pilot_Program@DOT; Hinson.Philip@DOT; Chhimi.Jigme@DOT; Gutierrez.Gary.F@DOT; brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Sunday, August 09, 2015 2:20:47 PM

Below is the result of your feedback form. It was submitted by
Joel Jacobs (jabajac@msn.com) on August 9th, 2015 at 02:20PM (PDT).

firstname: Joel

lastname: Jacobs

city: Laguna Niguel

zip: 92677

zip_plus_four: 7447

email: jabajac@msn.com

comments: As an engineer I have the following to suggest:

To base tax on milage driven here is how:

Have manufactures place VIN # as Bar Code at fill port. (To be phased in of course). Labels may be added for current vehicles.

Modify gas pump computers to read this VIN with sensors located at fill port nozzles.

Modify program at gas station fill pumps to read VIN and create algorithm to factor in Identifing VIN with car brand average milage effiency to add factor to compute state tax based on calculated milage driven using this factor and the fuel used.

This will not work for all-electric unless they buy some fuel but levels the playing field for Hybrid owners, for which I am one.

Contact me for more info.

949-429-1881

submit: Submit Comments

James Madaffer, Chairman,

August 10, 2015

California Road Charge Technical Advisory Committee,

As an engineer I have the following to suggest.

Below outlines a possible method on how to base highway tax on vehicle miles driven while maintaining individual privacy.

Have manufactures of vehicles sold in California place a VIN bar # code near the vehicle fuel fill port. (cost, minimal)

Mandate that all fuel supply stations add bar code readers at fill port hoses. (imposes a cost on vendors)

Modify fuel pump computers to identify this code and associate it with a vehicle fuel efficiency factor supplied by the manufacturers of all vehicles. An imbedded algorithm at the pump's computer, would then compute the fuel tax due based on this factor and the fuel purchased now based on the miles drive. A default factor of say, 20 MPG, could be used for those vehicles not displaying a bar code such as, non-California vehicles.

There would be a small cost to fuel suppliers to achieve this, and a phase-in time.

Hybrid and all drivers would now pay their road tax share based on miles driven.

An alternative and less costly method **would be simply raise the fuel tax per gallon** the amount required and allow those owners of high gas mileage vehicles the advantage of lower road tax to encourage reduced carbon admissions.

The first outlined method does the opposite!

Note: Neither plan considers all electric vehicles, which in my opinion, is the FUTURE!

"THINK OUT OF THE BOX"

Joel Jacobs

From: d.hansen79@yahoo.com
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, August 11, 2015 12:51:07 PM

Below is the result of your feedback form. It was submitted by Diane Hansen (d.hansen79@yahoo.com) on August 11th, 2015 at 12:50PM (PDT).

firstname: Diane

lastname: Hansen

city: Riverside

zip: 92508

email: d.hansen79@yahoo.com

comments: How are we going to be able to monitor this time or miles on the road for tax purposes? What if a portion of the person's miles are in a different state? You'd almost need to have a GPS installed on every vehicle to qualify the time or miles. That would be a privacy issue. How would this be ready by 2017?

submit: Submit Comments

From: JoeSMith@yahoo.com
To: [Road Charge Pilot Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, August 11, 2015 9:21:21 AM

Below is the result of your feedback form. It was submitted by Joe Smith (JoeSMith@yahoo.com) on August 11th, 2015 at 09:21AM (PDT).

firstname: Joe
lastname: Smith
city: Los Angeles
zip: 90063
email: JoeSMith@yahoo.com
comments: Please explain why a new law has to be passed to collect more taxes from California residents? The DMV already collects taxes from already HIGH registration fees to repair roads.

Except from DMV website.
Your DMV fees go to:

- Local government (cities/counties) 40.7%
- CHP 25.7%
- DMV 13.9%
- State highways (Caltrans) 13.0%
- Air Resources Board 1.7%
- Other state agencies 4.3%
- State General Fund 0.7%

STOP allowing politicians from stealing the money from these funds to fund other programs! There are already programs to pay for roads. The money collected from the DMV is not beings used for this purpose.
submit: Submit Comments

From: 1220addie@gmail.com
To: Road.Charge.Pilot.Program@DOT; Hinson.Philip@DOT; Chhimi.Jigme@DOT; Gutierrez.Gary.F@DOT; brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Tuesday, August 11, 2015 7:52:26 AM

Below is the result of your feedback form. It was submitted by
Renee East (1220addie@gmail.com) on August 11th, 2015 at 07:52AM (PDT).

firstname: Renee

lastname: East

city: Clovis

zip: 93612

email: 1220addie@gmail.com

comments: I feel like Californians are penalized and taxed to death. Why should we have to pay any more taxes? Politicians, Governor's, etc. are driving everyone out of this State. I think it's a shame - when does it quit?

submit: Submit Comments

From: gailpaparian@verizon.net
To: Road_Charge_Pilot_Program@DOT; [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Wednesday, August 12, 2015 12:11:32 AM

Below is the result of your feedback form. It was submitted by
Gail Paparian (gailpaparian@verizon.net) on August 12th, 2015 at 12:11AM (PDT).

firstname: Gail

lastname: Paparian

city: Bsnning

zip: 92220

email: gailpaparian@verizon.net

comments: When will CA wakebup to need of better, more efficient public transportation? It is successfully done all over the world. Why not FINALLY here?

submit: Submit Comments

From: vicentekyan@gmail.com
To: Road_Charge_Pilot_Program@DOT; Hinson.Philip@DOT; Chhimi.Jigme@DOT; Gutierrez.Gary.F@DOT; brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Wednesday, August 12, 2015 11:45:46 AM

Below is the result of your feedback form. It was submitted by Vincent Kyan (vicentekyan@gmail.com) on August 12th, 2015 at 11:45AM (PDT).

firstname: Vincent

lastname: Kyan

city: Murrieta

zip: 92562

email: vicentekyan@gmail.com

comments: I hope this email gets to the governor because I think he is a fair person.

Having a tax based on miles driven would penalize the middle and poor class the most.

I drive 108 miles to work everyday from Orange County to Riverside.

Property is so expensive in Orange county that thousands of people who work in Orange county commute to Riverside. We can not afford to live in Orange County housing is just too expensive.

I wish I could live in Orange County. Middle and poor class people are the ones who commute long distances the most because is too expensive to buy a house on the major employment centers like Orange County, Los Angeles, San Diego, or San Francisco. We already pay higher insurance rates and gas.

Upper middle class and Rich people can afford to live close to work, they can live wherever they want.

I live in Murrieta because housing is inexpensive and 70% of the people commute to San Diego or Orange County, some as far as Los Angeles. I wish I didn't have to drive so much, I would love to spend more time with my family.

submit: Submit Comments

From: awuhhusmx@aol.com
To: [Road Charge Pilot Program@DOT](mailto:Road.Charge.Pilot.Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Wednesday, August 12, 2015 10:47:32 AM

Below is the result of your feedback form. It was submitted by
x xx (awuhhusmx@aol.com) on August 12th, 2015 at 10:47AM (PDT).

firstname: x
lastname: xx
city: Rocklin
zip: 95765
email: awuhhusmx@aol.com

comments: Trucks (tractor-trailers) are the largest contributors by far to road damage than any other vehicle type. The first revenue enhancement should be an increase in truck registration fees and fines for truckers who operate overweight vehicles. Although a relatively small number, these drivers should pay more because they cause the most damage to the roads.

One driver who pays NO tax right now are all electric vehicle owners. These drivers definitely need to contribute to the pot. Since most electric vehicles are recharged from a separately metered charger, a simple way for these road users to contribute is to add a tax to these accounts. No one likes paying a new tax, but it is reasonable to collect revenue from these drivers just like everyone else who pays it at the pump.

If the current system that generates revenue for road maintenance truly cannot keep up with the actual cost of maintaining the roads, then a small increase in the State gas tax would probably be acceptable by most drivers. The biggest problem the State has is the perception that an increase in tax provides NO actual improvement to the roads. A PR campaign to highlight success stories needs to be done in conjunction with an increase in tax.

Whatever option(s) are ultimately chosen, the most important factor for success is a system that fairly charges ALL users. The mechanism that generates the revenue MUST be consumption based; that way every user pays (gasoline, electric, hydrogen, etc.) no matter what. Any system that requires any kind of choice OR even mandated (allow/force your vehicle mileage to be monitored) WILL be cheated. Even the most technologically available system WILL be disabled or slighted somehow. And once one person discovers how to do it, most every else will also do it. Many people choose to pay no taxes even with the steep penalties already on the books and hope not to get caught; people who pay their fair share but expect everyone else to do the same WON'T if they know many others cheat the system.

submit: Submit Comments

From: michael_silva@dot.ca.gov
To: [Road Charge Pilot Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); brady.tadcol@dot.ca.gov
Subject: California Road Charge Pilot Program Public Comments
Date: Thursday, August 13, 2015 12:04:37 PM

Below is the result of your feedback form. It was submitted by michael silva (michael_silva@dot.ca.gov) on August 13th, 2015 at 12:04PM (PDT).

firstname: michael

lastname: silva

city: rocklin

zip: 95677

email: michael_silva@dot.ca.gov

comments: One of the first things needing a change is the cap and trade tax being used for low income housing.

Most of the tax target is fuel haulers having nothing to do with housing. The fuel is for vehicles and should be used for the maintenance and replacement of the roadways.

Additionally the funds should be used for maintenance of what already exists without constructing any more new roadways. New roadways are being constructed in areas having congested roadways

Why are the roadways congested? Most vehicles in the congestion are occupied by 1 person. More people in less vehicles is the answer here which would reduce the need for any new tax.

submit: Submit Comments

July 28, 2015

Mr. James Madaffer, Commissioner
California Transportation Commission
Madaffer Enterprises, Inc.
1620 5th Avenue, Suite 400
San Diego, CA 92101

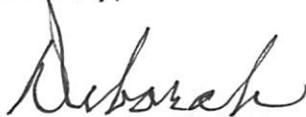
Dear Commissioner Madaffer:

On behalf of the Inland Action Board of Directors, I want to thank you for your presentation before our group this morning. Your presentation was one of the most interesting that we have had, especially in light of your comments beyond the road charge pilot and into the future of transportation.

Inland Action will be developing a letter to the Road Charge Committee on the issues that came up this morning and sharing our comments with the Inland Empire legislative delegation. Although the road charge is a difficult concept and dramatic change for both individuals and businesses alike, the more we learn the more we see people becoming accepting of the concepts. Your presentation was very informative and open with respect to the challenges ahead. Thank you so much for helping us evolve with respect to this issue.

We are appreciative of the work that you are doing on behalf of transportation in the State of California and hope that we can keep in touch as you continue your work on the pilot project.

Sincerely,



Deborah Barmack, President
Inland Action



CALAVERAS
COUNCIL of
GOVERNMENTS

August 5, 2015

Commissioner Madaffer
California Transportation Commission, Road User Charge Technical Advisory Committee
1120 N Street, MS 52
Sacramento, CA 95814

RE: California Road User Charge (RUC) Pilot Program- Advocating Rural Interests

Dear Commissioner Madaffer,

On behalf of the Calaveras Council of Governments, we first commend the California Transportation Commission for its role in the exploration of sustainable alternative revenue sources to support California's transportation infrastructure. We recognize the statewide need, a nearly \$293 billion dollar shortfall, and we stand behind your efforts to evaluate alternatives to the gas tax system. While we stand united in a search for new revenue, as a rural county we are struggling to compete and stay relevant in the new vision that has become transportation in the 21st century.

On a local level, Calaveras has felt the impacts of the uncertainty and volatility of current revenue sources. For us, we struggle to improve the backbone of our transportation infrastructure, State Route Hwy 4. The backbone by which our local economies depend is quite literally a 100 year old wagon trail. Calaveras has been preparing since 2007 for the delivery of the Wagon Trail Project, an operational gap fill project on State Route 4, which is now facing funding challenges as a result of the zero capacity State Transportation Improvement Program (STIP).

As with many other regions in the state, we are directly affected by the current state of funding and are committed to working with the State on a long term solution. As a Rural County, we ask for equity and consideration in the development of the Road User Charge Program.

We ask for consideration of rural equity, specifically the following:

1. **Study the driving efficiency of highway versus city miles per gallon (MPG).** With increased efficiency and MPG for rural driving, will a mileage based fee system unfairly increase the amount paid by rural residents? The Oregon study acknowledged an annual \$50 difference. A similar Washington Study (Impacts of VMT Reduction Strategies on Selected Areas and Groups, 2010) notes a daily increase from \$1.40 per day to \$7.00.
2. Consider conducting a **study specific to California** on the Impacts of Rural, Urban and Mixed Counties similar to that of the Oregon report published in 2013. While the TAC references the Oregon study, we question the use and reliance of that study due to the differences that exist between the two states (e.g., Oregon was exploring a RUC for vehicles getting 55 MPG or more), the small sample size, and improvements in vehicle technology in the several years since their 2012 study analysis was done.

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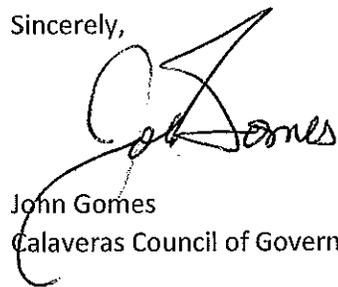
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www.calacog.org

3. **Reconsider a vehicle hourly tax (VHT)**, which may in fact provide a fairer assessment between urban and rural/highway driving efficiency, provide the mechanism to account for peak hour travel on congested roadways, which have a higher cost to society, while also addressing privacy concerns.
4. **Consider a Rural Forum**, the Calaveras Council of Governments would be honored to host a Rural Forum to discuss rural concerns and implications of RUC.

As rural county residents we shoulder a disproportionate cost to maintain the state highway system and local road networks per capita, while also having fewer transportation alternatives than our urban counterparts. Mode shifts are not reliable alternatives for most of rural populations who often travel great distances to access medical care, educational opportunities and/or employment. Consideration should be given to this disparity so as to not further disadvantage geographically isolated communities and residents in rural areas throughout the state.

Sincerely,



John Gomes
Calaveras Council of Governments, Chair



Melissa Eads
Executive Director

SHIMOFF LAW CORPORATION
A PROFESSIONAL CORPORATION

Reply To:
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August 6, 2015

Mr. James Madaffer, Chair
California Road Technical Charge Advisory Committee
c/o Madaffer Enterprises, Inc.
1620 5th Avenue, Suite 400
San Diego, CA 92101

Re: Recommendation: Supplement NOT Substitute

Dear Mr. Madaffer:

You were gracious to address Inland Action, Inc. last week to educate us on the challenges California faces in raising sufficient funds to maintain our highways. In the course of the presentation, I raised some concerns and you requested I put those concerns in writing to you. This letter is not from Inland Action, Inc. but from me personally. The following reflects my thoughts on many of the issues you discussed.

Supplement NOT Subsidize

Each of the issues which were raised assumed there could likely be a completely new structure created to collect funds from motorist. Whether a new system is based on usage only, or a combination of criteria, is not as critical as the fact it would require the creation of a new bureaucratic structure. To create a new bureaucratic system, at the very least, the follow must occur:

1. The exiting collection system must be abandoned. This means all those now responsible for monitoring the current system will be terminated. The years of institutional knowledge will be lost.

2. The existing system which already seamlessly collects 50% (approximately) of what is required.

3. A new system means new multiple layers of rules must be adopted.

4. A new system means new criteria for new employees must be adopted. A completely new structure, involving hiring many new thousands of employees, must be created.

5. When a user fails to make any required payment, a new system must be created to provide “due process” to enable the user to challenge the imposition of whatever fee is then determined.

6. When a new system is created, a new appellate system must be created to process appeals from whatever initial decision is made.

For all of the above reasons, I cannot fathom how creating a new bureaucratic structure could be a good business plan.

What the foregoing suggests is a better approach would be to supplement what is in existence, but not substitute for the existing system.

Supplement Issues

If the existing system is maintained, then the following thoughts, if implemented, would enable the collection of the necessary fees without the added burden of creating a new bureaucratic system.

1. Gasoline Tax.

Nothing new is required. The same tax is collected in the same manner as it has in the past. No new employees, nothing special. This will still automatically solve a large portion of the funding problem.

2. Registration Fee.

(a) Base Fee.

Currently, automobiles register each year through the Department of Motor Vehicle. Each car operated in California (whether purchased or leased) would pay an additional “highway maintenance fee.” The fee would be a function of the value of the vehicle. Just like registration fees are based on an automobile’s fair market value, so would the highway maintenance fee. This does not address the usage issue, but it would be a progressive tax (based on the value of the automobile) which could be easily collected with an overlay on the existing collection system. No new employees are required, just an auxiliary fee structure.

(b) Non-Gasoline Vehicle Fee.

For automobiles which are either partial or fully electric or otherwise energy generated, a special registration fee would be required to compensate, in part, for the reduction or absence of the gasoline tax generated by the vehicle usage. The DMV would, like all registration fees, be responsible for the collection of this tax. The exact amount of the fee could be a function of value of the automobile, much like additional regulation fees referred to in Paragraph 1(a) above. However, in this circumstance, an additional fee would be required to “mimic” the estimated loss of revenue from gasoline funded automobiles.

3. Auto Rentals.

Each time a user rents a car, a highway maintenance fee would be assessed. This is just a matter of math to determine what that charge would be, i.e. per diem based on the size of the car and/or a percentage of whatever the base charge for the rental car.

4. Taxi/Limousine/Others Users.

The highway maintenance fee would be imposed on these types of vehicles at the time of registration similar to any other automobile. However, since the stated use of the vehicle is to be operated on the highways, a “surcharge” for usage would be appropriate.

5. New/Leased Automobiles.

All initial highway maintenance fees relating to new vehicles would be absorbed by the “enhanced” initial registration fees at the time of the car’s purchase or lease.

6. Out-Of-State Users.

There is no way to charge such “visitors” to pay for the roads. I suspect any attempt to do so would be challenged as a violation of the commerce clause of the U.S. Constitution.

Usage Issue Not Currently Addressed

The above supplement concept does not address the usage concept which may be a major consideration of your Committee. In theory, the usage charge is wonderfully equitable. However, it is probably not currently pragmatic to implement. Any usage based fee can only be implemented by interacting with the driver. The driver must acquiesce to confirming the usage. How is that to be monitored? Each year, must the user appear somewhere to disclose the usage so the fee can be determined? Who’s going to read the odometers? The DMV? How many new employees are required to verify the odometer reading? Drivers must take time from being productive to having their odometer read. The DMV must employ more staff to be able to read the odometers on an annual basis. When an odometer is broken, what is the back-up position? The equity concept regarding usage is very appealing, but the cost of implementation would be economically oppressive. What would be the overall economic impact on the economy?

Another challenge could be the invasive nature of any chip which could track usage. I cannot imagine anyone being comfortable with a governmental agency, of any nature, without consent, tracking the location and the destinations of one’s personal automobile.

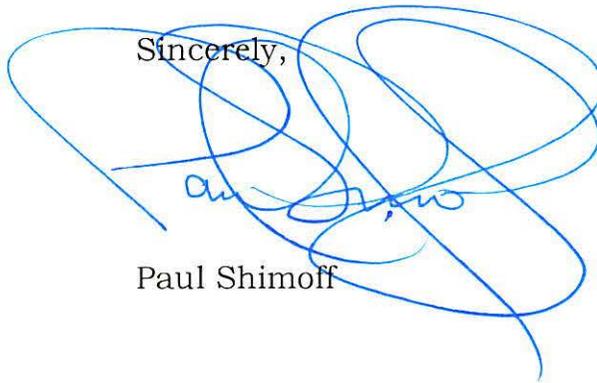
Concluding Remarks

I would, therefore, encourage your Committee to consider supplementing the current system, but not creating a substitute new bureaucratic system. When technology is developed which automatically downloads a driver’s usage (not location) and transmits that usage to a central computer, then the

Mr. James Madaffer, Chair
California Road Technical Charge Advisory Committee
Page 5

dynamics of this process will certainly change. If there is a method of tracking usage without increased personnel expense, then the usage cost, administered through the DMV will become a viable alternative. Until then, if the monitor system is dependent upon self-reporting there is going to be massive resistance. Any such new system will fail through the overwhelming burden placed on all California drivers.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Shimoff", is written over a large, circular blue scribble.

Paul Shimoff

PMS/jh