Road Charge Pilot Program
Participants Testing Multiple Mileage Reporting Methods

Caltrans photo by Steven Hellon

The Azuga device, which plugs into a vehicle, allows drivers participating in the Road Charge Pilot Program to chart mileage and other information. The data will help determine if a mileage-based program for transportation financing is viable.

Eight out of 10 volunteers in California's per-mile Road Charge Pilot Program (RCPP) chose to let technology report their mileage rather than doing it manually, and after several months of use, 76 percent say the process is easy and they are satisfied with their choice, according to a survey completed in August 2016.

Several states are testing mileage-based programs to replace existing gasoline taxes. California's is largest, with more than 5,000 vehicles enrolled.

Participants receive mock "invoices" each month and make simulated "payments" based on their mileage driven, but no actual money is involved.
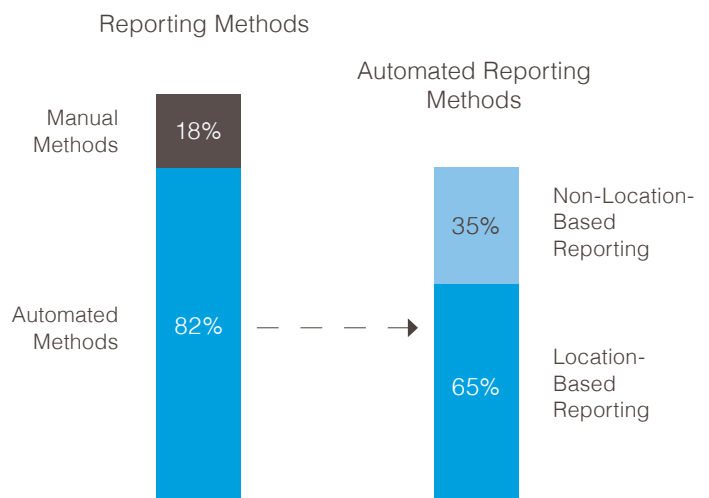
Among the private vehicles enrolled in the pilot program, 82 percent of participants opted for an automated mileage reporting method while the remaining 18 percent chose a manual method. The protection of privacy has been a critical element in designing the pilot. However, despite privacy concerns, 65 percent of participants using the automated method chose to use a location-based mileage reporting method.

Halfway through the nine-month pilot, participants will have the opportunity to try other reporting methods and change their Account Manager (see chart). Participants are continually engaging with the program team, through surveys and opportunities, to rate their satisfaction with various aspects of the pilot before it ends in March 2017.

The federal government, recognizing California's efforts to research alternatives for transportation funding, granted Caltrans $750,000 through the Fix-

Road Charge Participant Reporting Methods

Reporting Methods

Automated Reporting Methods

Manual Methods — 18%

Automated Methods — 82%

Non-Location-Based Reporting — 35%

Location-Based Reporting — 65%

ing America's Surface Transportation (FAST) Act to enhance the current pilot. These grant dollars will help Caltrans engage the public in transportation funding methods and future alternative methods of revenue generation. It will also allow the pilot to improve organizational structure, expand education and outreach, and explore alternative mileage reporting and recording options.

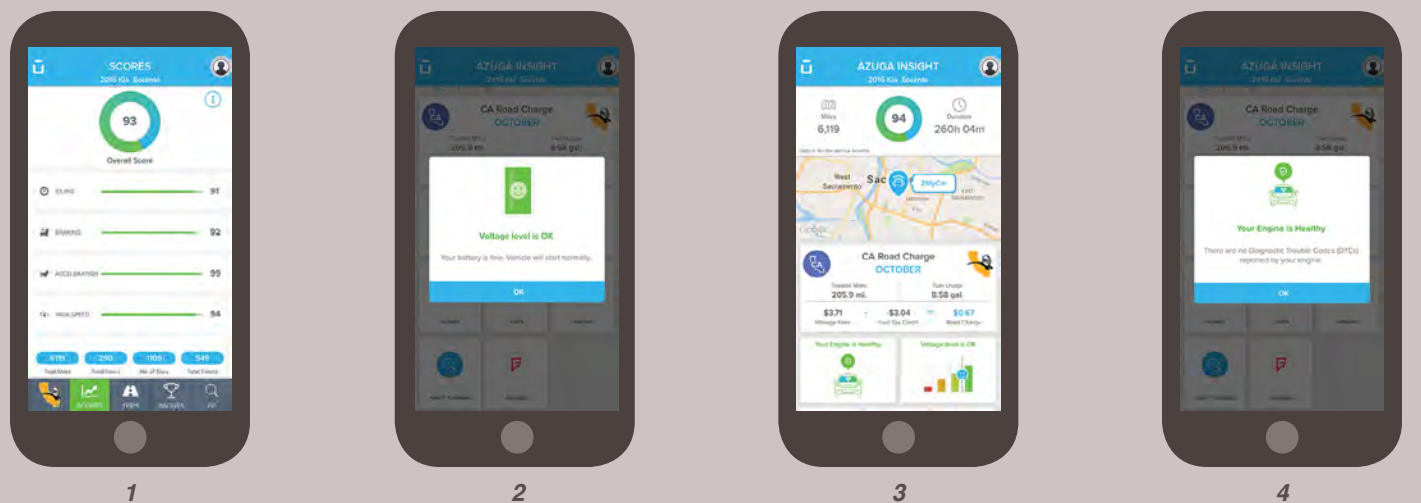The research and feedback received during the pilot period will be wrapped into a final report that addresses the critical policy issues of data security, privacy, urban and rural drivers, state policies, fleet parity, rate setting, income equity, administrative costs and more. The California State Transportation Agency will submit the final report to the Legislature, California Transportation Commission and the Road Charge Technical Advisory Committee in June 2017 to help guide the Legislature in its decision of whether a road charge funding system is feasible for California. **MM**

Road Charge Pilot Program Timeline

October 2016
Mid-Pilot Survey

November 1-15 2016
Mid-Pilot Optional
Account Manager Switch

January/February 2017
Final Pilot Survey

March 2017
Account Manager Closeout

June 2017
The California State Transportation Agency (CalSTA) will submit the final findings report to the Legislature, the California Transportation Commission (CTC) and the Technical Advisory Committee (TAC)

2016 **2017**

October | November | December | January | February | March | April | May | June

Azuga App

1 | 2 | 3 | 4

1. View overall driving score based on driving behavior. *2.* See how well battery is performing and battery level. *3.* Use account dashboard to view all data pertaining to a road charge, including miles traveled, fuel tax credit and wallet summary. *4.* View engine health and obtain information about a vehicle when the Check Engine light goes on.