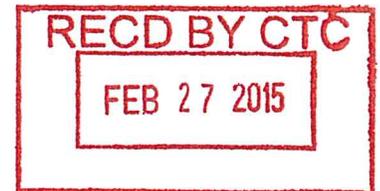




February 7, 2013



Mr. Jim Madaffer, Chair
All Members of the California Road Charge Pilot Program Advisory Committee (TAC)
California Transportation Commission
1120 N Street, MS-52
P.O Box 942873
Sacramento, CA 94273-0001

Ladies and Gentlemen:

I had applied to be a member of your commission as a member of the public. However, to my surprise, there is no such position and all the legislated members have been appointed.

However, as a member of the public I had another commitment on January 23 and was unable to attend your first meeting. I would like to make my concerns and suggestions heard before your body. I respectfully request that a copy of this letter be distributed to each member of your Advisory Committee.

The current proposal to raise \$52 billion by adding a tax to vehicle registration is the wrong way to raise the funds to maintain our roadways. It is a double taxation for most of the motorists. Why not levy the tax on only the electric and /or hybrid vehicles for they have escaped the gasoline tax?

If the proposal is enacted it must eliminate the gasoline tax.

The use of the roadways constructed and maintained by the revenues from the gasoline tax by vehicles who pay nothing or very little tax is in my opinion an illegal act of theft.

The fact that you commission is not required to implement a Road Charge Pilot Program until January 2017 while meeting monthly is not an acceptable solution. Since the lack of action has gone on for far too long you need to act much faster.

I have talked with both Ford and Tesla and they fail to see the need for compensation to the Department of Transportation for the cars they manufacture and sell that use no or significantly less (hybrids) gasoline and therefore pay little or no gasoline taxes. I proposed that it might be a great public relations winner for them to contribute several million to the Department of Transportation to maintain the roadways which they failed to recognize.

Now I suggest that the manufacturers of electric and hybrid vehicles be required to provide data which would be the miles per gallon which an equivalent gasoline or diesel powered vehicle would consume. Then when a hybrid or electric vehicle renews its registration (I assume their registration states they are all electric or hybrid) they would be required to visit the DMV drive-through to record their odometer reading which would create the tax due for registration. The law for that would have to carry a very hefty fine for any tampering with the odometer.

Though this proposal may not be perfect, but would go a long way to retrieve the lost revenues for our roadway construction and maintenance needs recovered by the users who pay no or little gasoline tax.

Might I also suggest you all – including the entire legislature and the Governor – lobby the E.P.A. for coming up with their own solutions each time they order increased gas mileage for any vehicles. The trouble is that when the E.P.A. issues such new increased mileage directives nobody considers the ramifications – less gas tax revenues. They should be held accountable for their acts.

I look forward to your favorable consideration of my suggestions.

Sincerely Yours,



Stuart L. Posselt