

# Memorandum

**To:** CHAIR AND COMMITTEE MEMBERS  
CALIFORNIA ROAD CHARGE TECHNICAL  
ADVISORY COMMITTEE

**TAC Meeting:** July 24, 2015

**Reference No.:** 7.a  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Gary Gutierrez, Project Manager  
Road Charge Pilot Program

**Subject:** Follow-Up Questions from June 26, 2015 Meeting

## ISSUE:

The purpose of this memorandum is to clarify the project team's responses to questions that were posed by the committee members during the June 26, 2015 Technical Advisory Committee (TAC) meeting.

The questions and corresponding responses are grouped under general category headings below.

## UPDATE:

### **Recruitment:**

**Q** – In addition to the channels identified at the meeting, can the project team make use of toll agencies as a potential resource for pilot participant recruitment?

**A** – The project team appreciates the suggestion and will explore the possibility of working with toll agencies and other local and regional authorities as partners in recruiting participants. However, California's FasTrak transponders cannot themselves be used to record and report mileage data due to technical limitations.

**Q** – Will participants be allowed to change operational concepts during the course of the pilot?

**A** – Yes, the project team anticipates allowing volunteers to change concepts, should they so desire. The project team will define the precise procedures for changing operational concepts in the spring of 2016.

**Q** – Does the project team have a process for sustaining the attention and interest of those who have visited the project website and expressed interest in volunteering for the pilot test?

**A** – Yes, the California Department of Transportation (Caltrans) is managing an email group composed of individuals who have volunteered to participate in the pilot test. Periodically, Caltrans will send out an email to the volunteers with information and updates to keep them engaged.

**Q** – Will the project team be developing information that summarizes the operational concepts to inform participant choices?

**A** – Yes, the information will be prepared in the early part of 2016 and shared with volunteers prior to pilot launch. Volunteers will use the information to select a method in advance of the pilot.

**Q** – Are the operational concepts tied to each vehicle, or can they be moved from one vehicle to another?

**A** – The smartphone mileage meter operational concept may allow a single device (a smartphone) to be used for multiple vehicles. All other operational concept choices contain technologies or permits that are vehicle specific, as summarized below. More details are contained in the April TAC Briefing Book under Operational Concepts.

- The time permit concept requires each time permit to be linked to a single vehicle (similar to vehicle registration). It is nonetheless conceivable that time permits for multiple vehicles could be managed using a single web-based platform.
- The odometer charge concept is based on each vehicle's individual built-in odometer technology. This technology cannot be moved from one vehicle to another. It is nonetheless conceivable that odometer charges for multiple vehicles could be managed using a single web-based platform.
- The mileage permit operational concept requires each mileage permit to be linked to a single vehicle and is based on the vehicle's built-in odometer technology. Therefore, neither the permit nor the technology can be moved from one vehicle to another. It is nonetheless conceivable that mileage permits for multiple vehicles could be managed using a single web-based platform.
- The mileage meter concept requires all technology (whether an On-Board Diagnostic II plug-in device, built-in telematics, or other device) to be linked to a single vehicle. Therefore, the technology cannot be moved from one vehicle to another, unless the device is decoupled from the first vehicle and re-provisioned for the new vehicle. It is nonetheless conceivable that technologies for multiple vehicles could be managed using a single web-based platform.

**Q** – What is the relationship between vehicles and individuals, and how does that impact pilot recruitment?

**A** – Per California DMV registration procedures, there is a “many-to-many” relationship between vehicles and individuals. This means that one individual can have many vehicles registered in his or her name. Likewise, one vehicle can have many individuals as the registered owner or lessee. For purposes of the pilot test, the project team will recruit individual volunteers (persons or entities such as businesses or agencies) to meet demographic targets such as age, gender, ethnicity, income, and location. Each individual volunteer (person or entity) will be able to choose one or more vehicles already registered in his or her name to use, and that same individual will be the “responsible party” for road charge invoices in the pilot test. The project team will solicit information about individuals and their vehicles during the recruitment process in order to facilitate meeting demographic and vehicle targets simultaneously.

**Q** – Will volunteers be required to disclose their income?

**A** – While not required in Senate Bill 1077, the TAC made recommendations to include certain demographic information such as income ranges (one of three ranges) at the June TAC meeting. Volunteers who do not wish to share this information may still be able to participate in the pilot if they are able to satisfy other recruitment targets.