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City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

VALLEY VISION STANISLAUS STEERING COMMITTEE

FEBRUARY 2, 2016 (TUESDAY) 1:00 PM

STANCOG BOARD ROOM

1111 I STREET, SUITE 308

MODESTO, CA

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Public Comment Period: Matters under the jurisdiction of the Committee, and not on the posted agenda, may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Committee for consideration. However, California law prohibits the Committee from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Committee. Any member of the public wishing to address the Committee during the "Public Comment" period will be limited to 5 minutes unless the Chair of the Committee grants a longer period of time. At a Special Meeting, members of the public may address the Board on any item on the Agenda at the time the item is considered by the Board.

Public Participation on a Matter on the Agenda: Please step to the podium at the time the agenda item is announced by the Chairperson. In order to ensure that interested parties have an opportunity to speak, any person addressing the Committee will be limited to a maximum of 5 minutes unless the Chair of the Committee grants a longer period of time.

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AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENTS

These matters may be presented only by interested persons in the audience. Discussion is limited to five minutes or at the discretion of the Chair.

4. CONSENT CALENDAR

A. Motion to Approve VVS Minutes of 1-5-16

5. DISCUSSION/ACTION ITEMS

A. 2015/16 Affordable Housing and Strategic Communities (AHSC) Program

B. California Road Charge Pilot Program

C. Transportation Expenditure Plan for the Stanislaus Region (*Verbal Report*)

6. CALTRANS REPORT

7. EXECUTIVE DIRECTOR REPORT

8. MEMBER REPORTS

9. ADJOURNMENT

Next Regularly Scheduled VVS Meeting:

March 1, 2016 (Tuesday) @ 1:00 pm

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA



CONSENT CALENDAR



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VALLEY VISION STANISLAUS STEERING COMMITTEE MEETING

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA

Minutes January 5, 2016 (Tuesday)

1:00 pm

MEMBERS PRESENT: Angela Freitas (Stanislaus County); Tom Westbrook (City of Ceres); Jaylen French (City of Hughson); Stephanie Ocasio (City of Newman); Colleen Andersen (City of Oakdale); Joel Andrews (City of Patterson); Donna Kenney (City of Riverbank); Debbie Whitmore (City of Turlock); Chris Esther (CAC Representative); Richard O'Brien (Policy Board Representative); R.J. Corwin (BPAC Representative); Sara Lytle-Pinhey (LAFCO Representative)

ALSO PRESENT: Rosa De León Park, Elisabeth Hahn, Isael Ojeda, Stephen Hanamaikai, Marcus Tucker, Chandler Marks, Regina Valentine, Debbie Trujillo (StanCOG); Edgar Garibay (Catholic Charities)

1. CALL TO ORDER

Chair Richard O'Brien called the meeting to order at 1:00 p.m.

2. ROLL CALL

3. PUBLIC COMMENTS - None

4. CONSENT CALENDAR

A. Motion to Approve VVS Minutes of 6-2-15

***By Motion (City of Turlock/Stanislaus County)**, and a unanimous vote, the Committee approved the minutes of 6-2-15.

5. DISCUSSION/ACTION ITEMS

A. Air Resources Board Acceptance of StanCOG 2014 Regional Transportation Plan/Sustainable Communities Strategy

Elisabeth Hahn provided an update regarding the acceptance letter received from the California Air Resources Board (CARB) regarding the StanCOG 2014 Regional Transportation Plan/Sustainable Communities Strategy. She mentioned that the Governor had established a new statewide greenhouse gas reduction target at 40% below 1990 levels by 2030. She stated that ARB was moving forward with updating a scoping plan to reflect the new statewide goals which

would establish new targets to meet by 2018. She said that with the new targets, the next RTP/SCS update may need to begin sooner than originally anticipated.

B. 5th Cycle Local Housing Element Update Schedule

Elisabeth Hahn provided an update on the 5th cycle local housing element schedule. She mentioned that the Regional Housing Needs Assessment (RHNA) and housing element schedules had to be coordinated with every other Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). She said this would require the local housing elements to be updated every eight years and no later than 18 months after the RTP/SCS adoption. She reminded agencies to submit their housing element update to the California Department of Housing and Community Development for review and certification.

C. Promise Zone Initiative – Third and Final Round of Competition

Elisabeth Hahn provided information regarding the Promise Zone Initiative. She said that under this program, disadvantaged communities can request to be designated as a Promise Zone, which provides federal assistance for economic development in disadvantaged communities. She briefly reviewed the guidelines for the program and application submittal deadlines.

D. Transportation Expenditure Plan for the Stanislaus Region (Verbal Report)

Rosa Park summarized the results from public polling that had been conducted regarding a potential sales tax measure, and reviewed the framework options for the transportation expenditure plan that the Policy Board developed. She said the Policy Board would be discussing the plan further at their next meeting on January 20th.

6. CALTRANS REPORT – None

7. EXECUTIVE DIRECTORS REPORT

Rosa Park thanked members for their support and said she looked forward to the year ahead.

8. MEMBER REPORTS

Chair O'Brien thanked members for attending the meeting. He stated that as the VVS goes forward, it needs to look closely at the various programs that could enhance sustainability, including agricultural sustainability, in the region.

9. ADJOURNMENT

Chair O'Brien adjourned the meeting at 1:38 p.m.

Next Regularly Scheduled VVS Meeting:

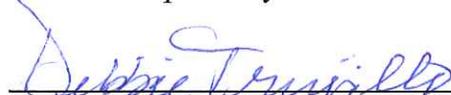
February 2, 2016 (Tuesday) @ 10:00 am

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA

Minutes Prepared By:



Debbie Trujillo, Planning Technician



DISCUSSION & ACTION ITEMS



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TO: Valley Vision Stanislaus Committee **Staff Report**
Discussion

THROUGH: Rosa De León Park, Executive Director

FROM: Elisabeth Hahn, Senior Planner
Stephen Hanamaikai, Assistant Planner
Chandler Marks, Assistant Planner

DATE: January 21, 2016

SUBJECT: 2015/16 Affordable Housing and Strategic Communities (AHSC) Program

Background

The California Strategic Growth Council (SGC) is responsible for developing and administering the Affordable Housing and Sustainable Communities (AHSC) Program, as established under Senate Bill 862.

The AHSC Program invests in projects that reduce greenhouse gas (GHG) emissions by supporting more compact, infill development patterns; encouraging active transportation and transit use; and protecting agricultural land from sprawl development.

Discussion

Funding obtained through an AHSC grant would promote the Stanislaus region’s efforts in moving forward with the goals and objectives of its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by funding projects that will help reduce GHG emissions.

AHSC Project Categories

There are three types of project areas identified by SGC. To be eligible, proposed projects must fall into one of the following project areas:

1. **Transit Oriented Development (TOD) Project Areas** must demonstrate a reduction in vehicle miles traveled (VMT) through fewer or shorter vehicle trips or by facilitating a mode shift to low-carbon transportation options by integrating existing high quality transit with key destinations, with an emphasis on affordable housing development and providing benefits for disadvantaged communities.

High quality transit is defined as providing frequent stops within ½ mile of a Project Area seven days a week, with headway of every 15 minutes during peak traffic hours.

2. **Integrated Connectivity Project (ICP) Areas** must demonstrate a VMT reduction through fewer or shorter vehicle trips or a mode shift to low-carbon transportation options within areas lacking high quality transit, with an emphasis on providing benefits to disadvantaged communities. Project areas that include high quality transit (headways ≤ 15 minutes) are ineligible to apply as an ICP Project Area.
3. **Rural Innovation Project Areas (RIPA)** must demonstrate a VMT reduction through fewer or shorter vehicle trips or mode shift to low-carbon transportation options within areas lacking high quality transit within a rural area.

Funding

Of the funding available through the AHSC Program, 35% will go toward TOD Project Areas; 35% will go toward ICP Project Areas, and 10% will go toward RIPA projects. The remaining 20% can fund any of these three types of projects.

Capital projects approved by SGC will receive a minimum award of \$1 million and a maximum award of \$20 million. Developers are eligible to be awarded a maximum of \$40 million per funding cycle. Planning and programming costs funded by SGC may not exceed 30% of funding requested, with a maximum limit of \$500,000.

Eligible applicants include local government agencies, MPOs, transit agencies, school districts, developers, and program operators (e.g. transit system operators and travel demand management programs). Developers and program operators may include public, private or nonprofit organizations with support of local jurisdictions.

Estimated Application Deadlines

The release of 2015-16 grant application deadlines has not yet been finalized, but the general timeline is proposed as follows:

- January 2016: Release of Notice of Funding Availability
- March 2016: Concept applications submitted to SGC and StanCOG
- June 2016: SGC will conduct a call for projects for a full application
- August 2016: Awards will be announced by SGC

As part of the concept application review phase, and prior to submittal to SGC, StanCOG will review applications from agencies in the region to evaluate how the projects support the implementation of the 2014 RTP/SCS.

Project Scoring

50% of the total score will be based on policy objectives and program feasibility. This considers depth and level of housing affordability, housing and transportation connectivity, community benefit and engagement, access to key destinations, and anti-displacement strategies.

30% of the total score will be based on the GHG quantification methodology, which includes total project GHG reductions and efficiency of reductions. The total project GHG reduction is

based on reductions associated with VMT, and efficiency of reductions considers total GHG reduction given the amount of AHSC funding being requested.

20% of the total score will be based on supplemental GHG-reducing strategies, considering improvements in active transportation, stormwater management and energy efficiency/conservation strategies.

The full version of the 2015-2016 AHSC Guidelines can be accessed via the following link:
https://www.sgc.ca.gov/docs/ADOPTED_FINAL_15-16_AHSC_Guidelines_with_QM.pdf

To provide examples of previously funded projects, the list of Fall 2015 AHSC grant recipients is presented in Attachment 1.

Should you have any questions regarding the AHSC program, please contact Allison Joe at SGC by phone at (916) 322-2318 or via email at allison.joe@sgc.ca.gov.

Should you have any questions regarding this staff report, please contact Elisabeth Hahn at StanCOG by phone at (209) 525-4633 or via e-mail at ehahn@stancog.org.

Attachments:

1. Affordable Housing and Sustainable Communities (AHSC) Program, Fall 2015 Grant Recipients

**Affordable Housing and Sustainable Communities (AHSC) Program
Fall 2015 Grant Recipients**

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|---|---|--------------------------|-----|---------------------|-------------|
| Project Name: | 1 st and Soto TOD Apartments Phase 2 | | | | |
| Location: | City of Los Angeles | | | | |
| Project Sponsor: | East Los Angeles Community Corporation | | | | |
| Project Type: | TOD | Disadvantaged Community? | YES | Total Award: | \$2,485,440 |
| Project Description | | | | | |
| <p>1st and Soto TOD Apartments Phase 2 is a mixed use Transit Oriented Development across from a light rail station and 5 major bus lines in the neighborhood of Boyle Heights in Los Angeles County. Phase 2 will consist of up to 31 units of affordable housing (12 studios, 4 one bedroom, 6 two bedroom and 9 three bedroom units), to be restricted as 100% affordable housing. This property will be energy efficient, LEED Silver certified, and will provide 38 bike storage and parking spaces, outlets for low-emission/electric vehicles, and community serving retail spaces on the first floor.</p> | | | | | |

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|--|------------------------------|--------------------------|----|---------------------|-------------|
| Project Name: | 222 Beale | | | | |
| Location: | City/County of San Francisco | | | | |
| Project Sponsor: | Mercy Housing California | | | | |
| Project Type: | TOD | Disadvantaged Community? | NO | Total Award: | \$2,284,965 |
| Project Description | | | | | |
| <p>222 Beale (Transbay Block 7) provides an opportunity to create a vibrant urban community within San Francisco's newest transit-oriented neighborhood. The project proposes 120 units of affordable housing with on-site childcare, housing infrastructure build-outs of pedestrian pathway and interior courtyard, and transportation infrastructure improvements to the existing transit stop bus shelter.</p> | | | | | |

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|---|---|--------------------------|-----|---------------------|-------------|
| Project Name: | Eddy & Taylor Family Housing | | | | |
| Location: | City/County of San Francisco | | | | |
| Project Sponsor: | Tenderloin Neighborhood Development Corporation | | | | |
| Project Type: | TOD | Disadvantaged Community? | YES | Total Award: | \$2,284,965 |
| Project Description | | | | | |
| <p>Eddy & Taylor Family Housing is a mixed-use project located in San Francisco. The site is a rectangular corner lot currently used as a surface parking lot. The project is two blocks from the Powell Street station served by both BART train and Muni light rail, and the Market Street corridor. The affordable housing development consists of 103 restricted affordable units with 30% of the units reserved for formally homeless earning 30% area median income or below. The project will also include upgrades of walkable corridors along Eddy and Taylor streets.</p> | | | | | |

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|--|----------------------------|--------------------------|-----|--------------|-------------|
| Project Name: | Jordan Downs, Phase 1 | | | | |
| Location: | City of Los Angeles | | | | |
| Project Sponsor: | BRIDGE Housing Corporation | | | | |
| Project Type: | ICP | Disadvantaged Community? | YES | Total Award: | \$6,500,000 |
| Project Description | | | | | |
| <p>Jordan Downs is part of a strategy to redevelop an existing public housing project into a new mixed income, mixed use community that is integrated into the larger Watts Community. The master plan transforms 700 public housing units into 1,375 mixed income units ranging from public housing levels of affordability to a market rate component. Phase 1 of this development will consist of 100 units of affordable family housing with incomes ranging from 30% AMI to 60% AMI. This development will offer 8 one bedrooms, 61 two bedrooms, 23 three bedrooms, and 6 four bedrooms.</p> | | | | | |

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|--|-----------------------------------|--------------------------|-----|--------------|-------------|
| Project Name: | MacArthur Park Apartments Phase B | | | | |
| Location: | City of Los Angeles | | | | |
| Project Sponsor: | McCormack Baron Salazar | | | | |
| Project Type: | TOD | Disadvantaged Community? | YES | Total Award: | \$2,014,560 |
| Project Description | | | | | |
| <p>MacArthur Park Apartments Phase B is an 82-unit mixed use affordable housing development with approximately 7,000 square feet of retail. In addition to the affordable housing development, the project includes improved access to the Westlake/MacArthur Park Station serving the Metro Red and Purple lines.</p> | | | | | |

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|---|-------------------------------------|--------------------------|----|--------------|-----------|
| Project Name: | Riviera Family Apartments | | | | |
| Location: | City of Walnut Creek | | | | |
| Project Sponsor: | Resources for Community Development | | | | |
| Project Type: | TOD | Disadvantaged Community? | No | Total Award: | \$678,706 |
| Project Description: | | | | | |
| <p>Riviera Family Apartments will provide 58 newly constructed apartments affordable to low-income families in the City of Walnut Creek. New infrastructure serving the housing will include structured parking and utility service as well as new infrastructure benefiting the community, located in publicly accessible areas which will include pedestrian improvements, low-impact landscaping, and traffic calming.</p> | | | | | |

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|---|---------------------|--------------------------|-----|--------------|-------------|
| Project Name: | Rolland Curtis East | | | | |
| Location: | City of Los Angeles | | | | |
| Project Sponsor: | Abode Communities | | | | |
| Project Type: | TOD | Disadvantaged Community? | YES | Total Award: | \$4,000,000 |
| Project Description | | | | | |
| <p>Rolland Curtis Gardens, a visionary mixed-use, transit oriented development consisting of 140 units of affordable housing in 2 wings, community serving health clinic and retail, and other services. AHSC funds will be used to fund a 70 unit affordable housing project, structured parking, 2 public bicycle repair kiosks, as well as expansion of programming that promotes active transportation.</p> | | | | | |

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|---|----------------------------|--------------------------|----|--------------|-------------|
| Project Name: | San Leandro Senior Housing | | | | |
| Location: | City of San Leandro | | | | |
| Project Sponsor: | BRIDGE Housing Corporation | | | | |
| Project Type: | TOD | Disadvantaged Community? | No | Total Award: | \$7,997,808 |
| Project Description: | | | | | |
| <p>San Leandro Senior Housing is an 85-unit transit-oriented, affordable senior housing development. Phase II of a larger, two-phase project that will transform the existing BART Parking lot into a residential community with commercial space and BART Parking, adjacent to 115 family apartments currently under construction in Phase I. The building will offer affordable apartments to seniors earning up to 50% of the area median income. AHSC funds walk-up residential units and a landscaped pedestrian paseo, as well as improvements to the San Leandro BART transit station.</p> | | | | | |



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TO: Valley Vision Stanislaus Steering Committee

Staff Report
Discussion

THROUGH: Rosa De León Park, Executive Director

FROM: Elisabeth Hahn, Senior Planner
Stephen Hanamaikai, Assistant Planner

DATE: 1/19/2016

SUBJECT: California Road Charge Pilot Program

Background

As vehicle fuel efficiency increases, fewer gallons of gas are being purchased, creating a loss in revenue needed to maintain our highway system. To address this issue, the California State Legislature passed Senate Bill (SB) 1077 in September 2014, requiring the California Transportation Commission (CTC) to establish a Road Usage Charge (RUC) Technical Advisory Committee (TAC) to study RUC alternatives to the gas tax. The TAC was also charged with formulating a RUC pilot program for recommendation to the California State Transportation Agency (CalSTA). The CTC, in consultation with the CalSTA, convened a 15-member TAC representing a diverse group of stakeholders from across the state.

The RUC TAC held monthly public meetings throughout the state in 2015 to discuss various policy and technical issues related to the implementation of a pilot program. In December 2015, the TAC concluded its deliberations and provided recommendations to the Governor's office. Consistent with the authorizing legislation, the Committee recommended a road test of a highway user fee that puts a priority on user choice and personal privacy protection. The TAC has proposed a broad application of the mileage fee with no exemptions and no rate differentials, at least in the testing phase. The Committee anticipates that the user fee, if implemented, would replace the gas tax as a revenue source, not serve as an additional tax.

The key recommendations of the TAC are presented in the CTC's Road Charge Pilot Design Recommendations report, dated December 2015. The report Executive Summary is provided as an attachment to this staff report, and the full text of the report is accessible using the following link:

http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge_Pilot_Design_Recommendations_121115.pdf

Discussion

To effectively evaluate the RUC pilot program, Caltrans has initiated a recruitment process with a goal of enlisting 5,000 volunteers, representing California's diverse geographic, demographic and socio-economic makeup to participate in a 9-month long study that will begin in July 2016 and end in Spring 2017. During the study, volunteers will record and report their road usage using either manual or automated mileage reporting methods. These methods will include:

- **Time Permit:** Similar to a vehicle registration fee, participants purchase unlimited road use in California for a specific period of time, such as a year, month or week.
- **Mileage Permit:** Pre-purchased block of miles based on your expected use of California roads.
- **Odometer Charge:** Tax payment is remitted after a periodic manual odometer reading.
- **Automated Mileage Reporting:** Choice of in-vehicle technology, with or without general location data, that reports mileage traveled to a third party account manager which invoices the participant.

Volunteers will not have to submit actual payments; however, they will have the opportunity to make simulated payments by standard mail or a secure website. Those interested in participating in the pilot program are invited to apply via the following website: www.CaliforniaRoadChargePilot.com

At the conclusion of the pilot program, an independent third party will evaluate the pilot results, and CalSTA will submit a report to the State Legislature by July 2017 with their findings and a summary of the pilot volunteers' experiences and stakeholder input received as part of the pilot program process. The CTC will provide its recommendations to the Legislature in its annual report by December 2017. At that time, the Legislature will make the final decision on whether (and how) to enact a full-scale permanent road charge program.

Should you have any questions regarding this staff report, please contact Elisabeth Hahn by phone at 209-525-4633 or via e-mail at ehahn@stancog.org.

Attachment:

1. Road Charge Pilot Design Recommendations Executive Summary



**California Transportation Commission
California Road Charge Technical Advisory Committee**

Road Charge Pilot Design Recommendations

December 2015

Road Charge Pilot Design Recommendations

**California Road Charge Technical Advisory
Committee**

Executive Summary

An efficient transportation system is critical for California's economy and quality of life. The revenues currently available for highways and local roads are inadequate to preserve and maintain existing infrastructure and to provide funds for improvements that would reduce congestion and improve safety. Because of improving fuel economy, motor fuel taxes are ineffective methods of meeting California's long-term revenue needs; they will steadily generate less revenue as cars and trucks become more fuel efficient and alternative sources of power are identified. By 2030, as much as half of the revenue that could have been collected will be lost to fuel efficiency.

In an effort to address this problem, in 2014 the Legislature passed and the Governor signed into law Senate Bill (SB) 1077, establishing a Technical Advisory Committee (TAC) under the California Transportation Commission (CTC). The TAC was assigned the task to formulate recommendations for the design of a pilot project to explore the risks and benefits of road charging as an alternative to the gas tax. The CTC in consultation with the California State Transportation Agency (CalSTA) identified and appointed a 15-member TAC representing a broad-spectrum of individuals and a diverse group of stakeholders from across the state.

The TAC publically convened monthly throughout the state to discuss various policy and technical issues related to the design and implementation of a road charge pilot program. The law provided policy, design criteria and privacy protections guidance to assist in the TAC's deliberations and recommendations in the development of the pilot to test road charging in California.

This report consists of the key policy and design recommendations the TAC has concluded are critical to be implemented and studied during the pilot phase of the program. In addition to specific recommendations the TAC has also identified areas that will need further consideration at the completion of the pilot program.

The TAC recommendations are broken down into five categories: 1) Technical and Organizational Design, 2) Privacy, 3) Data Security, 4) Enforcement, and 5) Other Policy Issues and Recommendations. Each of these categories were thoroughly researched and publically examined by the TAC prior to formulation and adoption of the final recommendations. The TAC took proactive measures to ensure public engagement and input throughout the process.

The table below summarizes the recommendations of the TAC based on category with a thorough discussion of each recommendation in the body of the report.

| Topic | Recommendation |
|---------------------------------------|--|
| Technical & Organizational Design | The pilot should offer drivers a choice in mileage recording methods. |
| | 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 roads 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. |

With the completion and submittal of this report the next phase of implementation and deployment of the pilot program resides with CalSTA. Moving forward the TAC will continue to meet periodically to receive updates on the progress of the pilot, to provide advice to CalSTA and to clarify any recommendations presented in this report.

Pursuant to SB 1077 the TAC will receive the final report on the findings of the pilot, providing comments and recommendations to CTC for inclusion in the Annual Report to the Legislature.