Michael Bullock

1800 Bayberry Drive

Oceanside, CA 92054

September 12, 2016

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;AnneJohnson@dot.ca.gov

**Re: September 16th 2016 RUC TAC Meeting Agenda Item 10, Discussing Road Charge Policy Issues**

Dear Chair Madaffer:

I am very encouraged that the Agenda for your September 16th meeting included the following, very important and praise-worthy item:

[10.) Road Charge Policy Issues](http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge_September_16_2016/TAB_10.pdf)

1. [Electric Vehicle Adoption](http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge_September_16_2016/TAB_10.pdf)

“Electric Vehicle Adoption” is a very important consideration, given the requirement that cars and light-duty trucks in California need to achieve climate-stabilizing targets. Literally, nothing could be more important. We are very happy to see that Agenda Item 10 appears. However this Issues-list should be expanded as follows, due to the wide-ranging societal implications of the environmentally-sound, economically fair, and socially-responsible road use charge that is so desperately needed:

[10.) Road Charge Policy Issues](http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge_September_16_2016/TAB_10.pdf) (Note that the make and model of each vehicle will need to be part of the ***Road-Use-Charge, Pricing-and-Payout System*** that is required.)

1. [Electric Vehicle Adoption](http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge_September_16_2016/TAB_10.pdf) and how to not slow this down, but rather to speed it up, as needed
2. Impact on Corporate Average Fuel Efficiency (CAFÉ) standards and how to reward efficiency with per-mile pricing that creates an incentive that is at least as large as it is with our current “gas tax”
3. Privacy: definition and system requirements to ensure its achievement
4. Full cost pricing, to ensure that there is no more deferred road maintenance (no bridges collapse) and to end hidden subsidies to driving, overall
5. Pricing to cover the health and environmental costs created by driving
6. Payout of some of the revenue, to taxpayers, to ensure that they are not paying twice, to account for general taxes for roads, development fee costs for roads, and higher health costs due to roads, for example
7. Protection of the economic interests of low-income drivers sufficient to gain the support of the California Democratic Party (CDP) for the ***RUC Pricing and Payout System*** , given that the CDP is opposed to regressive taxes in general and any economic harm that new policies might inflict on low-income citizens (For example, older, low-mileage cars will need to be protected from high, per-mile rates; newer, low-mileage cars would not be protected. Note also that a strong “cash for gas-guzzlers” program will be needed.)
8. Congestion pricing, if needed to eliminate congestion, after pricing is set to cover all costs

I have attached 2 resolutions that were approved by a Democratic Club that happens to be very concerned with climate change. It can be shown that if cars and light-duty trucks are to achieve climate-stabilizing targets, there can be no congestion. Eliminating congestion can only be done through pricing. The Democratic Party Central Committees, at both the County and state level, are very concerned with anthropogenic climate change and policies that would achieve climate-stabilizing requirements.

For example, the following comes from the CDP Platform (with highlights added):

* Demand Regional Transportation Plan (RTP) driving-reduction targets, shown by science to support climate stabilization;
* Work for equitable and environmentally-sound road and parking operations; Support strategies to reduce driving, such as smart growth, “complete streets”; teaching bicycling traffic skills; and improving transit, from local systems to high speed rail
* Work for shared, convenient and value-priced parking, operated with a system that provides earnings to those paying higher costs or getting a reduced wage, due to the cost of providing the parking; and,
* Demand a state plan showing how cars and light-duty trucks can hit climate-stabilizing targets, by defining enforceable measures to achieve the needed fleet efficiency and per-capita driving;

Please let me know if the Chair agrees with the suggested additions to Agenda Item 10, or not.

**Highest regards,**



Mike Bullock

1800 Bayberry Drive

Oceanside, CA 92054

760-754-8025

California Democratic Party Delegate, 76 AD (author of 2 adopted resolution and 5 Platform changes)

Elected Member of the San Diego County Democratic Party Central Committee (author of 5 adopted resolutions)

Satellite Systems Engineer, 36 years (Now Retired)

Air and Waste Management Association published and presented papers:

* *The Development of California Light-Duty Vehicle (LDV) Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving*
* *A Climate-Killing Regional Transportation Plan Winds Up in Court: Background and Remedies*
* *A Plan to Efficiently and Conveniently Unbundle Car Parking Cost* (Co-author)