

**From:** [jshepherd@ucdavis.edu](mailto:jshepherd@ucdavis.edu)  
**To:** [Road\\_Charge\\_Pilot\\_Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); [brady.tadcol@dot.ca.gov](mailto:brady.tadcol@dot.ca.gov)  
**Subject:** California Road Charge Pilot Program Public Comments  
**Date:** Wednesday, August 26, 2015 10:07:06 PM

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Below is the result of your feedback form. It was submitted by  
Jamie Shepherd ([jshepherd@ucdavis.edu](mailto:jshepherd@ucdavis.edu)) on August 26th, 2015 at 10:06PM (PDT).

firstname: Jamie

lastname: Shepherd

city: Mill Valley

zip: 94941

zip\_plus\_four: 3208

email: [jshepherd@ucdavis.edu](mailto:jshepherd@ucdavis.edu)

comments: The limited access freeways should be tolled, from Oregon to Baja California, from the Pacific to Nevada. Charge at the onramps/offramps, and make the date private only accessible via court warrant based upon probable cause.

submit: Submit Comments

**From:** [fkissel@cox.net](mailto:fkissel@cox.net)  
**To:** [Road Charge Pilot Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); [brady.tadcol@dot.ca.gov](mailto:brady.tadcol@dot.ca.gov)  
**Subject:** California Road Charge Pilot Program Public Comments  
**Date:** Thursday, August 27, 2015 2:07:33 PM

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Below is the result of your feedback form. It was submitted by Fern Kissel (fkissel@cox.net) on August 27th, 2015 at 02:07PM (PDT).

firstname: Fern  
lastname: Kissel  
city: Oceanside  
zip: 92058  
email: fkissel@cox.net

comments: Governor Brown and the Road Charge Technical Advisory Committee regarding SB 1077: I'd like to offer my feelings about charging the citizens of the State of California an extra tax based on the miles they drive. I was a Corporate Paralegal for 30 years and had always had a good job until I was laid off in December 2008 and remained unemployed for 5 1/2 years. My husband's business also suffered during those years. Like thousands of others, I worked every day of those 5 1/2 years to find a job. I did work some contract jobs during those years, but all of them were at least 30 miles away from my home. I eventually found a full-time, permanent position, however it is a 70 mile round trip drive, 5 days a week, from my home. I drive a 2003 Subaru with 158,000+ miles on it. My gasoline bill each month was upward of \$400-\$450 before gas prices dropped to below \$4.00/gallon. That's a lot of money for someone who is only an administrative assistant. I could use that money to fix our house that is in disrepair due to being unemployed. I could use that money for a lot of other things, as well. Instead, it goes into the pocket of rich oil companies and taxes to the State of California.

I understand that the small percentage of people that drive electric vehicles and hybrids and more economically friendly vehicles don't pay to use the roads or pay less than someone like myself and my husband and thousands of others that drive regular, gas engine vehicles. That is their choice to drive those cars. It is not my choice to drive 70 miles each day, 5 days a week, paying \$400 a month in gas bills in really bad traffic. I have to work for a living and I am lucky to have found a job, even though it's located a long way from my house. None of us should be penalized for having to drive far for our jobs. How dare you people even think of such a scheme!!! Why don't you tax the people driving the electric cars & hybrids instead of giving them rebates! And where did the money for the rebate come from - my tax dollars???? Taxing these drivers is much more fair and sensible than taxing the poor fools like me and others that don't have a choice where to drive for our jobs!

bs.

How are you going to track the miles? There's no way I'm allowing some type of locator device on my car nor am I going to allow the government to track my movements!!!

Please, Gov. Brown - I voted for you and believe in you. But this scheme is beyond acceptable. Don't we pay enough in California???

Thank you for reading my comments.

Fern M. Kissel  
submit: Submit Comments

**From:** [holtjeh@hotmail.com](mailto:holtjeh@hotmail.com)  
**To:** [Road\\_Charge\\_Pilot\\_Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson.Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi.Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez.Gary.F@DOT](mailto:Gutierrez.Gary.F@DOT); [brady.tadcol@dot.ca.gov](mailto:brady.tadcol@dot.ca.gov)  
**Subject:** California Road Charge Pilot Program Public Comments  
**Date:** Monday, August 31, 2015 3:28:36 PM

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Below is the result of your feedback form. It was submitted by  
John Holt ([holtjeh@hotmail.com](mailto:holtjeh@hotmail.com)) on August 31st, 2015 at 03:28PM (PDT).

firstname: John

lastname: Holt

city: Cathedral City

zip: 92234

zip\_plus\_four: 2417

email: [holtjeh@hotmail.com](mailto:holtjeh@hotmail.com)

comments: How will you differentiate between California road mileage and road mileage accrued in other states or nations? My friend would like me to drive her to Alaska sometime and I drive to Michigan every few years - how would your system differentiate between in-state and out-of-state mileage?

submit: Submit Comments



September 1, 2015

Mr. Jim Madaffer  
Chairman  
California Road Usage Charge Technical Advisory Committee  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Via Email to [ctc@dot.ca.gov](mailto:ctc@dot.ca.gov); [florence.chew@dot.ca.gov](mailto:florence.chew@dot.ca.gov)

**Re: Design of a Road Usage Charge (RUC) Pilot Program**

Dear Chair Madaffer:

We appreciate the excellent presentation that Sierra Club leaders received recently from staff on the work of the Technical Advisory Committee. The following comments are offered on behalf of our members and supporters in California.

Senate Bill 1077 directs your Technical Advisory Committee to ascertain the “ease and cost of administering the collection of (road user) taxes and fees as an alternative to the current system of taxing highway use through motor vehicle fuel taxes.” In designing an alternative to fuel taxes, it is essential to consider not only the income stream those taxes provide, but the influence that such charges may have on the behavior of drivers and shippers.

Price signals can have a significant effect both on the use of the transportation system, and its impact on the environment. For example, the Golden Gate Bridge, completed in 1937, serves its users well in the 21<sup>st</sup> Century, partly because of the tolls charged to drivers. A substantial part of toll revenues are used to fund robust bus and ferry services that carry numerous passengers during rush hours. If the pilot project that emerges from SB 1077 has a similar capacity to influence users of the transportation network, it is more likely to be successful.

At present operators of vehicles that use more gasoline or diesel fuel per mile pay higher taxes each week than the users of more energy-efficient transportation. This price differential tends to reduce toxic and greenhouse gas emissions as individuals and businesses seek to minimize costs. Any plan for road user charges must be capable of maintaining and increasing the price incentives that nudge people to drive zero emission vehicles, to use public transportation, and to ship goods in energy-efficient ways .

In our view, the ideal plan for a road user charge would:

- protect privacy;

- maintain a strong per-mile price incentive to drive energy-efficient cars;
- accommodate low-income users;
- permit a per-mile insurance fee; and
- permit congestion pricing.

The ideal plan would also:

- internalize external costs associated with road use, including environmental and health costs;
- ensure that revenues generated are applied to improve public transportation and increase fleet efficiency.

Please let us know how we can help you in your important work. We all have a large stake in achieving climate stabilization, economic justice, and well-maintained roads.

Thank you for your leadership.

Sincerely,

/s/Steve Birdlebough

Steve Birdlebough  
Volunteer Chair  
Sierra Club California Transportation Committee



Kathryn Phillips  
Director

**From:** [carolwhippo@aol.com](mailto:carolwhippo@aol.com)  
**To:** [Road\\_Charge\\_Pilot\\_Program@DOT](mailto:Road_Charge_Pilot_Program@DOT); [Hinson, Philip@DOT](mailto:Hinson.Philip@DOT); [Chhimi, Jigme@DOT](mailto:Chhimi.Jigme@DOT); [Gutierrez, Gary F@DOT](mailto:Gutierrez.Gary.F@DOT); [brady.tadcol@dot.ca.gov](mailto:brady.tadcol@dot.ca.gov)  
**Subject:** California Road Charge Pilot Program Public Comments  
**Date:** Tuesday, September 08, 2015 3:51:22 PM

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Below is the result of your feedback form. It was submitted by Carol Tallman (carolwhippo@aol.com) on September 8th, 2015 at 03:51PM (PDT).

firstname: Carol

lastname: Tallman

city: Rocklin

zip: 95677

email: carolwhippo@aol.com

comments: Just curious. Will vehicles over 10,000 pounds that are diesel fueled be taxed under this program? I am getting ready to retire and just purchased a diesel pusher to tour the states. Just wondering what this will cost me, and if I will be able to afford the traveling.

submit: Submit Comments

After the August Road Use Charge pilot program meeting, I began to more deeply consider the impact of the program on limited income individuals. Travis Dunn provided a presentation and he recommended that I send my comments directly to you.

Please consider providing a payment method similar to the Even Pay program by Pacific Power. This program allows for an individual who prefers this method, including many with limited incomes, to make even payments over a period of time to allow for unexpected travel.

For example, an individual receiving Social Security income because of a severe disability receives approximately \$900 per month (it's actually less) for all expenses. This individual would have no way to predict unexpected travel nor have any way to pay for this additional travel. This especially impacts people with limited incomes in rural communities where travel to receive medical services is significant. Many in Del Norte County receive medical services in the Sacramento and Bay Area regions approximately 400 miles away (800 miles round trip). Two unexpected trips in a month would result in a sudden 1,600 miles. With a major medical problem, one could expect four trips per year or more.

My personal story: It is impossible to predict these types of challenges for my young adult child with intractable epilepsy who may be stable for a couple of years and then become suddenly and dangerously unstable resulting in several trips to Stanford University Medical Center in Palo Alto which is a roundtrip 800 mile trek and is the closest neurology team able to address his needs. While my adult child has a fall-back plan (family help) many do not.

Please provide some method for the many people throughout California and especially in rural communities to be protected from incurring bills that they cannot pay that result from unexpected long-distance travel. While you indicate some ways to accommodate for this circumstances when predicted, I believe that we need to be more clear about how this situation will be managed, what remedies will be provided, and how our very limited income people can pay their share but not be set up to fail in their fine-line financial management given a set of circumstances far outside their choice.

If you would like to discuss this further, please don't hesitate to contact me. I can also refer you to others who provide supports and services to people with disabilities and very limited incomes if you would like additional contacts. I believe that early collaboration is essential for the overall success of this project and I encourage you to reach out to professionals who can help collaborate on behalf of this population and perhaps prevent dissenting votes in the future.

Sincerely,

Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission  
1301 B Northcrest Drive, #16  
Crescent City, California 95531



September 16, 2015

Road Charge Technical Advisory Committee  
California Transportation Commission  
1120 N St, MS-52  
Sacramento, CA 95814

Chair Madaffer and Members of the Committee:

The Coalition for Responsible Transportation Priorities (CRTP) is a new organization whose mission is to promote transportation solutions that protect and support a healthy environment, healthy people, healthy communities and a healthy economy on the North Coast. Regarding the possibility of a new road charge revenue-raising system for California, we submit the following comments:

- (1) We are keenly aware that the revenue currently raised to support maintenance and repair of our roads and bridges is not sufficient to adequately achieve that purpose with respect to existing infrastructure. We support responsible revenue raising to ensure that existing infrastructure is maintained and repaired as necessary.
- (2) The gas tax is a potentially powerful disincentive for fossil fuel use in transportation, and the climate crisis demands that we reduce such fuel use quickly and dramatically. We have serious concerns about moving away from a gas tax and thus removing this disincentive for fossil fuel use.
- (3) We have further reservations about the road charge concept because it has the potential to unfairly penalize people living in rural areas such as the North Coast. In these areas, many people must travel longer distances than their counterparts in metropolitan areas and have fewer alternative modes of transportation. Furthermore, many residents of the North Coast are conscious of the problems of fossil fuel use and—despite their longer required transportation distances—have made personal efforts to address the issue by switching to electric or alternative-fuel vehicles. These actions should be encouraged, not penalized.
- (4) Regardless of how revenue is raised, we believe it is clear that there will never be a long-term surplus of transportation dollars. Thus, while paying appropriate attention to new revenue raising measures, we must also not neglect to consider the other side of the infrastructure equation. We believe it is necessary to stop or dramatically scale back the building of new infrastructure that will require more extensive maintenance and repair and focus instead on repairing and maintaining the infrastructure we already have.



(5) When we do build new transportation infrastructure, we must consider which types of users that infrastructure is designed to support. Both fiscal responsibility and urgent environmental imperatives demand that we abandon the car- and truck-centered infrastructure ideas of the last century and instead begin designing our infrastructure to support modes of transportation such as walking, bicycling and public transit, as well as short sea shipping for freight where feasible. This kind of infrastructure is almost always cheaper to build, cheaper to maintain, and environmentally superior.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Barbara S. Kennedy'.

Barbara Kennedy  
Spokesperson  
Coalition for Responsible Transportation Priorities  
PO Box 2280  
McKinleyville, CA 95519