

The California Road Charge Pilot Program



Public Affairs Assistant Deputy Director
Tamie McGowen

Communicating the Future of Transportation

April 10, 2017



Overview

Why is California Exploring a Road Charge?



Aging
Infrastructure

Shrinking
Funding

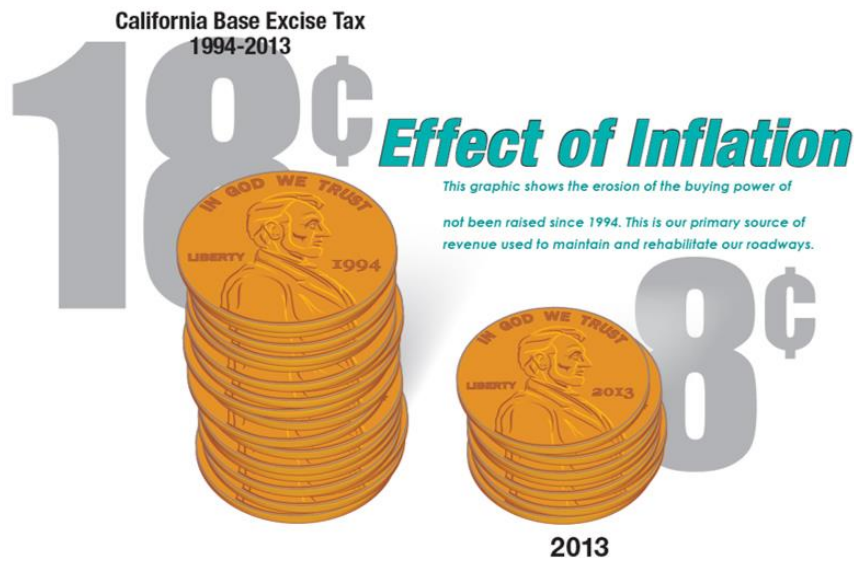
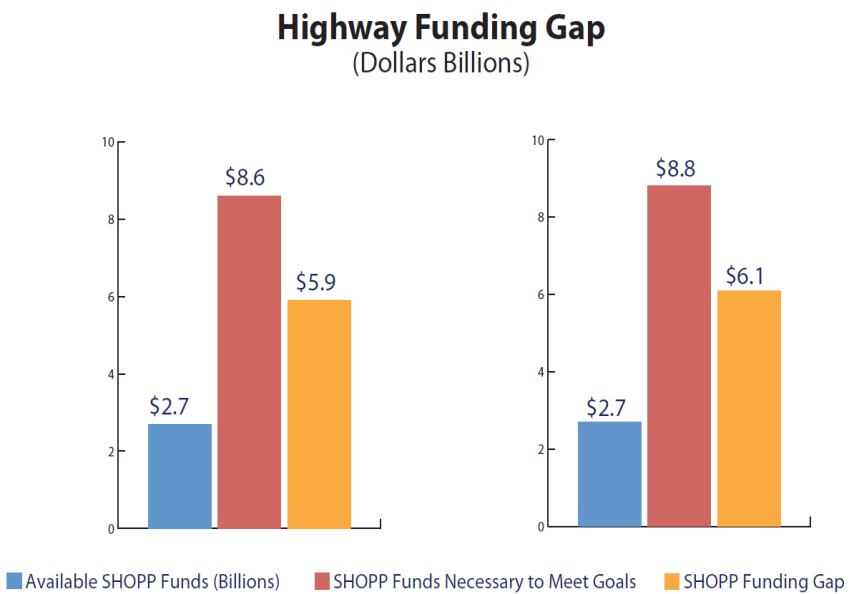
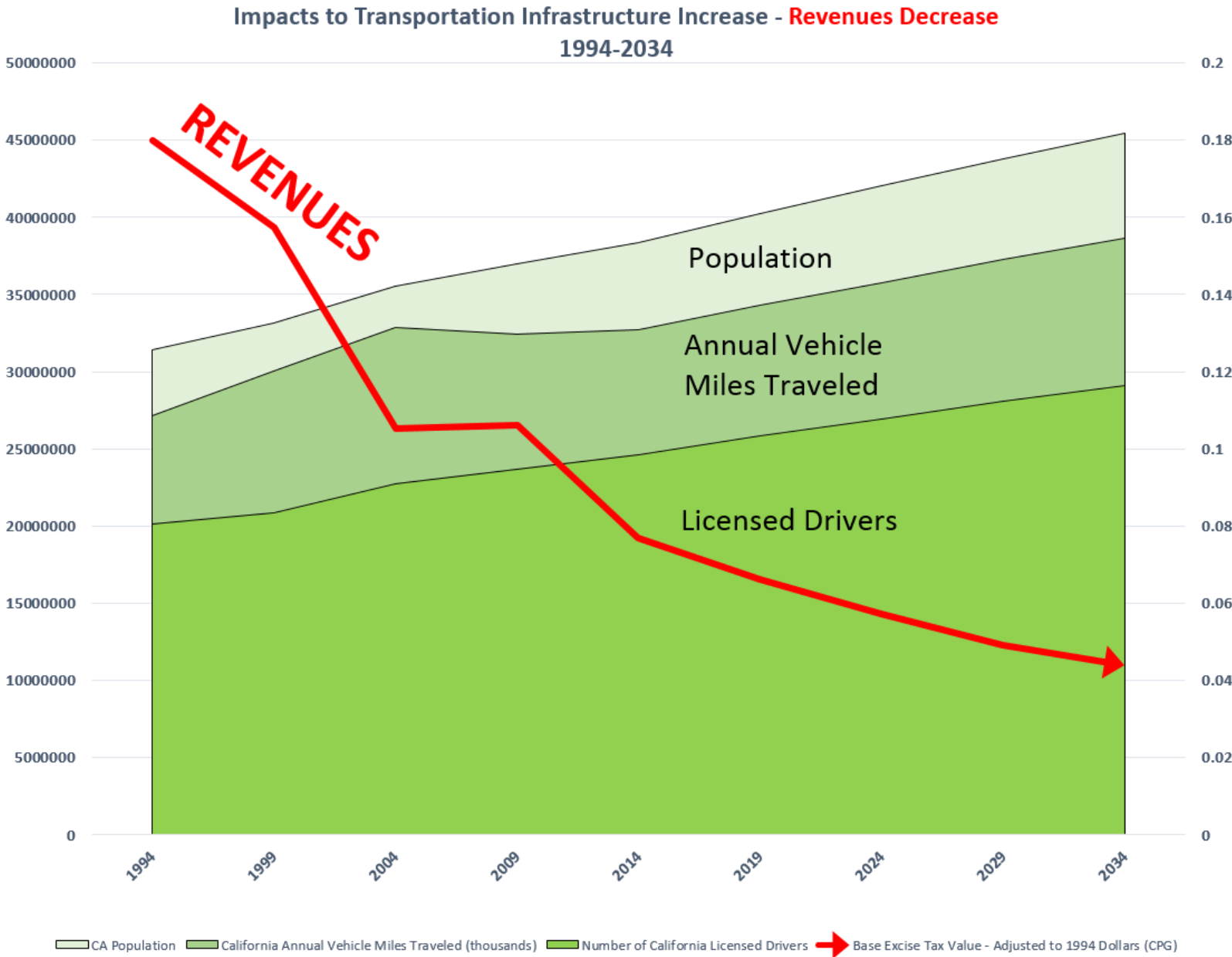


Increased
Requirements

Fuel
Efficiency

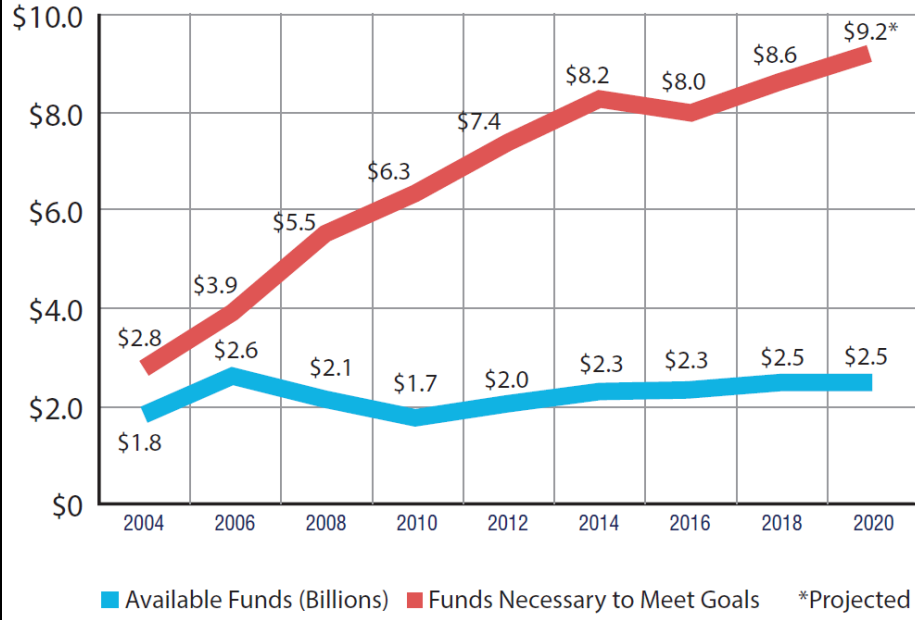


Transportation Funding Not Keeping Pace with Demand



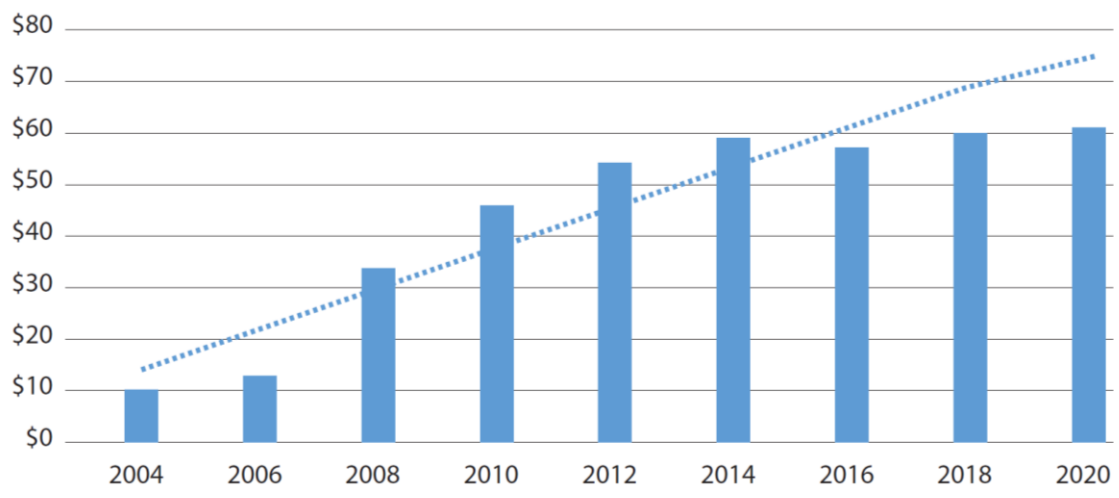
Annual State Highway Needs

Needs Grow As Necessary Funding Lags



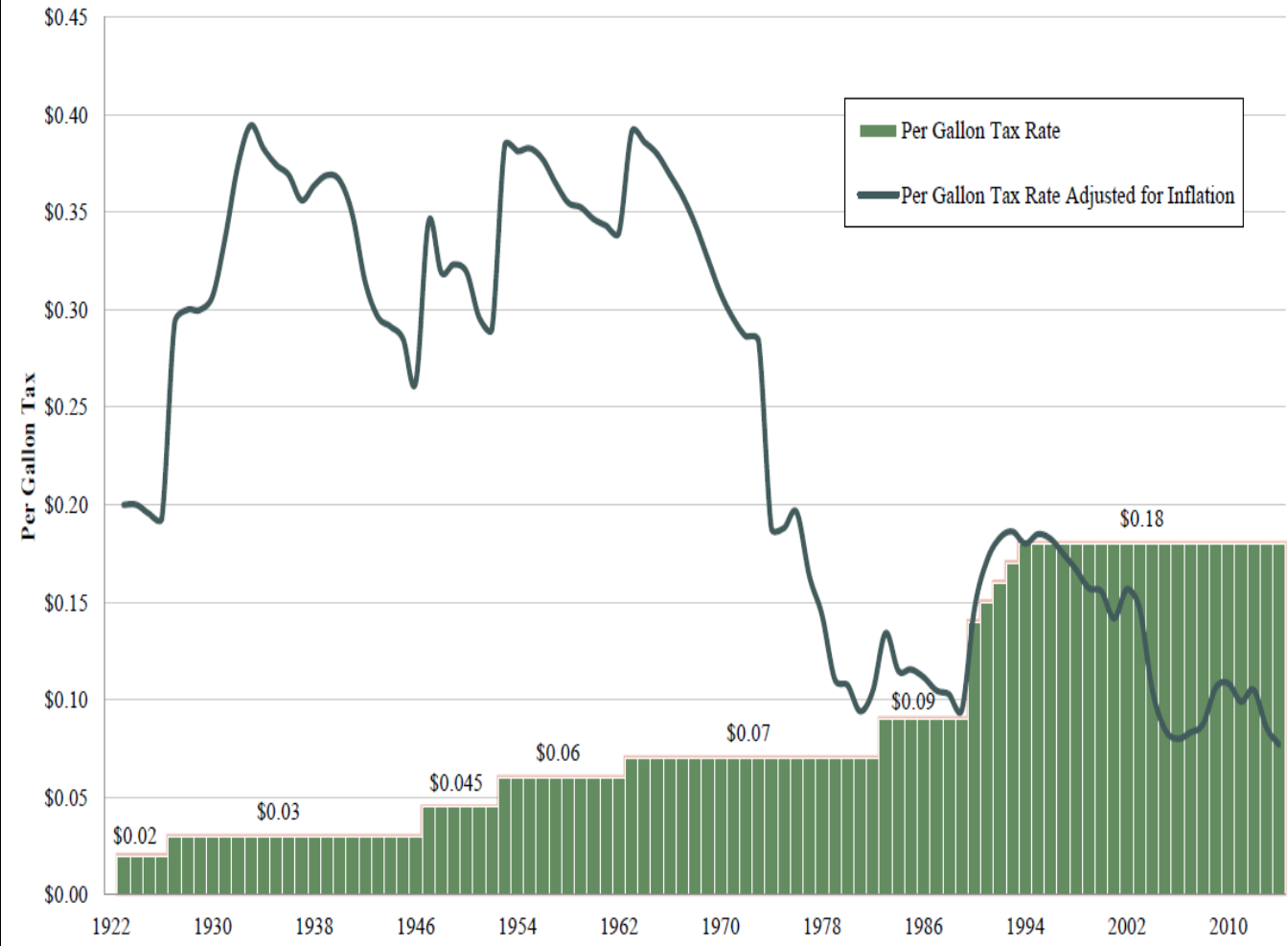
Unmet Highway Need Continues to Grow

(Dollars Billions)



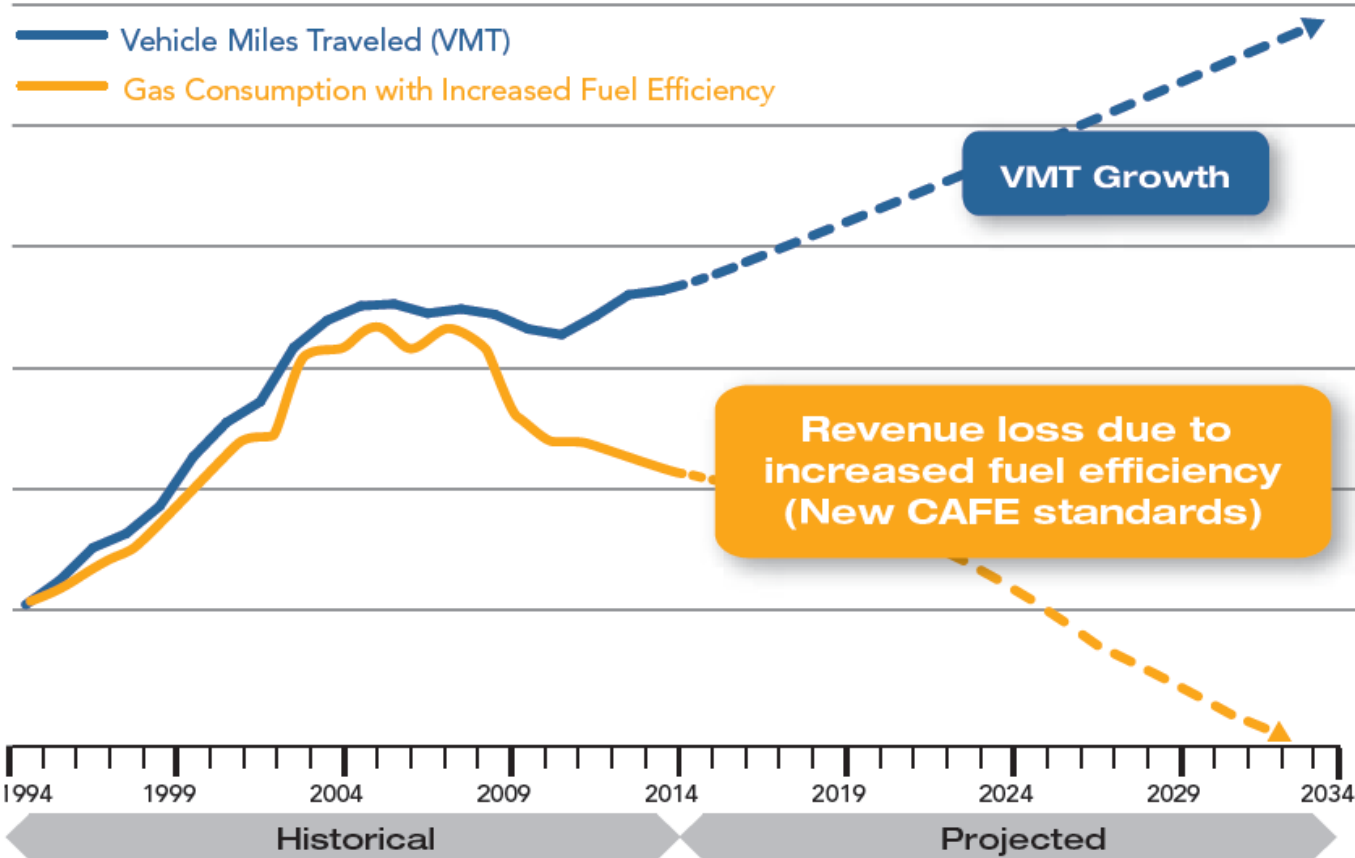
Inflation Erodes Value of Tax Over Time

History of the Base Gasoline Excise Tax Rate



Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index

California Revenue Loss Due to Increases in Fuel Economy



The chart above shows that roadway use will continue to increase, and that our current funding mechanism is declining significantly. We must correct the falling funding trend as soon as possible. The shortfall between actual roadway needs and funding availability is already in the billions of dollars annually.

Average Annual Cost of Select Items



Cable \$1,476



Cell Phone \$1,200



High-speed Internet \$1,080



Coffee \$853



Gas Taxes
\$310

The amount the average California driver pays to support maintenance and repair of our roadways is significantly less than what they spend for other necessities.

Senate Bill 1077 (September 29, 2014)

Established a Road Charge Pilot Program



Legislation Highlights:

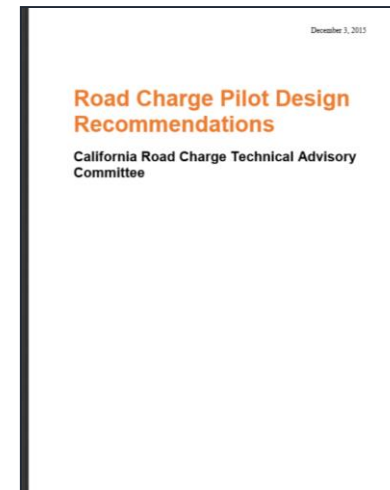
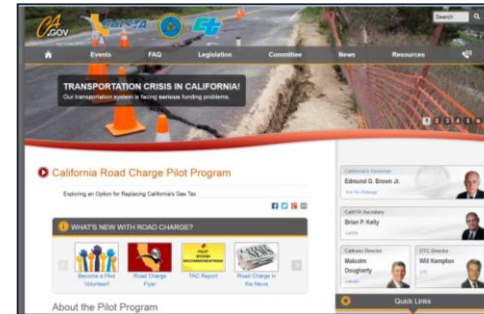
- Road Charge Technical Advisory Committee (TAC)
- Gather public input
- Address privacy and data security
- Provide at least one non-technology option
- Implement pilot by ~~January 2017~~ **July 2016**
- Report findings to Legislature by ~~June 2018~~ **July 2017**



California Pilot



- Goal 5,000 participants statewide
 - Received over **7,800 volunteers!**
- Diversity in vehicle types
- Commercial and State account managers
- Multiple mileage reporting methods
- Protect privacy
- Ensure data security
- Independent evaluation (Third Party Consultant NOT involved with the pilot & another consultant involved with the pilot)



Mileage Reporting Methods

Low Technology Options



Time Permit



Mileage Permit



Odometer Charge

High Technology Options



Plug-in Device



Smartphone App



Built-In Technology

Account Managers





California

State Account Manager

azuga

INSIGHT

NOT A BILL - SIMULATED PAYMENT COMPLETE

MONTHLY STATEMENT ROAD CHARGE

Statement Period: Feb 1 - Feb 28 2017

Statement At A Glance

Account Holder	Angela DelPino
Number of Vehicles	1
Account Type	Odometer Entry
Single Customer Number	Angie 05

Road Charge Details For February

Mileage Fees for February	\$0.00
Fuel Tax Credit for February	\$0.00
Net February Road Charge (Mileage Fees - State Fuel Tax)	\$0.00

Related Activity

Date	Payment Type	Description	Amount
02-04-2017	CREDIT CARD	CREDIT	\$100.00

**All amounts have been rounded to two decimal places. Note that totals may differ from the sum of the individual amounts because of rounding.

**Road Charge Pilot Program is a demonstration program only. No real financial charge have been applied.

Vehicle Details						
Vehicle	Mileage Collected on Chargeable Miles	Mileage Fees on Chargeable Miles (\$)	Fuel Consumed (Gallons)	Fuel Tax Credit (\$)	Net Road Charge	
Honda Accord 1995	Minority	0.0	\$0.00	0.00	\$0.00	\$0.00

February, 2017 Log - Honda Accord 1995 1HQGD08305AL33825						
Start Date	Start Odometer	End Date	End Odometer	Chargeable Miles	Mileage Fees on Chargeable Miles (\$)	Fuel Consumed (Gallons)
02-01-2017	0.0	02-28-2017	0.0	0.0	\$0.00	0.00





DRIVESYNC®

Participant Feedback



Participants provided feedback in various ways:

- Pilot program customer service (call centers, email inquiries)
- Account manager customer service (call centers, email inquiries)
- TAC meetings open to the public
- Local partners
- Independent evaluation via surveys and focus groups

Major Pilot Milestones



May 16, 2016
Pre-Pilot

January 2016
Pilot Development



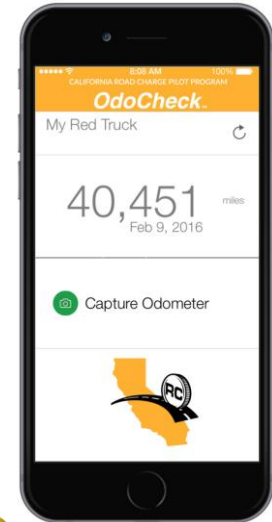
azuga®



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July 2016
Live Pilot



Completed

Completed

Completed

Major Pilot Milestones Cont.



October 2016
Mid-Pilot Survey



Completed

November 1-15, 2016
Mid-Pilot Switch



Completed

January – March 2017
Final Pilot Survey
Statewide Focus Groups



Completed

March – April 2017
Pilot Closeout



California Road Charge Pilot Program Final Survey

Hi Angela,

Thank you for participating in California's Road Charge Pilot Program! As part of the program, we would like to gather information about why you joined, what you think of the program, and your experience so far with a short survey. The survey will only take about 15 minutes of your time and your participation is a critical component of the pilot evaluation process.

For your participation in this survey, you will have the opportunity to enter into the Miles of Thanks Sweepstakes 3 for a chance to win one-of-five \$200 prizes! Also, for every completed survey submitted for the Miles of Thanks Sweepstakes 1, 2, and 3, you will be entered into our GRAND PRIZE DRAWING for \$500!

To participate, please click the link below:
https://emc.research-qualtrics.com/SE7-Q_DL=af0LkZKE0LF15_e4tveWwVWKGYSI_MLRP_e6dR8wTG4HQlpP&Q_CHL=gl

Thank you for your participation!

Sincerely,

California Road Charge Pilot Team

Upcoming

April 2017 start the final findings report due to the Legislature in Summer 2017



Upcoming

The 4 Phases –

Phase 1: Public Outreach Drives TAC Process



Pre-Pilot Outreach Included:

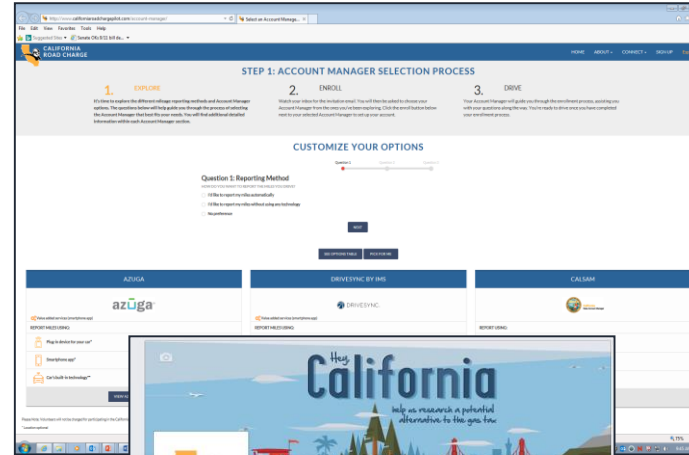
- Public Meetings
- Road Charge Work Group
- Initial Program Website
- Focus Groups
- Telephone Surveys
- Stakeholder Conferences & Workshops



The 4 Phases – Phase 2: Public Outreach & Recruitment for Participants



- Updated Program Website Regularly
- Digital Marketing Campaign
- DMV Insert & PSA
- Monthly Newsletters

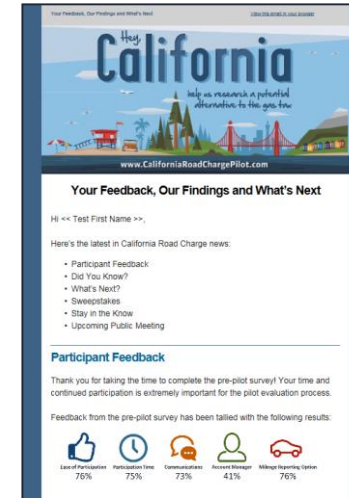


The 4 Phases – Phase 3: Increase Public Outreach



Live Pilot Outreach:

- Monthly Email Communications
- Program Website Updates
- Participant Facing Landing Pages
- Participant Surveys (3 total)
- Incentives and Rewards



The 4 Phases –

Phase 4: Final Report Outreach

Final Report Outreach will Include:

- Stakeholder engagement (Following up)
- Message Development (Educating public)
- Just contracted RFP for new contract
- Media Outreach
- Media Tracking and Monitoring
- Elected Officials Engagement

The final report will include:

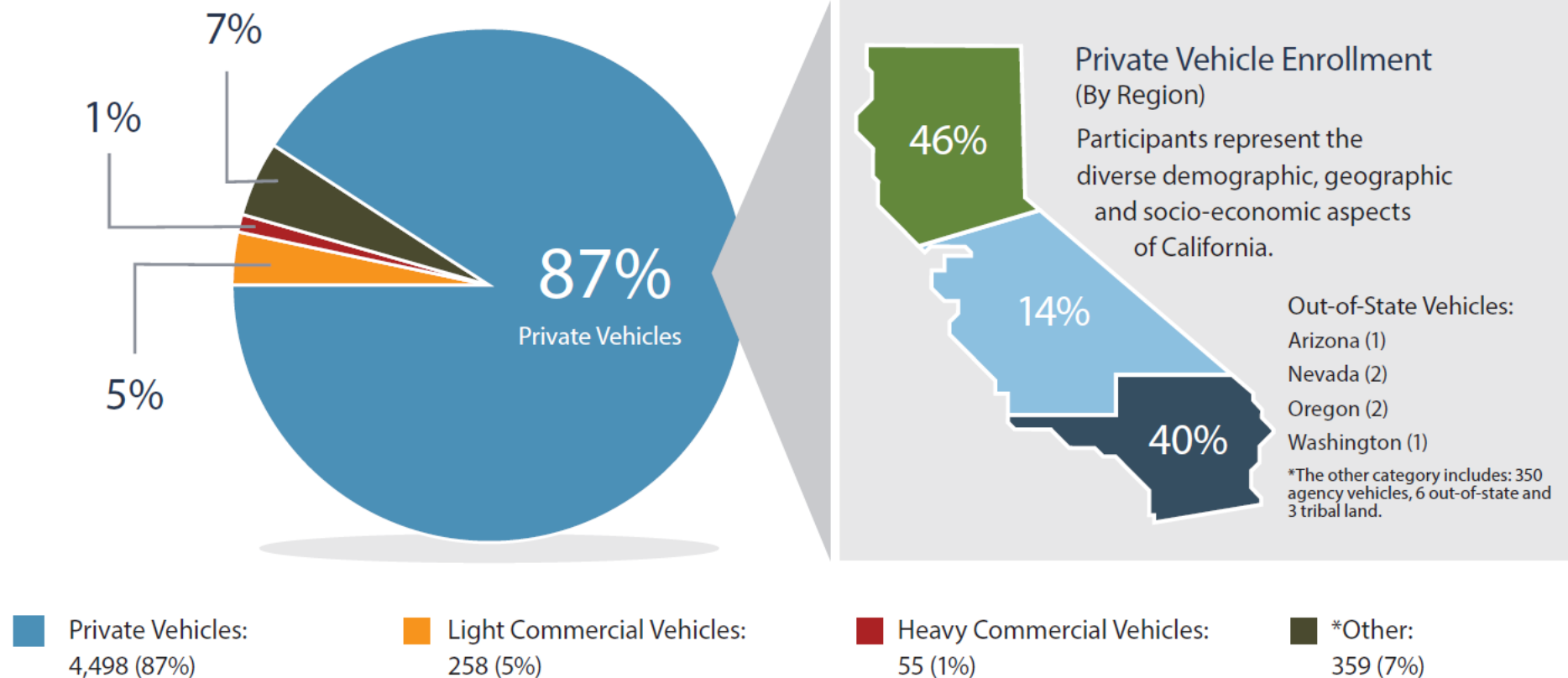


- Insights and findings from the pilot
- Pilot volunteers' experiences
- Stakeholder input



CA Pilot Enrollment Overview

WHO IS TAKING PART?



324 
Toyota Prius is the #1 participating vehicle

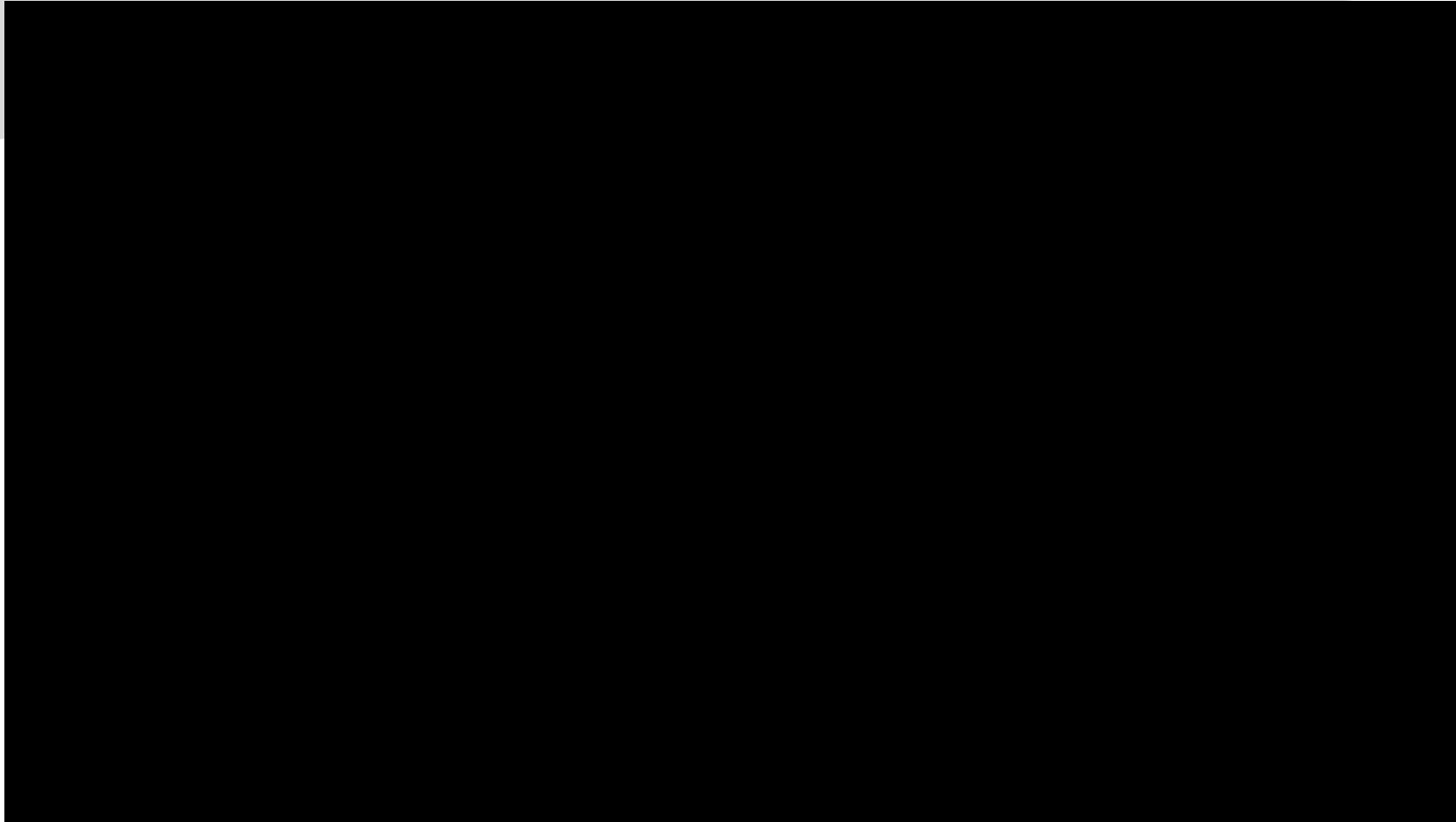
228 
Ford F-150 is the #2 participating vehicle

Communication Integration

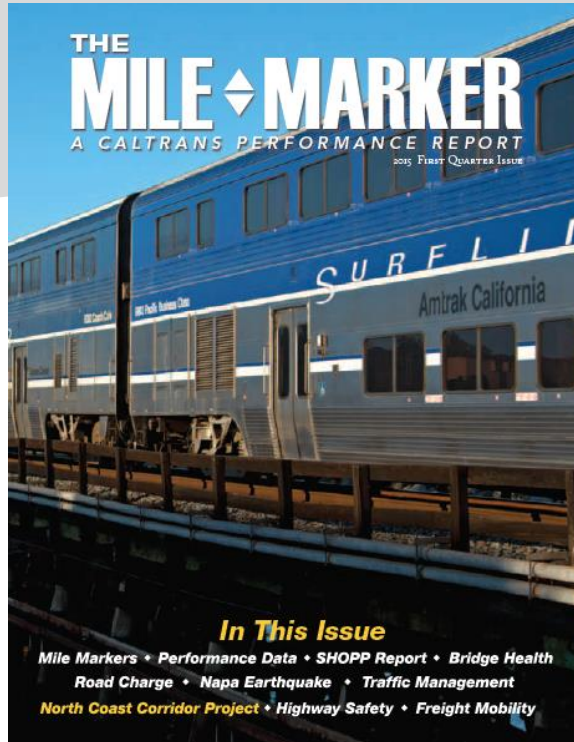


Caltrans Director Malcolm Dougherty with former CTC Director Will Kempton discussing the Road Charge Pilot Program during the July 2015 Caltrans Director's video.

News Flash



Mile Marker



Exploring an Alternative to the Gas Tax

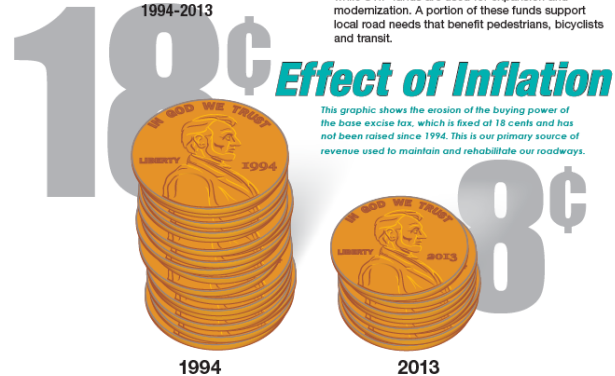
FINANCIAL

California's \$2-trillion economy – the eighth largest in the world – depends on an equally massive transportation system. Its highway lanes alone, if laid end-to-end, would wrap twice around the equator.

The system, of course, is more than lane miles. It includes roads, bridges, public transit vehicles and facilities, passenger and freight rail, airports, harbors, and international ports of entry. Our state and local transportation infrastructure faces great demands:

- 326 billion annual vehicle miles traveled
- 394,000 lane-miles to operate and maintain
- More than 26,000 bridges to operate and maintain
- 33 million registered vehicles
- 38 million people

California Base Excise Tax
1994-2013



This graphic shows the erosion of the buying power of the base excise tax, which is fixed at 18 cents and has not been raised since 1994. This is our primary source of revenue used to maintain and rehabilitate our roadways.

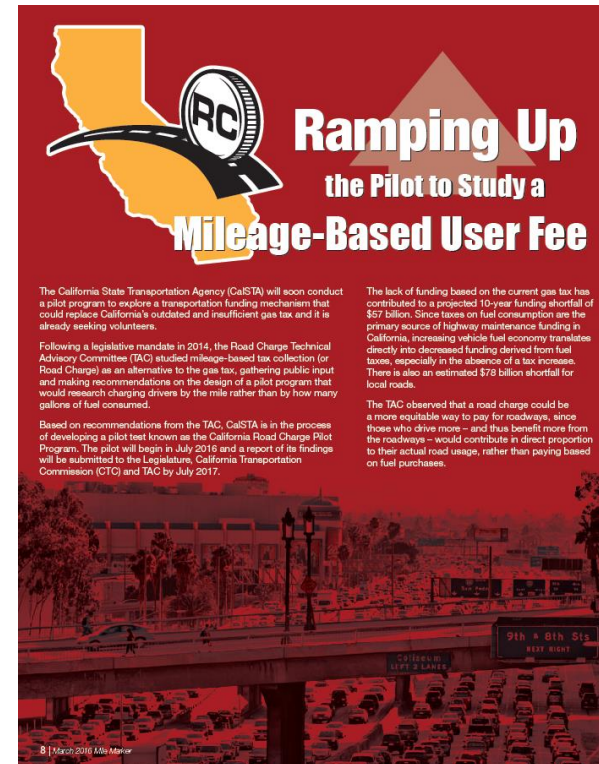
Data Source: Price Index for Selected Highway Construction Items

11

California thrives on its transportation infrastructure. There could be no economy without it. And yet, much of the upkeep it needs is postponed from year to year for lack of money.

Transportation Funding Not Keeping Pace with Demand

The largest sources of funding for the transportation system are the fixed excise taxes paid on fuel consumption; federal funds also from fuel taxes; and weight fees on trucks. Collectively, these funds are primarily used for Caltrans' two major programs: the State Highway Operation and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP). The SHOPP funds are used for state highway system rehabilitation and maintenance, while STIP funds are used for expansion and modernization. A portion of these funds support local road needs that benefit pedestrians, bicyclists and transit.



http://www.dot.ca.gov/MileMarker/2016-1/2016MileMarker_v3Iss1.pdf#page=8

Social Media



Post Details



Caltrans HQ

Published by Patrick Olsen [?] · December 6, 2016 ·

Road Charge may replace the gas tax. Why? As vehicle fuel efficiency increases, fewer gallons of gas are being purchased, creating a loss in revenue needed to maintain our highway system if the state were to continue with the gas tax. Despite the decline in gas tax revenue, more cars are using California's roads and the wear and tear on roadways is increasing.

Learn more- <https://www.californiaroadchargepilot.com/>



California Road Charge Pilot Program

Join the California Road Charge Project to share your love for California's roads and to help shape the future of sustainable transportation in our state.

CALIFORNIAROADCHARGEPILOT.COM



Get More Likes, Comments and Shares

Boost this post for \$20 to reach up to 7,900 people.

4,157 people reached

Boost Post

Gary Slater, Eric DeHate and 32 others · 8 Comments · 16 Shares

Like Comment Share

Reported stats may be delayed from what appears on posts

4,157 People Reached

79 Reactions, Comments & Shares

31



Like

21

On Post

10

On Shares

2



Love

2

On Post

0

On Shares

1



Wow

1

On Post

0

On Shares

1



Sad

1

On Post

0

On Shares

13



Angry

9

On Post

4

On Shares

15

Comments

9

On Post

6

On Shares

16

Shares

16

On Post

0

On Shares

236 Post Clicks

0

Photo Views

37

Link Clicks

199

Other Clicks

NEGATIVE FEEDBACK

3 Hide Post

0 Hide All Posts

0 Report as Spam

0 Unlike Page

Tweet activity



Caltrans HQ @CaltransHQ

Replacing gas tax with Road Charge may help better fund our highway system for much-needed repairs and maintenance.

http://www.dot.ca.gov/road_charge/
pic.twitter.com/95c2OdfV1j

Impressions

5,151

Total engagements

101

Media engagements

26

Link clicks

26

Detail expands

21

Likes

11

Retweets

8

Replies

5

Profile clicks

4

NEWS RELEASE

Date: March 10, 2016
District: Headquarters
Contact: Tami McGowan
Phone: (916) 657-5060

FOR IMMEDIATE RELEASE

Caltrans Announces Four Firms to Manage Road Charge Pilot Accounts

California's per-mile charging system pilot will launch July 2016

SACRAMENTO – Caltrans announced today that four firms have been selected to provide account management services to volunteers in the California Road Charge Pilot, which is scheduled to launch this summer.

Drivers of passenger vehicles who participate in the pilot will be able to select between Azuga and Intelligent Mechatronic Systems Inc. (IMS) to manage their road charge mileage account, or they may choose a state-run account management service, which will be supported by Arvato Mobility Solutions. Accounts for heavy vehicles will be serviced by EROAD, Inc.

These firms will offer the full range of mileage reporting options recommended by the California Transportation Commission's Road Charge Technical Advisory Committee. These options range from low-tech options like manual odometer readings to fully automated reporting based on vehicle telematics. Azuga, IMS, and EROAD may also provide value added services such as vehicle health reports or driver-safety feedback at no cost to participants for the duration of the pilot. Pilot participants will be able to view detailed information about their account management choices starting in May and choose an account manager starting in June.

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NEWS RELEASE

Date: July 5, 2016
District: Headquarters
Contact: Tami McGowan
Phone: (916) 657-5060





California's Road Charge Pilot Program Launches Thousands of Vehicles Testing Alternative to Gas Tax

SACRAMENTO – Caltrans has officially launched California's new pay-by-mile Road Charge Pilot Program, where selected volunteer participants will help the state gain insight into an innovative way to fund California's transportation infrastructure. This pilot will be an opportunity to study road charge alternatives to the gas tax and will provide the Legislature with the data needed to better determine whether a road charge funding concept is viable for California. No actual money will be exchanged during the pilot.

"We're proud that thousands of Californians have signed up to volunteer for the California Road Charge Pilot Program," said Caltrans Director Malcolm Dougherty. "The opportunity to provide valuable input and evaluate the viability of a mileage based user fee system demonstrates the commitment that Californians have to our roads and keeping them well maintained."

Volunteers that have been accepted to participate in the pilot are made up of drivers from all parts of California with various socioeconomic backgrounds. In addition, some out-of-state volunteers will be featured in the pilot in order to help California determine how a road charge tax could impact visiting drivers.

Pilot participants will not actually pay a road charge while participating in the pilot. Instead, they will make simulated payments based on how far they drive. The pilot offers several options for participants to report their mileage, including six different low-to-high tech methods:

	Time Permit "Purchase" a permit for unlimited road use in California for a specific period of time
	Mileage Permit "Purchase" a block of miles based on your expected use of California's roads
	Odometer Charge "Make payments" based on periodic manual odometer readings
	Plug-in Device (Location Optional) Report miles using a plug-in device for your car with optional smartphone app



BE WORK ZONE ALERT



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News Releases



State of California • Department of Transportation

NEWS RELEASE

Date: January 15, 2016
District: Headquarters
Contact: Tami McGowan
Phone: (916) 657-5060

FOR IMMEDIATE RELEASE

Volunteers Needed for California's Road Charge Pilot

Report outlines statewide pilot to study potential long-term replacement for the state's gas tax

SACRAMENTO, CA – California is actively seeking 5,000 volunteers to take part in a free study that could shape the way drivers are charged for road usage. Called for by the Legislature in 2014, the Road Charge Pilot Program will produce information for further study on the concept of a "road charge" program. State officials aim to recruit a large number of volunteers reflective of the vast geographic and socioeconomic diversity of the state.

The California Road Charge Technical Advisory Committee released its final recommendations for the statewide road charge pilot study—a system where drivers could pay for road maintenance and repairs based on the number of miles they drive, rather than how much gas they consume. Senate Bill (SB) 1077, signed by the Governor in September 2014, called for the pilot program. The free pilot program will inform the Legislature's decision on whether moving forward with a full-scale, permanent road charge program, potentially replacing the gas tax, is worthwhile. The state's current transportation funding system relies on revenue from fuel taxes, which continue to decline with fluctuating gas prices, increased use of hybrid and electric vehicles and overall improvements in new vehicle fuel economy.

Volunteer participation and feedback will be vital in fine-tuning the proposed program that could eventually replace highway funding with road usage rather than gas tax proceeds. Volunteer drivers will be able to choose from one of several mileage reporting methods that California will be testing. Volunteering is free and no actual money will be exchanged. Participants will have the



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NEWS RELEASE

opportunity to examine a per-mile road charge mechanism as a potential long-term solution to the issue of declining transportation revenue facing California.

Caltrans maintains 50,000 lane-miles of highway and nearly 13,000 state-owned bridges. However, the state's current fuel excise tax is sufficient to fund only \$2.3 billion of work, leaving \$5.7 billion in unfunded repairs each year. If the trend continues, the transportation funding gap will continue to grow and road maintenance and repair needs will continue to escalate.

"The gas tax is outdated and no longer capable of meeting all of our future transportation revenue needs," said Will Klampton, Executive Director of the California Transportation Commission. "This pilot is an excellent opportunity to study road charging and should provide the Legislature the data it needs to better determine whether and how this idea might work in California."

At the conclusion of the pilot, the California State Transportation Agency will issue a report with its findings to the Legislature, the Road Charge Technical Advisory Committee, and the California Transportation Commission. Following receipt of that report, the Commission will make its recommendations regarding the pilot program to the Legislature, which will consider whether to proceed with implementing a road charge system in California.

More information about the California Road Charge Pilot Program and participant volunteer information is available at www.CaliforniaRoadChargePilot.com.

The California Road Charge Technical Advisory Committee was created by the California Transportation Commission on January 21, 2015, to study road charging pursuant to Senate Bill 1077 (2014). The volunteer committee represents a variety of interests and stakeholders from across the state including highway user groups, data security experts, privacy rights organizations, social equity groups, regional transportation agencies, business interests, national research and policymaking bodies, members of the Legislature and representatives from the telecommunications industry.



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NEWS RELEASE

Date: August 30, 2016
District: Headquarters
Contact: Vanessa Williams
Phone: (916) 654-2356
Contact: Tami McGowan
Phone: (916) 657-5060

FOR IMMEDIATE RELEASE

Caltrans & Western Road Usage Charge Consortium Awarded FAST Act Grants for Additional Road Charge Studies

Continuing the research for a gas tax alternative

SACRAMENTO, CA – Caltrans and the Western Road Usage Charge Consortium (RUC West) have been awarded \$150,000 and \$1,800,000, respectively, through the Surface Transportation System Funding Alternatives grant program within the Fixing America's Surface Transportation (FAST) Act. Caltrans is excited to enhance the existing Road Charge Pilot Program with the funds for RUC West will support the development of a multi-state road usage charge system regional plan.

Caltrans and RUC West have made great heads into studying mileage-based user fees as an alternative to the gas tax. These FAST Act grant awards will help further our efforts in researching and developing innovative transportation financing methods not only for California and the Western States, but potentially the nation," said Malcolm Dougherty, Caltrans Director



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NEWS RELEASE

year, \$55 million grant program which is eligible for a state or group of states to test the design, acceptance, and implementation of a future road charge alternative revenue mechanism.

In July 2016, California launched its nine-month pilot, the largest in the nation, involving over 5,000 vehicles representing the diverse demographic, geographic and socio-economic aspects of California. At the conclusion of the pilot, a final findings report will be submitted by the California State Transportation Agency to the California Legislature, California Transportation Commission and the Technical Advisory Committee in June 2017.

More information about the California Road Charge Pilot Program is available at www.CaliforniaRoadChargePilot.com.

Formed in 2012, the Western Road Usage Charge Consortium (RUC West) is a voluntary coalition of 14 western state departments of transportation that are committed to collaborative research and development of a new method for funding transportation infrastructure based on driver's actual road usage. Member states include: Arizona, California, Colorado, Idaho, Hawaii, Montana, New Mexico, Nevada, North Dakota, Oklahoma, Oregon, Texas, Utah, and Washington.



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NEWS RELEASE

Date: April 29, 2016
District: Headquarters
Contact: Tami McGowan
Phone: (916) 657-5060

FOR IMMEDIATE RELEASE

More Volunteers Sought for California's Road Charge Pilot

Pilot in full swing and on track to launch in July

SACRAMENTO – Having reached its initial goal of 5,000 volunteers, the Caltrans Road Charge Pilot program is now asking more rural drivers to sign-up to ensure that the pilot accurately depicts the needs of the entire state of California.

In 2014, the Legislature directed the state to implement the California Road Charge Pilot to determine whether a road charge could be an equitable and sustainable way to replace the deteriorating gas tax and better fund transportation infrastructure.

The state's current transportation funding system relies on fuel taxes, which have been decreasing due to overall improvements in vehicle fuel economy and an increasing use of hybrid and electric vehicles. The current fuel excise tax is sufficient to fund approximately \$2.3 billion of work, leaving \$5.7 billion in unfunded repairs each year to maintain 50,000 lane-miles of state highway and nearly 13,000 state-owned bridges. Under a road charge system, drivers pay based on the number of miles they drive, rather than how much gas they consume.

California is not alone in exploring a road charge model as a gas tax alternative. Congress recently passed the Fixing America's Surface Transportation Act, which created a five-year, \$95 million grant program for states to test a future road charge alternative revenue mechanism.

"We're proud to be leading the charge in California using the vital input we received from hundreds of stakeholders and pilot volunteers that represent every region of the state," said Caltrans Director Malcolm Dougherty.

During the design of the California pilot, the Road Charge Technical Advisory Committee highlighted the difference in need between the state's rural and urban drivers and recommended that the impacts of a road charge on the two groups be carefully assessed.

"It is important that the pilot represents a diversity of perspectives so the Legislature has the complete picture it needs in order to decide if it wants to proceed with enacting a full-scale road charge program," said Caltrans Director Malcolm Dougherty.

Rural drivers are encouraged to sign up to participate in the nine month program. There is no cost to volunteer. For more information, please visit and enroll at www.CaliforniaRoadChargePilot.com.



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the ongoing efforts of future revenue system of administration, in the California pilot, expand education efforts. This expanded from the Administration

uses critical policy, equitable and innovative

used alternatives for maintain the long-term of Act created a five-




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In the News






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California Road Charge Pilot Program - News


Exploring an Option for Replacing California's Gas Tax

Last Updated: March 30, 2017


Featured Items



California Committee Explores Road Charge in Place of Gas Tax
California Plans To Move Away From Gas Tax To "Road Usage Charge"
Jim Madaffer, Chair, California Road Charge Technical Advisory Committee -
KPBS: February 17, 2015




Editorial: Road Funding Must Include Maintenance and Construction Costs
Once the concrete dries on a new transportation project, the hard work begins: maintaining and preserving the infrastructure for decades of use by commuters, freight and businesses.
Brian P. Kelly, Secretary, California State Transportation Agency (CalSTA): March 04, 2015




Oregon to Test Pay-Per-Mile Idea as Replacement for Gas Tax
Oregon is about to embark on a first-in-the-nation program that aims to charge car owners not for the fuel they use, but for the miles they drive.
Associated Press, New York Times: May 20, 2015


Latest Road Charge News




Road user charging belongs on the political agenda as the best answer for congestion management
Road user charging is probably the best idea we have to reduce congestion and to stable better decisions on road investment. Average travel speeds in our cities are decreasing, and congestion is only likely to worsen as our population continues to grow.
Marion Terrill and Owaill Estrle, The Conversation: September 11, 2016




Dump the gas tax — Instead pay by the mile
Better mileage means less gas tax to build roads. California and others are checking out a new approach that Oregon's been piloting. States' gas tax revenue is slumping. California and other states are looking to an innovative approach pioneered by Oregon: pay by the mile.
Liam Moriarty, Marketplace: September 5, 2016




Pay by the mile or at the pump? A gas tax experiment
California faces a \$59 billion backlog of deferred maintenance on roads and bridges. Drivers in the state pay some of the highest gas taxes in the country but they haven't kept pace with rising construction costs. And increasing fuel efficiency means revenues will fall even more in the future.
Meghan McCarty, Southern California Public Radio: September 5, 2016




DeSaulnier's per mile driving fee idea receives \$750,000 in federal funding for pilot program
Today, Congressman Mark DeSaulnier (CA-11) announced that \$750,000 in federal funds will be awarded to the California Department of Transportation under the Federal Highway Administration's Surface Transportation System Funding Alternative Program (STSFAP).
Press Release, Antioch Herald: August 31, 2016



Caltrans, Consortium Funded to Study Per-Mile Road Fees
Caltrans and the Western Road Usage Charge Consortium (RUCC West) have been awarded \$750,000 and \$1.5 million, respectively, through the Surface Transportation System Funding Alternatives grant program within the Federal Highway Administration's Surface Transportation (FAST) Act.
Press Release, SCV News: August 30, 2016



Trend toward fuel-efficient vehicles leads to financial troubles for the state
The state is in need of more money for road repairs and could one day tax drivers based on how far they go instead of how much gas they buy. The care of Hawaii's roads is made possible in large part by a tax we pay every time we fill up our cars.
Alexander Zarnes, KHON 2: August 20, 2016



Poor state of roads, bridges costs us dearly
California's deficient system of roads and bridges has cost Californians \$53.6 billion in additional vehicle operating costs, traffic-related delays and car crashes, according to a recent report by national transportation group TRIP.
Editorial, San Gabriel Valley Tribune: August 24, 2016

California's Governor
Edmund G. Brown Jr.

California's Secretary
Brian P. Kelly

GTO Executive Director
Susan Brannen

Caltrans Director
Malcolm Dougherty

Quick Links

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Join Our Interest List

Fact Sheet

Brochure

Road Charge Video

Caltrans Director's Video July 2015

California Committee Explores Road Use

Road Charge Calendar

California Road Charge Pilot Program Calendar

Client shown in time zone: Pacific Time

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East Coast states want to tax drivers' travel, not their gas
A group of East Coast states wants to help overhaul the way America pays for its decaying roads, and it's starting with Monopoly money. Delaware, Pennsylvania, Connecticut and New Hampshire are proposing pilots to figure out how they might charge motorists a fee for the miles they travel — rather than taxing their gas, as state and federal officials do today.

Michael Larris, The Washington Post: June 25, 2016



This is What Electric Cars Will Do To The U.S. Gas Demand
Demand for U.S. gasoline is expected to fall by 5%—and could be out by as much as 20%—over the next two decades, according to a new report released Monday by energy consulting firm Wood Mackenzie. The culprit? Electric cars.

Madeline Farber, Fortune: June 20, 2016



Oregon lawmakers could look at pay-by-the-mile transportation tax in 2017
Recently, a new tax based on how much people drive could be among the transportation funding ideas lawmakers consider in 2017, according to a member of the task force exploring the idea.

Hillary Borrud, Oregon Live: June 18, 2016



The Gas Tax is Obsolete. It's Time to Replace It
Recently, Right Wisconsin published an article by Assembly Majority Leader Jim Steineke laying out the need to "fix" Wisconsin's transportation funding problem. The article was more an excuse to justify an increase in Wisconsin's gas tax than a serious proposal to correct the issues with Wisconsin's transportation funding.

Brian Kelly, Right Wisconsin: June 15, 2016



California Looks at Trading Fuel Taxes for Mileage Charges
Since well before the Beach Boys dreamed up their classic driving anthem "I Get Around," Americans have been paying extra at the pump to help maintain public roads. Only now, they're driving farther and more frequently, often in trucks and cars that don't require as much gasoline or diesel.

Tiffany Hsu, Trucks.com: June 15, 2016



Roads: The New Utility
Washington's gas tax was finally raised again last year by lawmakers as part of a 16-year, \$16 billion transportation funding package for roads, transit and more. It was rightly hailed as an important first step toward meeting the state's surface transportation funding needs.

Matt Rosenberg, Lens: June 9, 2016



CTC in Sonora To Recruit For Pilot Road Use Program
Rural drivers are among those that state transportation officials hope to recruit for a pilot program seeking a road maintenance funding alternative. In fact, at the top of its agenda, the Tuolumne County Transportation Council (TCTC) will on Wednesday host a presentation on that topic by the California Transportation Commission (CTC).

Tori James, MyMOTORIDE.com: June 7, 2016



With gas tax tanking, tolls moving into fast lane
Tolls routinely make headlines in Hampton Roads and Northern Virginia as the regions work to mitigate congestion and build needed infrastructure. Drivers across Virginia — and the country — will see similar headlines in the coming months and years. The reason? It's mathematical.

Nick Antonucci, Virginia Business: June 1, 2016



IUPUI Researchers: Don't Bother With An Electric Car Flat Tax — It Won't Fix Roads
Researchers say a flat fee on electric vehicles won't help solve declining road funding revenues, like those faced here in the state. Electric vehicles don't pay into road funding the same way traditional vehicles do because they don't pay fuel taxes.

Brandon Smith, WBAA(radio): May 27, 2016



Oregon Gets Company In Testing Gas Tax Alternatives
For a decade, Oregon has been the undisputed leader in pursuing the idea of taxing drivers not on the amount of fuel they buy but on the number of miles they drive. Starting this summer, though, the Beaver State will get some company. California plans to launch a nine-month experiment in July to test out different ways of charging by the mile.

Daniel C. York, Governor: May 24, 2016



Road Charge Pilot Program: It Works!
It's official! As your friendly Road Charge Pilot Program participant blogger, I am finally connected and being tracked! It's been a long road to this point, as you can read here, but Azuga took notes and went above and beyond to fix the problem for me. In fact, I was really impressed with the level of customer service, once it became apparent that the initial device I received wasn't going to work. Good job, Azuga!

Kelly Garman, ACEC California Blog: July 10, 2016



California Tests Pay-Per-Mile in Effort To Curb \$5.76 Gas Tax Shortfall
Antonetta Wohl, a resident of California's Antelope Valley northeast of Los Angeles, drives a 2013 Nissan Altima "that gets incredible mileage." She says she signed up as a volunteer for the California Road Charge Pilot program because she wants to be sure that as many facts as possible are taken into consideration for all commuters.

Maggie Avants, Mill Valley Patch: July 10, 2016



California Testing Pay-By-Mile Fee For Drivers
Car owners across California are carefully tracking how far they drive this month as part of a pilot study measuring how the state could eventually phase out its tax on gasoline. The gas tax helps fund state road repairs, but it hasn't risen since 1994. A vote by California's tax board in February to reduce the gas tax by 2.2 cents went into effect July 1.

Maureen Cavanaugh and Michael Lipkin, KPBS (radio): July 13, 2016



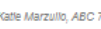
California launches test of per-mile road use fee for drivers
For decades, consultant Steve Schnackel of Sacramento was one of the state Capitol's go-to experts on transportation financing. Through those years, there was one constant, he says: "When I came in and when I went out, it was the same problem — we were short of money."

Tony Bitzjak, The Sacramento Bee: July 10, 2016



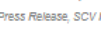
Caltrans Launches Pilot Program to Study State Mileage Tax for Road Maintenance
A Caltrans pilot program is underway to study a mileage tax for California drivers instead of the current gas tax to pay for road maintenance. The gas tax drivers pay at the pump has been working well for decades. The problem going forward is that it's producing less and less revenue as more and more people drive electric or fuel-efficient cars.

Katie Marzullo, ABC 7 News: July 7, 2016



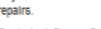
Caltrans Testing Pay-By-Mile Highway Funding
Caltrans has officially launched California's new pay-by-mile Road Charge Pilot Program, where selected volunteer participants will help the state gain insight into an innovative way to finance California's transportation infrastructure.

Press Release, SCV News: July 5, 2016



Taxing road use instead of gas in a new pilot program
As it works now, California drivers pay a tax whenever they fill up on gas. Those funds are used to pay for infrastructure maintenance, as well as new road projects. But as new vehicles use less fuel, the state has found itself with dwindling tax income for road repairs.

Frederic J. Brown, Southern California Public Radio: July 5, 2016



As gas tax wanes, California tests pay-by-mile replacement
The surge of electric cars on California's roadways has created a conundrum for policymakers. While the vehicles reduce pollution, their drivers don't pay any gasoline tax, a vital source of funding for road repairs.

Kate Galbraith, San Francisco Chronicle: July 1, 2016



California's VMT Program Gets Going as Oregon's Reaches 1-Year Mark
As Oregon's vehicle mile tax pilot program hits the one-year mark on July 1, California's nine-month program, which unlike Oregon's includes commercial vehicles, is just beginning. The programs monitor miles driven with projected charges that allows drivers to compare those to the actual fuel taxes paid.

David Elfin, Transport Topics: June 29, 2016

Los Angeles Times
California's crumbling roads won't fix themselves. Neither, it seems, will state lawmakers
Gov. Jerry Brown called a special legislative session last year to speed passage of a bill to repair California's crumbling roads. The politicians have failed miserably.
George Skelton, Los Angeles Times: August 22, 2016

PLANETIZEN
Is Privacy Overrated as a Concern for Mileage Fees?
Privacy concerns were so important to the legislators writing the bill in 2013 to authorize the nation's first "road usage charge" (also commonly referred to as a vehicle miles traveled or VMT fee or mileage-based user fee) program, now known as ORaGo, that they required a "non-Global Positioning System (GPS)" option to be included in the reporting methods volunteers could select when the program launched July 1, 2015.

Irvin David, Planetizen: August 19, 2016

DN
Poorly maintained roads cost Southern California drivers \$2,800 a year
Driving on "deficient roads" costs motorists in California more than \$63 billion a year, and those in the Los Angeles-Long Beach-Santa Ana area are chipping out on average \$2,800 annually as a result, according to a new report from a transportation research group.

Brenda Gazzar, Los Angeles Daily News: August 17, 2016

BETTER ROADS
ORaGo marks one-year anniversary as Oregon's road usage charge pilot
The Oregon Road Usage Charge Program, known as ORaGo, recently hit its one-year anniversary with 1,025 active vehicles participating in the program, just 20 percent of the limit the Oregon Department of Transportation (ODOT) set last year.

ITS International
ITS International: July-August 2016
Infrastructure is the most neglected yet the most critical engine of our society, and our continued indifference could lead to a dystopian future. Our roads, bridges and highways have been largely passed by in the digital age—marginalized in an era when funding is limited and stewardship of physical assets has given way to our preoccupation with technological innovation and data—the stuff of the virtual realm.

Matthew Click, ITS International: July-August 2016

89.3 KPCC
Which costs more for drivers — per-mile charge or gas tax?
California currently uses gas taxes collected at the pump to pay for road repairs, but as vehicles become more fuel efficient, tax revenues haven't kept pace with the cost of construction. The state now finds itself in a \$59 billion funding hole.

89.3 KPCC
The Ride: Road charge vs. gas tax
Anyone who's wrecked a tire in a pothole knows California's infrastructure is in dire shape. The average Californian spends \$762 each year to repair damage caused by poorly maintained roads, according to the state's Department of Transportation.

Susan Carpenter, Southern California Public Radio: August 4, 2016

REGISTER
Testing a better way to pay for roads
This month California launched a new "Road Charge Pilot Program" to test replacing the gas tax that drivers pay at the pump with a fee based on the number of miles they drive. It's not the first transportation funding experiment of its kind. Other states including Oregon, Washington and Minnesota have already conducted similar tests in recent years, but it is important.

Adrian Moore, The Orange County Register: July 31, 2016

Business Journal
Pay-by-the-mile fees could be coming for Arizona drivers
Valley drivers may some day be paying by the mile for driving on public streets, roads, highways and freeways. With mileage-based user fees in active pilot programs in several western states and a half dozen others across the country, Arizona Department of Transportation officials are keeping a close eye to see if such fees could work here.

Eric Jay Toll, Phoenix Business Journal: July 20, 2016

GFF
"Talking Transportation" — What's the Fight over a Vehicle Miles Tax?
Back in April 2015 I wrote about the challenge we face to pay for Gov. Malloy's \$100 billion transportation plan. And I expressed sympathy for his bipartisan, blue-tooth panel based with coming up with funding alternatives, the Transportation Finance Panel.

Jim Carreron, GreenWich Free Press: July 20, 2016

Survey Says...

(60% Survey Response Rate from Volunteers)



Survey results:

- 90% Satisfied with reporting method
- 86% Found participated in the pilot easy
- 83% Overall satisfied with the pilot
- 71% Think a road charge is more fair than a gas tax



Major Lessons Learned



Pros

- Visibility
 - Up to 5 million Facebook impressions amongst core target audiences.
 - More than 250,000 engagements (likes, shares, clicks, comments).
 - More than 11,000 individual, high-value conversations between the page and the individual targets.

Cons

- Negative Feedback
- Misinformation (Double Tax) — Rumors
- Inundated with Questions and not having enough staff or time to answer the questions.

facebook



Gary Slater, Eric DeHate and 32 others

8 Comments 16 Shares



Like



Comment



Share

Top Comments ▾



Write a comment...



Jim Weese I have an idea how about you try to find some efficiencies and actually take our gas money and spend it in roads instead of buses and carpool lanes. Also we keep voting to give billions for roads are you saying that is not enough. Spending 40 min to 1hr to go 10 miles is complete BS. Fix our freeways with the money you have. Holding our roads over our head to get more money from us is getting old.

Like · Reply · Message · December 7, 2016 at 10:51am



Weston Arthurs Dear to cal trans we love to whole fix the roads. But this California Jerry brown big FAIL state! Too much spend money to on immigrants people!

Like · Reply · Message · December 6, 2016 at 7:24pm



Scottie Giese Because we all know how efficient our state is with our money

Like · Reply · Message · December 8, 2016 at 1:04am



James Clapp it is all about the \$\$\$\$\$\$\$\$\$\$!

Like · Reply · Message · December 6, 2016 at 6:36pm



Barb Ronimus no no no no and more no !

Like · Reply · Message · December 6, 2016 at 6:11pm



Mike Phillips Typical Facebook users: putting in their two cents worth when they don't know shit about the topic. 22 million licensed drivers in this state divided by 394000 miles of highway being used = lots of worn out roadways. People Keep whining and complaining about the state of the road system in California. The choices are reduce the Number vehicles on the road (busses, light rail or other modes of transportation) or repair the roads regularly. Freedom isn't free and neither are roads, So STFU unless you have a better solution to the problem.

Like · Reply · Message · December 7, 2016 at 11:08pm



Hector Gutierrez BS!!!

Like · Reply · Message · December 6, 2016 at 8:48pm



Eric B. Bolden Fuck You California, Tax revenue from Cannabis sales would fix the issue, stop being so damned greedy.

Like · Reply · Message · December 6, 2016 at 7:42pm

Write a comment...

Themes of Public Concerns with Road Charge:



- 1) 86% of participants wanted to know how road maintenance and repairs are funded in CA as a major factor/factor of joining the pilot.
- 2) The idea of the double tax.
- 3) Charging on private roads.
- 4) Charging by vehicle weight.
- 5) Out-of-state vehicles should also pay.
- 6) Revenue should be protected.

A Couple More Lessons Learned



- Pre-pilot was only for a week.
- Making the website a one stop shop.



Conclusion – Questions?



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