California Road Charge Technical Advisory Committee Road Charge Pilot Design Recommendations

Topic	Recommendation
Technical & Organizational Design	The pilot should offer drivers a choice in account managers.
	Out-of-state vehicles should be included in the pilot and simulate payment for driving on California roads.
	The pilot should test an open system design.
	The pilot should test the interoperability of California's system with that of other states.
	The pilot should include individuals, households, businesses, and at least one government agency.
	The pilot should include a cross-section of at least 5,000 vehicles that are reflective of the fleet currently using California's road network.
	The pilot should offer methods to exempt miles driven on private road or out of state.

Topic	Recommendation
Privacy	The pilot should feature specific governance, accountability, and legal protection approaches for protecting privacy.
Data Security	The pilot should test ten data security features: Authentication, Authorization, Encryption, Data Modification Notification, Data Masking, Data Storage, Data Transmittal, Data Destruction, General IT Network Security, and Third Party Data Security System Verification.
Enforcement	The pilot should check for anomalies in mileage reporting; such as ensuring mileage permits and odometer readings are current, and reviewing electronic logs of the automated distance measurement operational concepts.
Other Policy Issues & Recommendations	**Income equity implications of a road charge** - Once the road charge pilot project yields data about the types of vehicles owned, mileage driven and opinions held by the participants, more in-depth analysis should be conducted on impacts on lower-income persons. The TAC recommends this issue be taken up in any future phase of road charge policy development work.
	Potential differential impacts on urban vs. rural residents - The TAC recommends that this issue be carefully monitored during the pilot, and that impacts of the road charge on rural drivers when compared with their urban counterparts should be assessed. The recommended composition of the volunteer pool reflects this concern and oversamples rural participants to ensure sufficient data is available to fully assess the impacts of the road charge on rural drivers.
	Payment Simulation Options for the Pilot - TAC recommends the simulation of payments be tested during the pilot utilizing online and mail payment options, studying the administrative costs of each.
	Rate Setting for the Pilot - The TAC recommends that in order to adequately assess the ability to invoice based on per-mile rates, a revenue neutral rate should be developed for the pilot program.

Mileage Reporting Methods

Operational Concepts

Concept 1: Time Permit

Concept 2: Mileage Permit

Concept 3: Odometer Charge (post-pay)

Concept 4: Automated Mileage Reporting With No Location Data

Concept 5: Automated Mileage Reporting With General Location

Corresponding Technology

Time Permit Technology

Mileage Permit Technology

Odometer Technology

Usage-based Insurance Devices
Smartphone App

In-Vehicle Telematics
Other Location-based Devices