

**California Road Charge Pilot Program Technical Advisory Committee (TAC)
Minutes
September 16, 2016**

**California Department of Transportation
District Office 11
4050 Taylor Street, San Diego, CA**

www.CaliforniaRoadChargePilot.com

1. Roll Call

Jim Madaffer, Chair, convened the meeting of the Road Charge Technical Advisory Committee (TAC) at 9:04 a.m. Anne Johnson, staff of the California Transportation Commission (CTC), conducted roll call.

Chair Madaffer	Present	Loren Kaye	Present
Vice-Chair Stephen Finnegan	Present	Richard Marcantonio	Absent
Senator Jim Beall	Absent	Pam O'Conner	Present
Assembly Member David Chiu	Absent	Robert Poythress	Absent
Lisa Bartlett	Present	Eric Sauer	Present
David Finigan	Present	Lee Tien	Present
Nidhi Kalra	Present	Martin Wachs	Present

Chair Madaffer announced that Gautam Hans has resigned from the TAC and the CTC staff is looking for a replacement in the Data Security Field in the Privacy Industry. Suggestions should be sent to Mitch Weiss, CTC.

Susan Bransen, Executive Director, CTC thanked District 11 for the use of their facilities and the help from their staff.

2. Public Comments

Mike Bullock, from Oceanside, provided the following comments:

- Recommends a road use charge pricing and payout system requirements document be written.
- Suggested that California light duty vehicles should achieve a climate stabilization target.

Rich Crompton, Director of Public Works, San Diego County commented:

- Suggested looking at the revenue coming out of the other end of the program so it doesn't replace the gas tax at the current underfunded rate.

Kim Dodson, Transportation Planner, Caltrans

- Questioned the simulated invoice and what the actual charge would be.

- Asked for an explanation on freight vehicles crossing into neighboring states and returning back to California.

3. Approval of the Minutes for June 24, 2016

Motion: Wachs Second: Bartlett Action Taken: Approved

Vote Result: 10-0

Ayes: Madaffer, Finnegan, Finigan, Kalra, Kaye, O'Conner, Sauer, Tien

Absent: Beall, Chiu, Marcantonio, Poythress

4. TAC Member Reports

Chair Madaffer announced that representatives from Eroad, Azuga, and Drive Sync are present to assist TAC members and the public enroll in the pilot program and answer questions.

Mitch Weiss, CTC, mentioned that all TAC members received a Tool Kit prepared by Caltrans. The Legislative Analyst Office published a status update on the road charge program and would like to insure that the final report has sufficient information to implement a road charge for California.

Chair Madaffer asked Mitch Weiss, CTC, and Carrie Pourvahidi, Caltrans, to work together in writing a letter from the TAC acknowledging receipt of their report and thanking them for staying engaged in the Pilot Program and TAC activities.

Professor Wachs reported being a guest speaker at Toyota in Torrance, California on September 14, 2016. His presentation was linked to five facilities via webinar where he gave a progress report for persons from government affairs and corporate planning. This group expressed that they are expecting a road charge in the future and are including that in their product and corporate planning.

Chair Madaffer and Norma Ortega, Caltrans, spoke at the American Public Works Association Conference in Minneapolis on August 20, 2016. This was well received with great interest including the trucking industry.

5. Working Group Update

Mitch Weiss, CTC, provided an update of the Workgroup's efforts.

6. Review of June Action Items

Mitch Weiss, CTC, provided an update on the June action items. Caltrans has completed most of these items and 3 presentations today will complete the action item list.

7. Update on FAST Act Road Charge Grant Results

Carrie Pourvahidi, Caltrans, reported that Caltrans has submitted an application to the FAST ACT with the focus on enhancing the existing pilot program for the final report. Based on the TAC experience and the pilot program, there is a need for an outreach education program on how transportation is funded, how the gas tax works, where the deficiencies are, and why we are in the situation we are in and, is a road charge a possible solution.

RUC West was also awarded a grant and the majority of the western states are participating. They are looking at two areas: to address the cross jurisdictional issues that exist; and how to integrate a multiple-state system as well as looking forward to a multi-state demonstration.

8. Update on Pilot Launch and Operations

a. July/August Operations

Jack Opiola, D'Artagnan reported that the pilot is currently in Phase III of the IV phase program. Recruitment has taken place and the program is currently in progress for the live test and independent evaluation.

At the beginning of the launch there were 8,058 volunteers and 9,927 vehicles including individuals, heavy & light commercial fleets along with agencies, out of state vehicles, and tribal vehicles with a total of 10,395 volunteered vehicles.

Several reminders were sent out to volunteers guiding them to select an account manager and recording device to finish their enrollment.

Enrollment was handled through the website with batches of invitations sent out 1-1,000 at a time to ease the number of calls and prevent delays in receiving tracking devices and account information. There is one general call center which is interconnected to the participating vendors. Call response is within 24 hours. Most calls received were regarding: 1) help with picking an account manager; and 2) general pilot questions, account questions, and activation codes. Most of these calls were generated between June, July and August.

There are 5,081 enrolled vehicles between five account managers with Azuga having the most vehicles at 2,978. Compliant vehicles are at 5,061 with 4,194,390 miles reported as of September 14, 2016.

b. Enrollment Demographics

Travis Dunn, D'Artagnan explained the definitions and terminology used through the pilot program and the TAC.

Converting volunteers to participants started on June 13, 2016 and went through the end of July. The program reached 5022 enrolled vehicles on August 15, 2016 with the conversion rate of 47.9%.

The plug-in device with GPS has proven to be the most popular, 2nd smartphone with GPS, and 3rd is the plug-in device without GPS. Of the light commercial fleets, there are 243 vehicles enrolled state wide with the majority in northern/central California. For individuals, 11% are rural with 89% in urban and suburban. Most rural participants are in the southern end of the state. For age breakdown, 34% of participants are ages 18-45, 38% are 46-63, and 17% are 65 and older. For income, 5% of participants are low income, 20% are below median income, and 66% are above median income.

c. Preliminary Lessons Learned

Jack Opiola, D'Artagnan, reported that prioritizing of technical integration for proper working conditions and reporting method and interface with user suffered the most through the launch of the pilot program including the data to invoice process. Also, the shortened testing time prevented a dry run for the end-to-end test and made it shorter with fewer participants. The shorter timeline limited multiple recruitment.

9. Pilot Project Evaluation

Mike Warren, CH2M shared with the TAC the completed and upcoming activities of the pilot program. The pre-pilot survey results showed that most participants are very satisfied with the program with only 4% showing dissatisfaction. The gender break down is 2062 men and 1003 women with most being very satisfied.

10. Road Charge Policy Issues

a. Electric Vehicle Adoption

Jeff Doyle, D'Artagnan reported that PEV adoption is critical to California's Advanced Clean Cars Program which requires 15% of new sales to be ZEV by 2025. California already offers both PEV purchase (ex: rebates) and PEV use incentives (ex: HOV lane access) and whether a 1.8 cent per mile Road Charge would significantly impair PEV sales is an unanswered question.

11. TAC Meeting Schedule for 2017

Mitch Weiss, CTC, presented the 2017 meeting schedule for the TAC. This schedule is based on the different action items to take place in the Road Charge Pilot Program for 2017. Click [here](#) for a copy of the schedule.

12. Review of Action Items, Parking Lot, Next Steps and Other Matters

- Letter to Legislative Analyst's Office.
- Call center contacts as a percentage of enrolled vehicles for each account manager.
- How do lessons learned translate from a voluntary system to a mandatory environment?
- Identify when survey differences are statistically significant.
- Survey volunteers who do not enroll to find out why they did not enroll.

13. Public Comments

No comments from the public were made for this agenda item.

14. Adjourn

The next TAC meeting will be on Friday, April 21, 2016 in Sacramento, CA.

Meeting adjourned at 2:00 p.m.