



# California Road Charge

Program Update

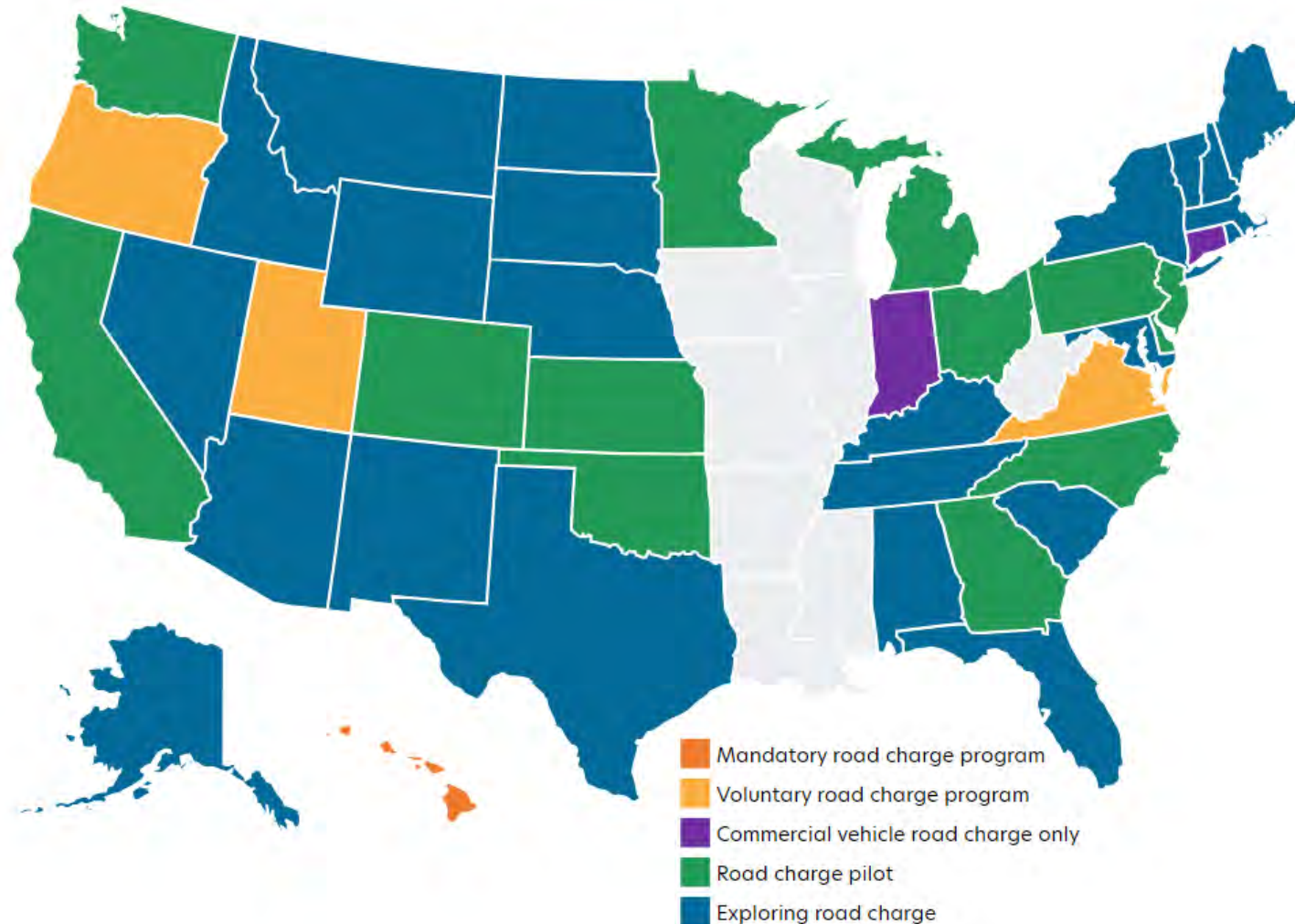


# TAC Recommendations Partially Implemented Or Not Implemented

CATEGORY	TAC RECOMMENDATION	REASON FOR NON-IMPLEMENTATION OR PARTIAL IMPLEMENTATION
Pilot program participation design	Recruit 2,000 statewide participating vehicles using an oversampling approach to ensure sufficient participation by rural and low-income motorists.	Not enough budget for such a large sample size. However, the sample size was increased as much as possible to respond to this recommendation.
Privacy and data security	Provide choices of private and public-sector account management services.	This is an element of the program structure in Oregon. There are no planned state account managers in California.
	Consider the risk of allowing third-party vendors like account managers to offer value-added services because this creates additional information sharing. Also, consider not allowing third-party vendors to offer value-added services at the start of the pilot program.	The scope of this pilot program does not include an exploration of value-added services. This topic was explored in the 2017 pilot program.
	If possible, limit the ability of state government to contract work out to third-party consultants for any public-sector option offered.	Not relevant since there are no state account managers in California.
	Require law enforcement to have a warrant to get access to person-specific road charge data, to keep a record of when they accessed such data, and to provide notice to the person whose data was collected.	Will be applicable in a statewide program but is not applicable in a pilot program setting.

CATEGORY	TAC RECOMMENDATION	REASON FOR NON-IMPLEMENTATION OR PARTIAL IMPLEMENTATION
Organizational design	Have DMV run the pilot program.	This recommendation was not possible, as DMV did not receive the resources in the state budget to run the pilot program. Caltrans is responsible for the pilot, and DMV has agreed to assist the effort.
Revenue collection	Offer various payment methods to participants, including post-payment for charges online, via phone, or via mail.	SB 339 does not require multiple payment options. Pilot will accept credit card payments only.
	Offer various payment methods to participants, including pre-payment for charges such as mileage permit in which vehicle owner pre-pays for a fixed number of miles.	SB 339 does not require a pre-payment option.
	Follow the invoice design principles laid out in the TAC report that recommend providing tips on how to minimize road charges, similar to how utility companies provide tips on how to lower energy usage.	Given that participants will be participating in a study of whether the two rate structures will change their behaviors, the project team had concerns that such tips could lead participants to think the pilot program wanted them to cut their travel, potentially skewing results. Could be a future consideration for a program.
	Assess the feasibility and acceptability of charging service fees for end users that vary based on the selected method of mileage reporting. This recommendation would result in a sliding scale of road charge payments.	The project team did not want to charge a service fee to avoid influencing participant's choice of mileage reporting option and potentially skewing research results.
	Follow the invoice design principles laid out in the TAC report. Call out how to access participant surveys.	The project team felt it was better to keep survey information separate from invoices.

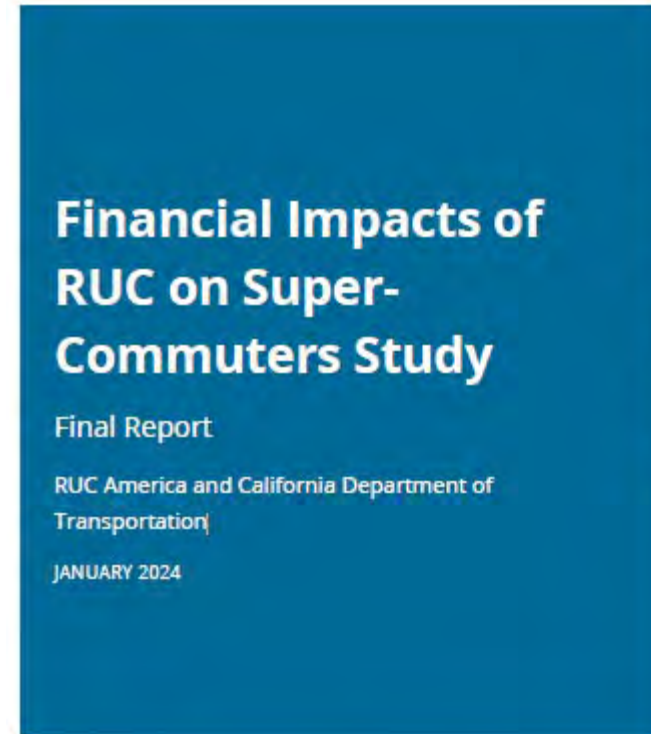
# Road Charge Across the U.S.



# Financial Impacts of RUC on Super-Commuters Study

## Final Report

[https://caroadcharge.com/media/h3higdse/caltransrucamerica\\_supercommuters\\_finalreport\\_2024-01-11\\_ada-a11y.pdf](https://caroadcharge.com/media/h3higdse/caltransrucamerica_supercommuters_finalreport_2024-01-11_ada-a11y.pdf)







# Questions?

Lauren Prehoda  
Road Charge Program Manager, Caltrans  
[lauren.prehoda@dot.ca.gov](mailto:lauren.prehoda@dot.ca.gov)  
916-654-4227

---

[www.caroadcharge.com](http://www.caroadcharge.com)