
Review of TAC Policy and Design Decisions to Date

Jeff Doyle

Agenda Item #14
TAC Meeting #7, July 24, 2015
South Lake Tahoe, CA



Review of TAC Design Decisions to Date

The pilot will offer drivers a choice in account managers

More than one non-state account manager will be available for pilot participants to choose from.

The pilot will offer drivers a choice in mileage recording methods

Methods under consideration for the pilot include time permits, mileage permits, odometer charges (prepay and postpay), automated distance charging without location information, and automated distance charging with location information.

Out-of-state vehicles will be included in the pilot and simulate payment for driving on California roads

Drivers from neighboring states who drive regularly in California will be recruited to participate in the pilot.

The pilot will test an open system design

Security standards and privacy protections will be required, and data content messaging formats between service providers and the state may be defined. However, the system will otherwise be designed in a way that is technology neutral and allows entry of multiple operational concepts, technologies, and service providers.

The pilot will test the interoperability of California's system with that of other states

In the event another state does not have a pilot operational concurrent with California's, interoperability will be simulated using account managers.

See also: pp. 4-5 of July Briefing Book



Review of TAC Design Decisions to Date (continued)

The pilot will include individuals, households, businesses, and at least one government agency

This represents the diversity of vehicle ownership types most common in California.

The pilot will include a cross-section of vehicles that are reflective of the fleet currently using California’s public road network

The pilot will recruit a variety of vehicles with the goal of forming a vehicle pool that reflects the diversity of the fleet currently using California roads.

The pilot will offer methods to exempt miles driven on private roads or out of state

Both manual and automated options for claiming mileage exemptions will be tested.

The pilot will feature three approaches for protecting privacy: governance, accountability, and legal protection

The TAC will adopt privacy principles (governance), evaluation criteria (accountability), and recommended privacy protection provisions (legal protection).

The pilot will be evaluated according to criteria recommended by the TAC

The 50 evaluation criteria adopted by the TAC in June span 8 categories.

See also: pp. 4-5 of July Briefing Book

