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CALIFORNIA TRANSPORTATION COMMISSION

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November 6, 2015

Dear Stakeholders:

The California Road Charge Pilot Program Technical Advisory Committee (TAC) was formed in response to the enactment of Senate Bill (SB) 1077 (DeSaulnier, Chapter 835, Statutes of 2014). SB 1077 requires that the TAC study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to the California State Transportation Agency regarding the design and evaluation of a road usage charge pilot program.

The TAC has met monthly since the beginning of 2015 and will continue these public monthly meetings for the remainder of the year. Below is a summary of the TAC's recommendations on the design and evaluation of the Road Charge Pilot Program made to date, subject to further refinement and adjustment throughout the TAC deliberative process:

- The pilot will offer drivers a variety of mileage recording methods including time permits, mileage permits, post-pay odometer charges, automated distance charging without location information, and automated distance charging with general location information.
- The pilot will offer drivers a choice in account managers.
- Out-of-state drivers will be included in the pilot and simulate payment for driving on California roads.
- The pilot will test an open system design.
- The pilot will test the interoperability of California's road charge system with that of other states.
- Individuals, households, businesses, and at least one government agency will be recruited to participate in the pilot.
- The pilot will include a cross-section of at least 5,000 vehicles that are reflective of the fleet currently using California's road network.
- The pilot will include both automated and manual methods to offer exemptions from paying road charges for mileage driven on private roads and for mileage driven outside of California.
- Privacy protections will be used in the pilot.

- The pilot will feature data security provisions that relate to authentication, authorization, data modification notification, data masking, encryption, data storage, data transmittal, data destruction, general IT network security and third party data security system verification.
- The pilot will be evaluated according to 50 evaluation criteria spanning 8 categories: Revenue, Cost of Administration and Collection, Operations, User Experience, Privacy, Data Security, Equity, and Communications.
- Enforcement and compliance activities will be demonstrated in the pilot by checking for anomalies in mileage reporting.

The TAC meetings are an opportunity for interested stakeholders and the general public to provide input to the TAC on the development of the road charge pilot program. The next TAC meeting will be held as follows:

November 20, 2015 – 10:00 AM to 2:00 PM
California Department of Transportation – District 7
100 S. Main Street, Conference Room
Los Angeles, CA 90012
Webcast: <http://ctc.dot.ca.gov/webcast>

At the November meeting, the TAC will continue their review of the draft TAC Recommendations Report. There will also be an informational update on Oregon's current road charge pilot program - OReGO.

The last meeting planned for 2015 will be in Riverside, CA on December 11, 2015.

An interactive website was established for the California Road Charge Pilot Program (www.CaliforniaRoadChargePilot.com) to serve as the web platform during the actual pilot program implementation. Please feel free to visit this site to: [join the Interest List](#), [submit Comments](#), and [sign-up to Volunteer](#) for the pilot program.

I look forward to seeing you in Los Angeles at the next TAC Meeting.

Sincerely,



Jim Madaffer
Chair
California Road Charge Pilot Program Technical Advisory Committee