Phase 1: Pilot Program Design

1. Establish a pilot program design
2. Evaluation Criteria

Highlights:

- Senate Bill 1077 2014
  - Implement pilot by January 2017 - July 2016
  - Report findings by June 2018 - July 2017
- Road Charge Technical Advisory Committee (TAC)
- Public Input
  - 12 open public meetings
  - Statewide polling and focus groups
Phase 2: Pre-Pilot Planning

1. TAC Phase
2. Develop pilot program test plan
3. Procure independent evaluator

Highlights:

- Recruitment outreach
  - DMV PSA and registration insert
  - Program website
- Vendor Procurement
- System Development
- End-to-end testing
Phase 3: The Live Pilot

1. Conduct live pilot (9 months)
2. Concurrent independent evaluation

Highlights:

- July 1, 2016 – March 31, 2017
  - Maintained over 5,000 participating vehicles statewide
- Major pilot milestones
  - Open enrollment November 1-15, 2016
  - Three pilot participant surveys
  - Statewide focus groups
The Pilot Program by the Numbers

Pilot breakdown:
- 9 month live pilot period
- 5,000+ participating vehicles
  - 4,498 private vehicles
  - 55 heavy commercial trucks
  - 258 light commercial vehicles
- 6 mileage reporting methods
  - Manual and automated methods
- 4 Account Managers

Total miles driven in the pilot!

37,258,866
Final Pilot Enrollment Overview

- Private Vehicles: 4,471 (87%)
- Commercial Vehicles: 261 (5%)
- Heavy Commercial Vehicles: 55 (1%)
- *Other: 342 (7%)

Participants in the pilot represented the diverse demographic, geographic and socio-economic aspects of California.

Out-of-State Vehicles:
- Arizona (1)
- Nevada (2)
- Oregon (2)
- Washington (1)

*The other category includes these vehicles: 333 agency, 6 out-of-state and 3 tribal land.

All information is current as of March 31, 2017.

The contents of this material reflect the views of the author who is responsible for the facts and accuracy of the data presented herein.
Enrollments of Private Vehicles by Method

High Technology
- Plug-In Device: 60%
- Smartphone: 18%
- Telematics: 1%

Low Technology
- Time Permit: 2%
- Mileage Permit: 4%
- Odometer Reading: 14%

High technology includes the 1% of heavy vehicles using the automated heavy vehicle mileage meter.

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Vehicles by Account Manager

- **20%**
  - Time Permit
  - Mileage Permit
  - Odometer Charge

- **21%**
  - DRIVESYNC
    - Plugin Device
    - Smartphone App
    - Telematics

- **58%**
  - 55 Heavy Commercial Trucks
  - EROAD’s FMCSA-compliant electronic logging device

- **1%**

All information is current as of March 31, 2017
Participant Feedback

86% Satisfied with mileage reporting method
87% Found participating in the pilot easy
73% Think a road charge is more fair than a gas tax
85% Satisfied with overall pilot program
90% Would participate in another road charge program
Phase 4: The Final Reports

Highlights:

1. April 2017 – July 2017
2. Report pilot results
3. CTC recommendations to the Legislature

• Compile data and provide a more in-depth analysis for the CalSTA final report
• Separate Independent Evaluation report included in the CalSTA final report
• Outreach around final report
• CTC final report will include recommendations to the Legislature (by Dec. 2017)
• Ultimately up to the Legislature on the future of road charge in California
The Road Charge TAC and CTC will address the following policies:

- Privacy & Data Security
- Social Equity & Pricing
- Administration & Enforcement
- What’s Next for Road Charge
What’s Next?

TAC Meeting Tomorrow 5/19/17:
• Visit the CTC website for webcast link
• Addressing policy questions

CalSTA Final Report:
• Released in July 2017

CTC Final Report:
• Will include recommendations to the Legislature
• Released by December 2017
Conclusion – Questions?

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