

# Fleet Telematics

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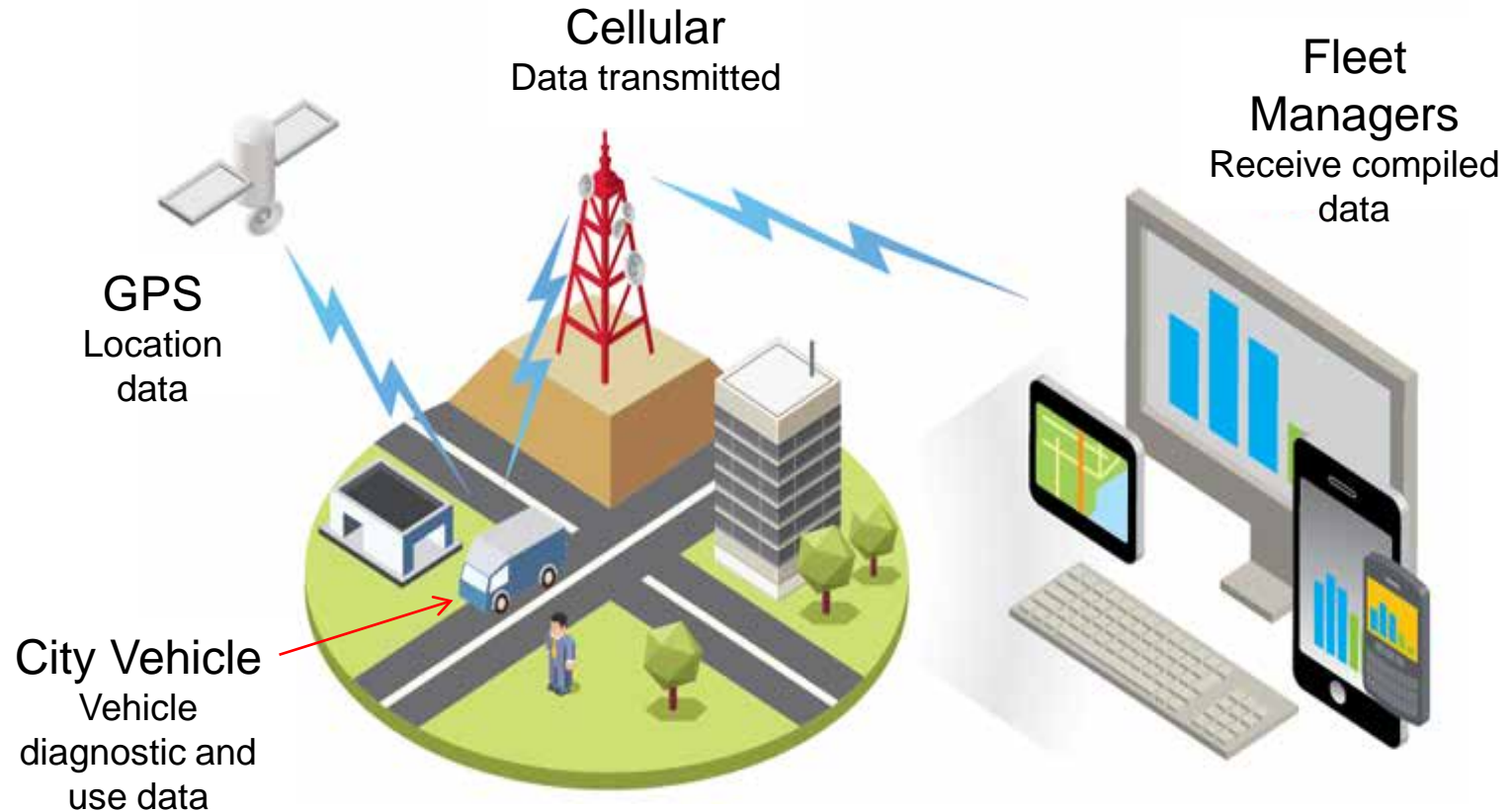


# Agenda

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- ρ What is Telematics
- ρ Program Implementation
- ρ Data Indicators
- ρ Opportunities
- ρ Policies to consider

# How Telematics Works



# Implementation

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## p Past Experience

- n Telematics in Use since 2005
- n Three Separate Suppliers
- n Little Training
- n Varying Degrees of Success

## p Current Program

- n 3,495 Vehicles are online
- n \$1,147,713 spent in FY 15
- n 15 Departments are participating

# Telematics Data Indicators

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## 1 Position

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

## 2 Utilization

- Trips
- Miles Driven
- Hours and Days Used
- Idling

## 3 Safety

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

## 4 Maintenance

- Diagnostics (trouble codes)
- Smog check

# Opportunities

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

# Regional Overview of Telematics

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## § **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

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## q **Fleet Management**

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

## q **Departments**

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



# Policies Under Consideration

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- q All departments should participate in a telematics program
- q Develop uniform citywide policies for data management.
- q Develop definitions of :
  - q Speeding
  - q Patterns of unsafe driving
  - q Underutilized vehicles
- q Balance transparency with confidentiality and legitimate security concerns

# Questions

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