Fleet Telematics

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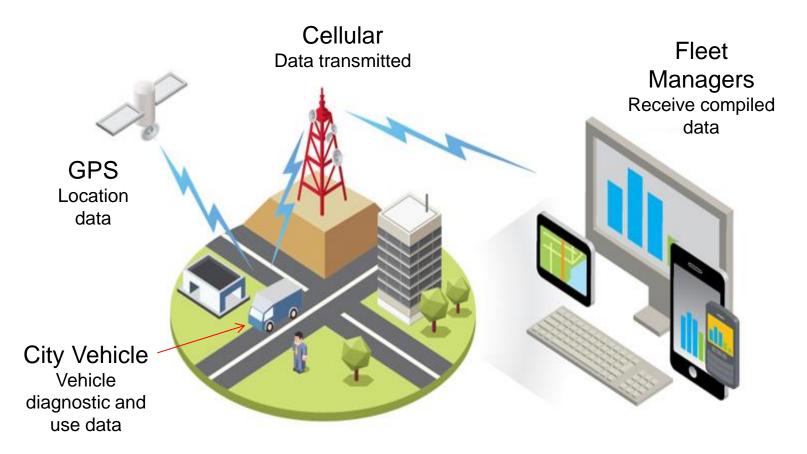
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Agenda

What is Telematics Program Implementation Data Indicators Opportunities Policies to consider

How Telematics Works



Implementation

Past Experience

- Telematics in Use since 2005
- Three Separate Suppliers
- Little Training
- Varying Degrees of Success
- Current Program
 - 3,495 Vehicles are online
 - \$1,147,713 spent in FY 15
 - 15 Departments are participating

Telematics Data Indicators

Position

- Current Location
- Path of Travel
- Static Position Duration
- Geofencing

Safety

- Speeding
 - Threshold
 - Speed Above Posted
- Hard braking
- Hard acceleration

2 Utilization

- Trips
- Miles Driven
- Hours and Days Used
- Idling
- **Maintenance**
 - Diagnostics (trouble codes)
 - Smog check

Opportunities

- Improve fleet utilization and efficiency
- Reduce costs
- Minimize risk
- Enhance Emergency Management & Response
- Working with HR and Unions to look into use of data for disciplinary action

Regional Overview of Telematics

Deployment

- 80.0% Currently using telematics in their fleets
- 28.6% Use telematics in law enforcement vehicles

Human Resources

- 55% Use data for disciplinary actions
- 45% Have written policies

* Courtesy of Municipal Equipment Maintenance Association

CCSF Administrative Structure

Fleet Management

- Fleet wide data collection
- Hardware installation
- Budget for General Fund departments
- Training
- Fleet wide reports

Departments

- System administrator for data management
- Reporting and data-informed decision making

Policies Under Consideration

- All departments should participate in a telematics program
- Develop uniform citywide policies for data mamagement.
- Develop definitions of :
 - Speeding
 - Patterns of unsafe driving
 - Underutilized vehicles

Balance transparency with confidentiality and legitimate security concerns

Questions

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