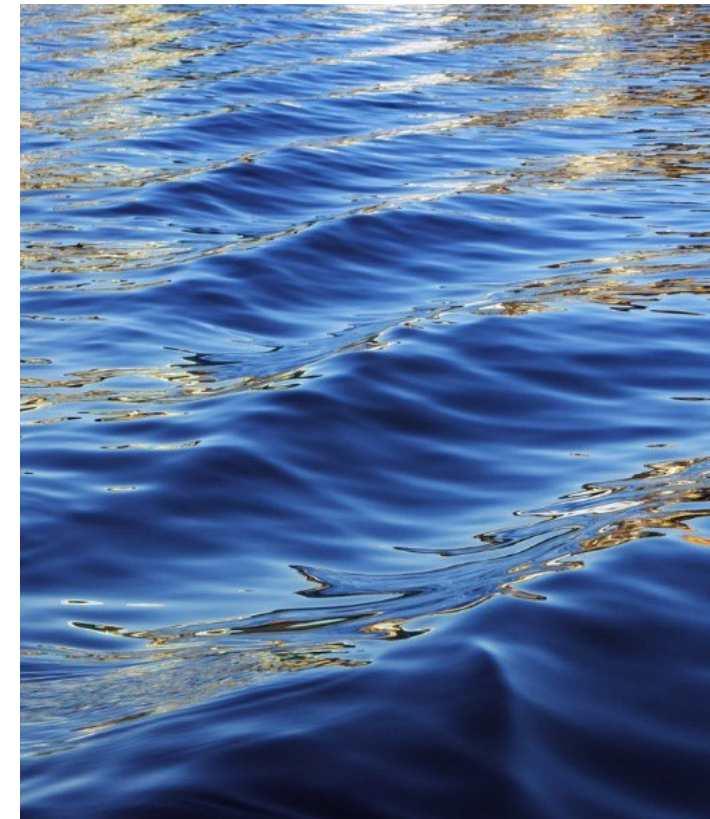




SB 339 Road Charge Pilot Design Recommendations and Rates

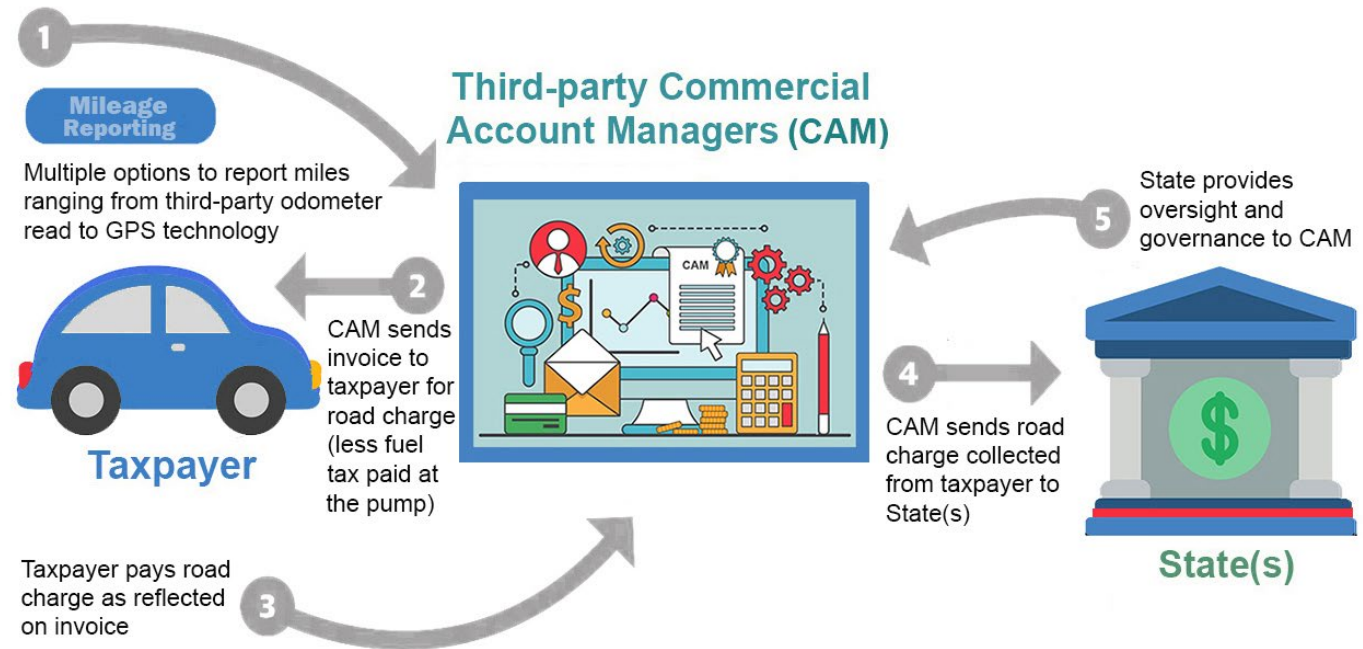
California Transportation Commission



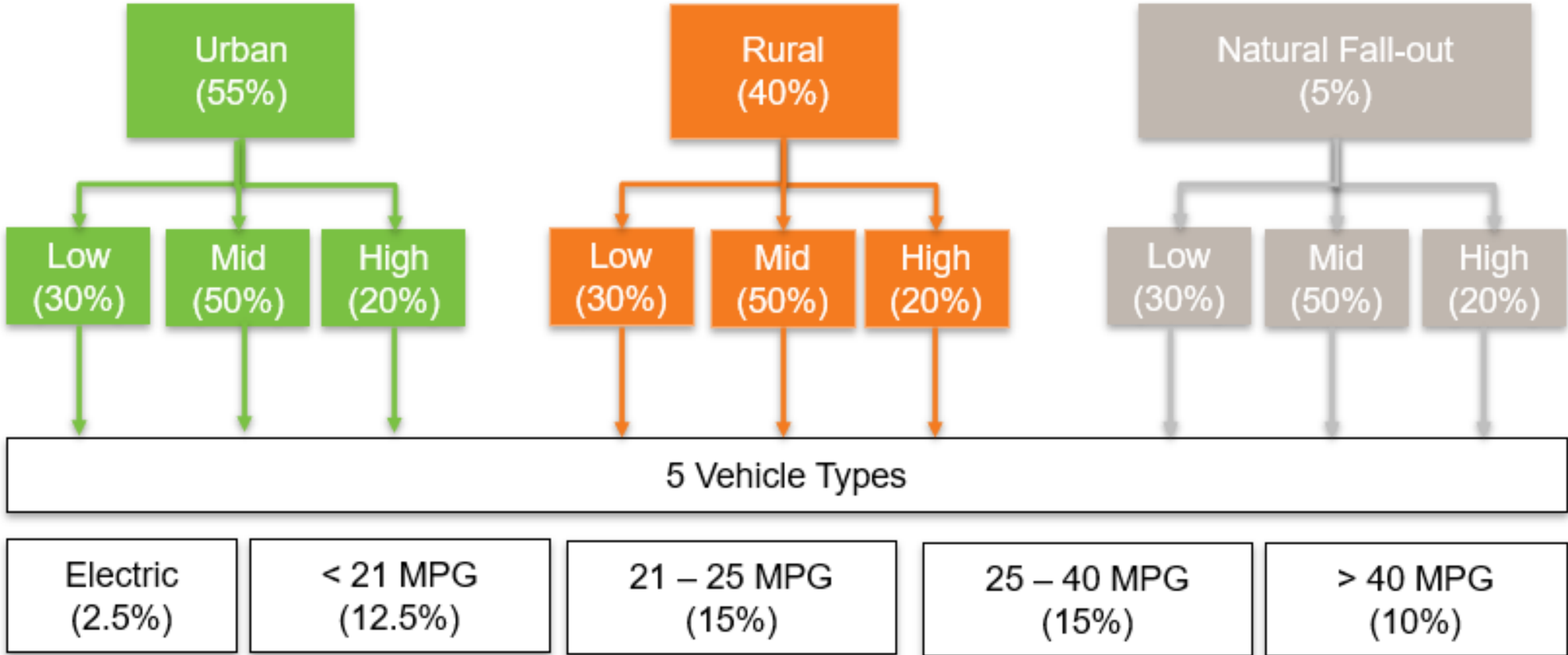
Tab 24

COMMERCIAL ACCOUNT MANAGERS

- Track performance.
- Assess who is best suited to administer the program.
- Develop a certification roadmap for Commercial Account Managers.



Pilot Participants



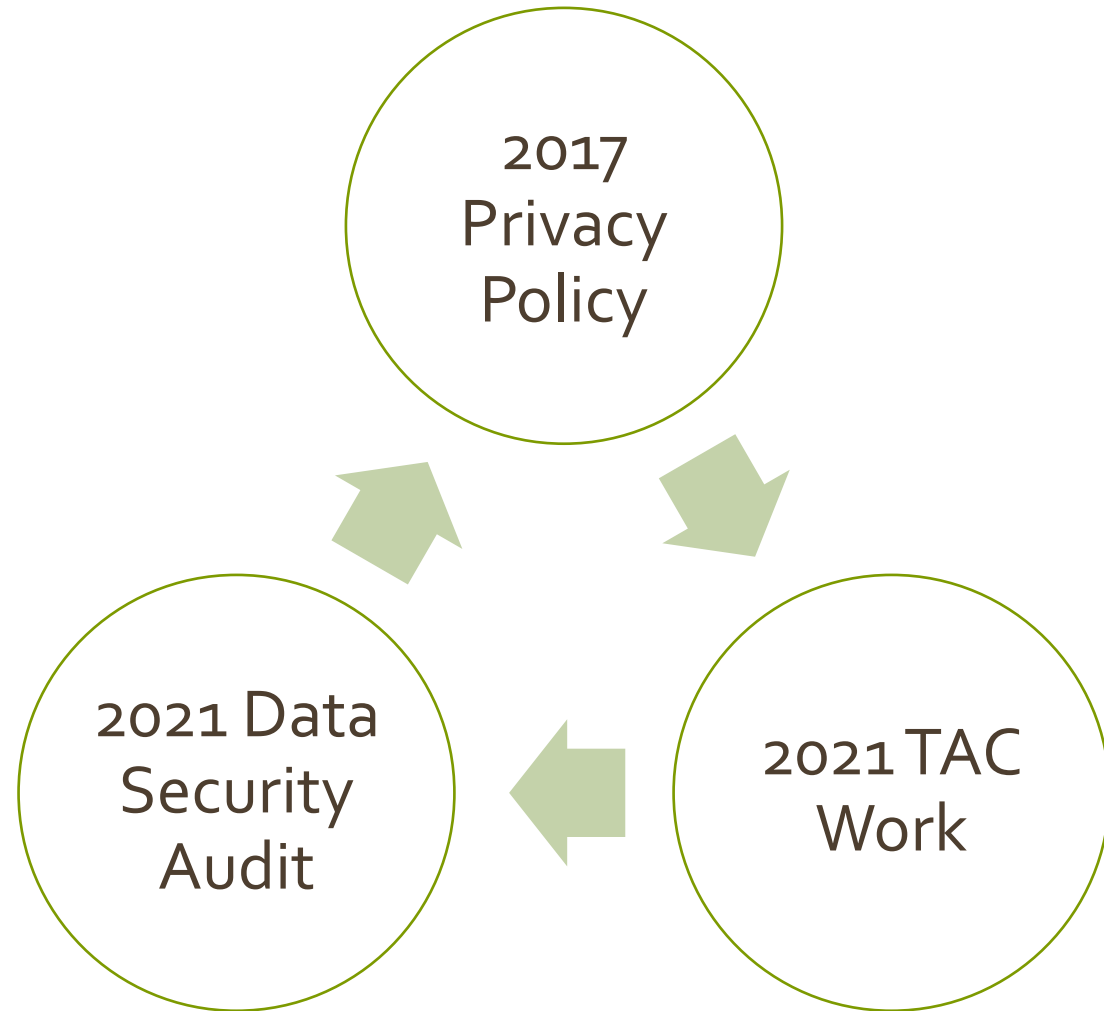
U R
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Urban/Rural split was determined by oversampling the rural population in California

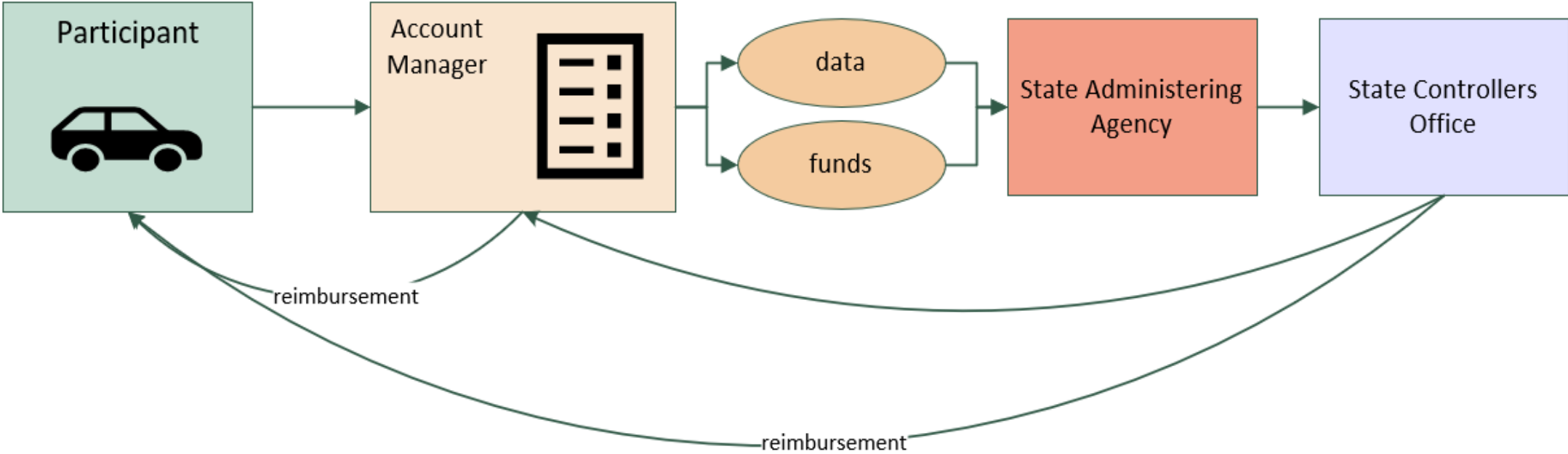
Natural fallout is the remainder of participants (either rural or urban) as long as the 55/40 urban/rural split is met

Income levels Low, moderate, high-income levels calculated according to number of people in household

Privacy and Security



Revenue Collection





Revenue Collection – Data Collection and Payments

Plug-in Device

Telematics

Odometer readings

Pre-pay or Post-pay

Pay via invoice, phone, or online



Enforcement

Coordinate information with the Department of Motor Vehicles.

Begin to develop policies for a long-term program.

Offer an exemption for out-of-state miles.

Flat Per-Mile Rate

Flat Per-Mile Rates

Light-duty	2.5 cents per mile
Medium- and Heavy Duty	
Class 3&4	5.9 cents per mile
Class 5&6	9.9 cents per mile
Class 7&8	14.8 cents per mile

SB 339 also lays out a fuel efficiency focused rate . There will be two groups of participants, one charged the flat per-mile rate and the other charged the rate focused on fuel efficiency.



Questions?