



Ventura County
Transportation
Commission

Authorized Uses of SAFE Funds Under the Revised California Motorist Aid Statutes

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Introduction

The Ventura County Transportation Commission (VCTC) is the designated Ventura County Service Authority for Freeway Emergencies (SAFE) and operates the region's highway call box system and the region's highway detection system. The SAFE activities are funded through an annual \$1.00 vehicle registration fee charged to each vehicle registered in Ventura County.

The call box system is comprised of 427 call boxes and despite the proliferation of cellular phones, continues to provide service to between 2,000 and 3,000 motorists per year. The cost to operate and maintain the call box system for a typical year, without required upgrades or site modifications, ranges between \$350,000 and \$400,000 depending on the number of knockdowns and construction removals and replacements.



The highway detection system, an Advanced Traveler Information System (ATIS), SpeedInfo, provides incident and speed information to Caltrans District 7's Traffic Management Center (TMC). This information is then fed back to motorists through Caltrans' Changeable Message Signs (CMS) informing motorists of delays and travel times. The cost to operate and maintain the highway detection system is approximately \$153,000 per year.

Funding for both these projects, falls within the parameters of SAFE's statutory spending authority and total approximately \$550,000 for a typical year, that is a year without special projects such as updating communication protocols or making sites compliant with the Americans with Disabilities Act (ADA). SAFE's historic policy has been to set aside a \$1.5 million reserve for downturns in the economy, special projects such as the ones mentioned above or catastrophic events.

In Fiscal Year 2017/2018 a total of \$802,797 was collected from DMV fees, approximately \$250,000 more than is required for operation and maintenance in a typical year. Across the nearly thirty (30) years of the SAFE program, a significant fund balance has accrued. As of June 30, 2018, the end of the last Fiscal Year, the SAFE Fund Balance was \$4,894,909, subtracting the \$1,500,000 reserve, leaves \$3,394,909 that could be used to assist motorists in Ventura County.

Recent changes to the SAFE legislation have expanded acceptable uses of vehicle registration fees dramatically. SAFE staff has asked its technical consultant, TeleTranTek Services, Inc., (T-Cubed) to research and report on how the spending authority has been changed and how other SAFE programs have used the new authority to fund new or expanded programs, with an eye toward informing Ventura County SAFE on what may best serve Ventura County motorists.

The Revised Motorist Aid Statutes

When the California first enacted the Motorist Aid Statutes¹ in 1988, they permitted SAFE programs to spend vehicle registration fees solely on the implementation, operation and maintenance of highway call box systems. At that time, cellular call boxes were the primary technology available to request aid for stranded motorists.

The primary legislative limitation on spending the vehicle registration fees is §2557, which has been amended several times. In the 1990s, the strong focus on call box systems remained in §2557, but the ability to operate and fund other “motorist aid” systems was added, provided that the call box system in the County was fully funded². The amended §2557 also enumerated (without limitation) additional motorist aid programs that a SAFE might implement:

- Changeable message signs;
- Lighting for call boxes;
- Support for traffic operations centers; and
- Contracting for removal of disabled vehicles from the traveled portion of the right-of-way, including operation of the freeway service patrol.

Among the programs which some SAFEs implemented under the “motorist aid” exception to “call boxes only” were:

- Freeway Service Patrol program matching funds;
- Fire and Rescue equipment grants to first responders to vehicle accidents or fires;
- Fire and Rescue helicopter program;

Effective January 1, 2016, the California Legislature again amended the Motorist Aid Statutes (SB 516, Fuller) and, in doing so, fundamentally changed how SAFEs could spend vehicle registration fee revenues. For the first time, §2557 specified that it is the Service Authority that decides which motorist aid program(s) it will fund, not the Legislature. Funding a call box system is no longer required before other motorist aid systems may be funded. Note, however, that the amended language still requires approval from CHP and Caltrans for the removal of call boxes.

According to the Legislative Analysis that accompanied SB 516, call boxes have become an antiquated technology. The reduction in call volumes has made them less cost effective for taxpayers. In addition,

“Significant advancements in intelligent transportation systems and mobile technology have resulted in less expensive motorist aid services. This bill gives local governments the flexibility to pursue those more cost effective alternatives.”

¹ California Streets and Highways Code §§2550-2559; California Vehicle Code §9250.10.

² “Fully funded” was generally accepted to mean that call boxes were installed on all involved highways in accordance with the spacing requirements stated in the Motorist Aid and Call Box Guidelines approved jointly by Caltrans and CHP. Those spacing requirements were primarily based upon average traffic volumes along a segment of the highway, with closer spacing of call boxes stated along more highly traveled urban segments.

Indeed, funding a call box system is just one of several enumerated possibilities that the Service Authority may consider for funding. The 2016 amendment added the following (again, without limitation):

- Traveler information systems, Intelligent Transportation System architecture and infrastructure, and other transportation demand management services;
- Safety related hazard and obstruction removal.

Given the above, the Ventura County SAFE now has reasonably wide latitude to use its vehicle registration fees to fund a variety of programs, if those programs can be tied in some logical way to motorist aid services.³

One requirement that has not changed since §2557(a) was first enacted is where the motorist aid system must be located.

“ . . . moneys received by [the Service Authority] pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code shall be used for the implementation, maintenance, and operation of a motorist aid system [of call boxes] on the portions of the California Freeway and Expressway System and a county expressway system, and, the unincorporated county roads in that county, and on state highway routes that connect segments of these systems, which are located within the county in which the authority is established.” [emphasis added]

Programs Funded by Other SAFEs

Surveying the options chosen by other SAFEs throughout the State can help to inform Ventura County SAFE of the options available to them. Some of these programs are unique to their geographic areas while others are more universal in their application but they show a wide range of options available to Ventura County.

Satellite Call Boxes

Call boxes utilizing satellite communications have been discussed for several years by SAFE call box managers. To date, only a handful have been installed by California SAFEs (San Bernardino, Mendocino). They have a singular advantage over standard cellular call boxes: they can send and receive calls in remote locations where cellular call boxes do not have signal. Unfortunately, satellite call boxes also come with distinct disadvantages:

- They cost significantly more to purchase and install;
- Per minute charges for satellite service are much more expensive than cellular service (dollars instead of cents);
- They require a large overhead clearance (e.g., no high canyon walls or overhanging trees), which often is not available in the areas where satellite call boxes are needed.

³ The opinions expressed in this Report are not legal advice, but rather the opinions of the author based upon his years of experience. The Ventura County SAFE should review any proposed use of vehicle registration fees with counsel.

Given the significant expense that comes with satellite call boxes, and the limited number of calls in general, they should only be considered, if at all, for installation in remote areas where safety is an overriding issue.

Bike Trail Call Boxes

In the 1990s, the Capitol Valley Regional SAFE obtained legislative authority which allowed them to be the only SAFE to place call boxes in the system of bike paths in Sacramento County and the other five CVRS counties. At that time, motorist aid funds could only be spent on call boxes installed on freeways, state routes and County expressways. The CVRS justification for the bike trail call boxes was that the bike trail system would provide an alternative method to vehicles to get from point A to point B, thereby to some extent offering a reduction in the volume of vehicles on the roadway.



CVRS now maintains 53 call boxes on bike paths in several of its six counties. According to CVRS call data maintained by T-Cubed, the bike trail call boxes are among the most used in the CVRS system, even in a time of diminishing call box call volumes. The cost to install, maintain and operate these call boxes is the same as the cost for highway call boxes. Under the revised §2557, a SAFE might be able to fund and implement a system of bike trail call boxes without the need for legislation, subject to approval by Caltrans and CHP.

Private Call Answer Center

Almost all California SAFEs except the Ventura County SAFE have changed call answering providers from the local CHP office to a private call center.⁴

The California Legislature provided authority to switch from CHP to a private answer center in 2003 in Vehicle Code §2421.5. For the larger SAFEs, this has provided faster service at a lower cost, when compared to paying for multiple CHP Communications Operator positions. For smaller SAFEs, the cost issue has not been as important, as the California SAFE Committee did a good job of negotiating a maximum payment of .25 PY to CHP for low call volumes.

In the past, there were up to four different private call centers that provided call box answering services, which can be done remotely. For example, Keolis, Inc., located next to LAX, answered call box calls for the San Diego SAFE, the MTC SAFE and the Capitol Valley Regional SAFE, among others. Unfortunately, as of 2018, three of the four have terminated their call box answering services because of the reduction in call box call volumes. SAFEs that used the other vendors have now all contracted with AAMCOM of Redondo Beach, the remaining vendor.

⁴ Stats. 2003, c. 14 (S.B. 795), § 4, eff. Sept. 12, 2003

To date, AAMCOM has offered call answering services at varying rates similar to what AAMCOM charges the LA Metro SAFE \$3.19, and the MTC SAFE \$3.88 per call up to one minute, and \$0.40 per minute thereafter and AAMCOM has expressed an interest in working with the Ventura County SAFE. There would, however, be an estimated \$5,000 to \$10,000 startup cost to reprogram the AAMCOM call answering software and provide training to the AAMCOM operators.

Other Motorist Aid Projects

Other California SAFEs have used vehicle registration fees to pay in whole or in part for non-call box functions for many years. In most cases, the justification, as required then, was that the program or function was motorist aid related

Additional CHP Patrols

The Humboldt County SAFE has contracted with CHP for extra patrols on two highways where cell signal is exceptionally poor. HCAOG will pay up to \$99,851 per year for patrol officer overtime, a Supervisory Sergeant and mileage. The MTC SAFE has helped to fund Santa Cruz Safe Fund 17, which involves, among other safety enhancements, increased CHP patrols along the dangerous State Route 17 corridor. San Benito County also pays for some additional CHP assistance. Should VCTC determine that a particular highway segment requires additional CHP attention for either the long term or short term, VCTC could negotiate an MOU with CHP for that purpose. An example of longer term help could be to patrol highway segments that would be FSP Beats prior to implementation of an FSP program. Short term assistance could be during events that cause temporary congestion.



Grant Programs (Other than TDM)

Providing grants to other area agencies for motorist aid related programs is an excellent way to program over several years the use of vehicle registration fees and the reduction of fund balance monies. In addition, such grant programs can provide high visibility to VCTC's community/countywide impact.

The procurement process to solicit and award these grants may be either formal or informal, depending upon the preference of the SAFE Board and staff.⁵

Examples include:

⁵ In Sand Diego Service Authority for Freeway Emergencies v. Superior Court(Cubic Communications, Inc.), 198 Cal.App.3d 1468(1988), the Fourth District Court of Appeals held that where a service authority uses fees collected pursuant to Vehicle Code Section 9250.10 as its sole source of financing a contract for emergency call box system, no competitive bidding requirement is imposed either directly in the enabling legislation or indirectly through the revenue bond provisions, The Ventura County SAFE should check with Counsel to determine the continuing applicability of this decision.

First Responder Grants

During its existence⁶, the San Diego SAFE provided grants to local fire and law enforcement agencies for equipment and training related to responding to vehicle accidents on freeways and state routes in San Diego County. \$400,000 was budgeted every other Fiscal Year for this purpose. Most grants were awarded, using a simplified grant proposal process⁶, to rural volunteer fire departments for the purchase of fire response vehicles, safety equipment and extrication equipment.

Regional Fire and Safety Helicopter

In the early 2000s, the San Diego SAFE, in cooperation with the City of San Diego and the County of San Diego, provided funding for emergency response helicopters, equipped with water/retardant tanks and other rescue equipment. The funding was provided on the basis that these helicopters would be the fastest way to bring firefighters and paramedics to vehicle accidents, especially in the more rural areas. In addition, these helicopters provided a greater ability to contain fires next to roadways, or whose smoke impacted visibility on roadways.

After an initial test period, the San Diego SAFE Board provided \$500,000 per year for five years, and \$750,000 for several years thereafter toward the costs of the City and County helicopter programs. The SAFE involvement with these programs was reviewed at one point by the San Diego County Grand Jury, which found this use of vehicle registration fees to be acceptable.

Freeway Service Patrol

Perhaps the best known and most visible motorist service is Freeway Service Patrol (FSP). Most large and medium sized counties (and some smaller ones) in California have implemented FSP programs under the authority provided in California Streets and Highways Code §§2560-2565 (1992) and §2421.5 (2005). The Freeway Service Patrol (FSP) program is a free to the motorist service provided by a local government agency such as a SAFE, Transportation Commission, County or Council of Governments, in association with CHP and Caltrans. It is perhaps the most documented of the motorist services and T-Cubed has tried to capture the requirements in the greater detail than some of the other programs.



⁶ The San Diego SAFE was dissolved on January 1, 2013 by Stats. 2012, Ch. 299, Sec. 1. (AB 1572), with management of the program transferred to the San Diego Association of Governments. SANDAG has not continued funding first responder grants.

FSP is composed of a fleet of tow and light service trucks that patrol designated sections of highways within a jurisdiction. The service is usually provided Monday through Friday during peak commute hours looking for motorists in need. FSP drivers provide a variety of services, including, among others, changing flat tires, jump starting vehicles, refilling radiators and taping leaky hoses, putting a free gallon of fuel in gas tanks, and towing inoperable vehicles, free of charge, to safe locations off the freeway as designated by Caltrans/CHP⁷. Tow truck drivers and employers participating in a freeway service patrol pursuant to this chapter are subject to the standards and qualifications required of all tow drivers, including passing a criminal back-ground check.

An FSP program provides very visible congestion relief, safety and air quality benefits, among other ways, by:

- Reducing traffic jams through prompt removal of stalled cars, reducing the chance of further accidents and bottlenecks caused by impatient drivers and onlookers;
- Saving fuel and cutting air polluting emissions by reducing stop and go traffic, and;
- Keeping narrowed lanes clear during highway construction projects.

FSP routes do not cover all highways in the jurisdiction, but rather those with the highest traffic congestion. FSP is a very visible program that area motorists come to rely upon if they are involved in an incident on one of the patrolled routes (called FSP Beats).

Funding

FSP programs are currently funded from three sources:⁸

- A baseline allocation appropriated by the California Legislature from the State Highway Account in the State Transportation Fund. The baseline allocation is shared pro rata by all FSP programs according to a formula in Vehicle Code §2562.1.
 - “Funding ... in a participating area shall be based 25 percent on the number of urban freeway lane miles in the participating area to the total number of freeway lane miles in all the participating areas, 50 percent on the basis of the ratio of the population of the participating area to the total population of all the participating areas, and 25 percent on the basis of traffic congestion as ascertained by the department pursuant to the most recent Statewide Highway Traffic Congestion Monitoring Program [now called the Mobility Performance Reporting and Analysis Program].”

⁷ FSP drivers are only authorized to assist in getting disabled vehicles operating again or towing disabled vehicles to designated drop areas off of the Highway 101 freeway. The FSP tow truck drivers are not authorized to tow vehicles to any other locations. Drivers of disabled vehicles must make their own arrangements to have their vehicle towed from the drop area to a repair garage or other location.

⁸ The FSP statutes also mention a competitive FSP grant program, which has not been funded by the Legislature.

- Additional funds provided under Senate Bill 1, which can only be used for program expansion by existing FSP programs, and
- A minimum 25% local match to any funds received under either program. FSP programs may “overmatch” with additional funds beyond the 25% if they want larger coverage than standard funding would allow.

For FY 2017/2018, the statewide baseline fund was \$25,479,000, of which \$4,000,000 went to CHP for its oversight services.

Starting a New FSP Program

Starting a new FSP program is a formal process that up to three years to fully implement. An authorized region wide transportation agency must submit an application letter to the Chief of Traffic Operations at Caltrans Headquarters [ATTN: Ms. Lisa Davies]. The application must include the following attachments:

- Certifications from the CHP and Caltrans local offices agreeing that the FSP service is warranted, that the data on congestion is valid, and that they are committed to partner with the FSP agency on the FSP project. The Legislature imposed a requirement that the calculated benefit in fuel savings, air quality, time, et cetera must be at least three times that of the program cost;
 - CHP, Caltrans and the local FSP agency must enter into a formal agreement that there is a need for the FSP service and that sufficient state staff are available to support the new FSP program.
- A report from the applicant verifying the existence of congestion and basis for calculations used to determine the level of FSP services required;
- An implementation plan for the operational startup; and
- A certification, signed by the agency’s Director that the agency will commit to providing the necessary annual 25% local matching funds.

Caltrans Traffic Operations will then review the application to ensure that the proposed FSP program meets the requirements of the FSP statutes. Caltrans will also send the application for review and comment to the existing FSP programs. If Caltrans determines that the proposed FSP program is eligible for funding, it will then forward the application to the full FSP Statewide Oversight Committee for review and comment (within 60 days). Upon final approval by Caltrans and CHP, Caltrans will include the new FSP program in its calculations for the next Fiscal Year.

An application must be submitted to and approved by Caltrans and CHP by December 31st in order to be funded starting July of the next year. For example, an application submitted by September 30, 2018 and approved by December 31, 2018 would be eligible for funding on July 1, 2019. Please note that adding a new FSP program does NOT increase the amount approved for all programs by the Legislature. Instead, the allocations for all FSP programs are adjusted to account for the new FSP program. To lessen the impact of a new program on existing programs, the FSP statutes also state that a new program will only receive 33.3% of its allocation in its first year, 66.7% in its second year and 100% of its allocation in the third year

and thereafter.

For that reason, some new FSP programs have elected to defer implementation until the second year of funding, making the amount available then available 100% of the program allocation. Alternatively, a new program can implement in the first year after approval and make up the difference with other funds (such as vehicle registration fees).

Does an FSP Program in Ventura County Make Sense?

A quick comparison of two interrelated criteria can give a good indication:

- How congested are the highway segments where the FSP Beats are located?
- What will be the program's revenues from the State, combined with the required 25% match?

Congestion

VCTC staff has proposed three segments of highways for initial consideration as Beats within a Ventura County FSP program, based upon their knowledge of congestion patterns on Ventura County highways:

- State Route 23 from State Route 118 to US 101 (23.45 miles);
- US 101 From the Los Angeles County Line to State Route 33 (31 miles); and
- State Route 118 from the Los Angeles County Line to State Route 23 (11.43 miles).

Caltrans recommends that each one way FSP beat be between 6 and 12 miles long, depending upon how many trucks will patrol the beat and the level of peak hour congestion. As a goal, Caltrans would prefer that a roving FSP tow truck be able to arrive at an incident within 15 minutes of the incident happening in order to best help the motorists and reduce the negative impacts on traffic and air quality created by the incident.



The level of congestion on a proposed FSP beat, and the Benefit/Cost ratio that congestion will support, depend on several factors such as highway configuration and capacity, traffic flows, hours of delay saved by FSP, reductions in air pollution from slowed vehicles, etc. All of these factors and more are used in the Caltrans FSP Benefit/Cost Ratio model that must be completed before applying to Caltrans for approval of a new FSP program. That exercise is normally completed with consultant. Estimated costs for that effort are between \$5,000 and \$10,000.

To provide an indication of whether Ventura County's congestion would support FSP T-Cubed compared one suggested Ventura County FSP Beat to the already established Santa Barbara County FSP Beats. Since Santa Barbara has already demonstrated a sufficient level of congestion and benefit to warrant an FSP program, equal or greater levels of congestion in Ventura County would indicate a segment worthy of FSP investigation.

Table 1. Santa Barbara County FSP Beats

Beat Number	Highway	Times	1-way Length	# of Trucks	FSP Hours/Day	FSP Days/Yr.	FSP Service Hours/Year
1	US 101 NB	0630-0930	7	1	3	244	732
3	US 101 NB	0630-0930	8	1	3	244	732
2	US 101 SB	1530-1830	8	1	3	244	732
4	US 101 SB	1530-1830	9	1	3	244	732
Total			32	4	12		2928

Although much more goes into the FSP Cost/Benefit analysis, Average Daily Traffic (ADT) can be used as a proxy to indicate congestion within a corridor. Using PeMs data, T-Cubed compared the Average Daily Traffic (ADT) per lane, during the peak hour, on segments of U.S.101 with a 2000 vehicles per hour capacity, in Ventura County with those found in Santa Barbara County's FSP Beats.

Table 2 below illustrates that Ventura County generally has a higher per lane ADT, and because the lanes have the same capacity, higher congestions than that of already accepted Santa Barbara FSP beats. The only exceptions are the segments north of the junction of Highway 33. This is a good indicator that U.S. 101 through these segments would likely meet the requirements of the Cost/Benefit Analysis required to establish FSP. The other proposed Ventura County beats also have reasonably high ADT/lane counts which make them potential candidates for FSP as well.

FSP Funds

The amount of VCTC's share of the baseline allocation cannot be determined until an application has been approved by Caltrans and the Legislature has approved a baseline pool for the next Fiscal Year. Caltrans Headquarters has promised to provide an estimate of what Ventura County's FSP allocation would be were an FSP program approved for funding for FY 2019/2020, as those calculations are completed for all existing FSP programs. Those figures are not yet available.

Notwithstanding the above, a comparison to what small to midsize FSP programs receive is instructive. See Table 3 below.

Table 2. U.S. 101 ADT/Lane Comparison

U.S. 101 in Ventura County		U.S. 101 in Santa Barbara County	
Location	Ahead Peak Hour ADT/Lane	Location	Ahead Peak Hour ADT/Lane
Thousand Oaks, JCT. 23	1640	JCT. RTE 150 East	1475
Thousand Oaks, Hampshire Rd.	1830	El Rincon	1500
Thousand Oaks, JCT. RTE. 23 North	2275	Carpinteria, Casitas Pass Rd.	1375
Thousand Oaks, Moorpark Rd.	2262.5	Carpinteria, Linden Ave.	1450
Thousand Oaks, Lynn Rd.	1650	Carpinteria, Santa Monica Rd.	1350
Thousand Oaks, Ventu Park Rd.	1983.3	South Padaro Ln.	1350
Thousand Oaks, Borchard Rd.	1800	Padaro Ln.	1350
Thousand Oaks, Wendy Dr.	1733	Evans Ave.	1350
Camarillo, Camarillo Springs Rd.	1716.7	Montecito, Sheffield Dr.	1400
Camarillo, Pleasant Valley Dr.	1750	San Ysidro Rd.	1500
Camarillo, JCT. RTE. 34	1850	Olive Mill Rd.	1425
Camarillo, Carmen Dr.	1816.7	Santa Barbara, JCT. Rte. 225 West	1675
Camarillo, Las Posas Rd.	1888.3	Santa Barbara, JCT. RTE. 144	1850
Camarillo, Central Ave.	1816.7	Santa Barbara, Garden St.	1975
Oxnard, Almond Dr.	1766.7	Santa Barbara, Castillo St.	1466.7
Oxnard, Santa Clara/Rice Ave.	1666.7	Santa Barbara, Carrillo St.	1666.7
Oxnard, Rose Ave.	1800	Santa Barbara, Mission St.	1833.3
Oxnard, JCT. RTE. 232	1633.3	Santa Barbara, JCT. RTE. 225 South East	2000
Oxnard, JCT. RTE. 1 South	1916.7		
Ventura, Johnson Dr.	1683.3		
Ventura, Victoria Ave.	1583.3		
Ventura, Telephone Rd.	1250		
Ventura, JCT. RTE 126	1633.3		
Ventura, Seaward Ave.	1650		
Ventura, Vista Del Mar Dr.	1650		
Ventura, California St.	1416.7		
Ventura, JCT. RTE. 33	1000		
Solimar Beach, South JCT. RTE. 1	966.7		
Seacliff, North Jct. RTE. 1	983.3		

Table 3. FY 2015/2016 Statewide FSP Program Annual Summary for Small Programs

County or Region	Weekday Beats	Peak Period Trucks	Weekday Center-Line Miles	Average BC/Ratio	State FSP Funds (\$\$)	Percent of State FSP Funds
Santa Cruz	2	2	16	3.0	230,127	0.9%
Santa Barbara	4	2	22	1.0	190,000	0.7%
Fresno	4	4	30	5.0	346,334	1.4%
Placer	5	3	25	5.0	301,518	0.9%
Riverside	9	21	81	11.0	1,599,523	6.3%
Monterey	2	2	22	3.0	176,195	0.7%
El Dorado	1	1	11	3.0	111,721	0.4%
San Bernardino	8	16	70	8.0	1,495,171	5.9%

As stated in “Funding” above, the three criteria for the local FSP County are compared to the same criteria for all FSP programs in California: the number of urban freeway lane miles (25%), the population of the participating area (50%), and traffic congestion (25%).

Table 4. FY 2015/2016 Comparison with Santa Barbara County

Location	Population	Annual Hours of Delay on US 101
Santa Barbara County	447,309	537,184
Ventura County	853,673	2,581,457
Ratio	1.9	4.8

Using Santa Barbara County again for purposes of comparison, Table 4 above shows, Ventura County has approximately 1.9 times the population of Santa Barbara County and 4.8 times the recurring highway congestion (PeMs - Highway 101). For FY 2015/2016, Santa Barbara County received \$190,000 in baseline FSP funds, to which it added \$47,500 as its 25% match, for a total program revenue of \$237,500.

A Ventura County FSP program would therefore likely have a base revenue stream of about \$300,000 to \$500,000 for annual program operations. The potential costs for a Ventura County FSP program cannot be accurately determined until the Beat characteristics (length, hours and number of trucks) is approved by Caltrans and VCTC has completed its initial procurement of a tow truck vendor. Santa Barbara County spends approximately \$160,000 per year for tow truck services and staff time. The proposed Ventura County FSP program would likely involve at least twice the number of Beats. Therefore, the Ventura County FSP program costs could be \$320,000 per year, or more if the hourly truck cost exceeds that of Santa Barbara County.

Emerging Developments in FSP Programs

Existing FSP programs are constantly looking for ways to improve FSP service and lower costs. For example, the Bay Area FSP program operated by the Metropolitan Transportation reports two interesting options:

- MTC is in the midst of three year project in which some FSP trucks are staged, e.g., the trucks stay in place along the FSP beat and do not rove. Locations are selected based upon where most accidents occur.
- MTC is also doing a project that incorporates the WAZE application. WAZE is a traffic software program which operates on smartphones and tablet computers. Motorists with the WAZE app transmit information on accidents, incidents and debris on highways. WAZE then compiles that information and broadcasts it to users in that area. MTC has arranged with its LataTrax, its AVL provider, to program its software and the tablet computers in the FSP vehicles to work with WAZE. As a result, LataTrax can now send messages about incidents to the tow vehicles based on WAZE data.

Both projects allow FSP drivers to more strategically locate themselves, and in doing so, reduce or eliminate need for roving. That in turn may help lower operational costs and enhance environmental benefits. In addition, these programs will likely cause less wear and tear on trucks and hopefully lower or at least reduce increases in the cost per hour per truck.

Other Potential Areas for Funding with DMV Fees

The 2016 amendment to §2557 makes possible the use of vehicle registration monies to fund a broad array of programs beyond call box systems. As discussed above in “The Revised Motorist Aid Statutes”, the Legislature added several specific examples of acceptable uses:

- Traveler information systems,
- Intelligent Transportation System architecture and infrastructure,
- Other transportation demand management services, and
- Safety related hazard and obstruction removal.

Since use of vehicle registration fees was not limited to these examples, the Ventura County SAFE may consider other programs or projects that it considers to be related to motorist aid.

Traveler Information Systems

An Advanced Traveler Information System (ATIS) is any system that acquires, analyzes, and presents information to assist surface transportation travelers in moving from Point A to Point B and points in between. Among the most common ATIS solutions are changeable message signs along highways, highway advisory radio and, of course, 511.

In the 2016 amendment to §2557, funding for ATIS was included as a specific example of an acceptable motorist aid use of vehicle registration fees. Actually, several SAFEs have provided partial funding for their County's 511 systems for years, on the basis that providing such information to motorists will assist them in planning and implementing their trips more safely and easily (and perhaps help them to choose an alternative to a vehicle trip, such as transit).

SpeedInfo

The SpeedInfo Highway Speed Sensor System already in place on Ventura County highways is a good example of an ATIS program. As briefly described above, 104 SpeedInfo sensors are deployed throughout Ventura County detecting aggregate lane speed and transmitting that data to the Caltrans District 7 Traffic Management Center (TMC). The data is then used to detect incidents and predict travel time on segments of the County's road network. The travel time is then used to inform motorists through changeable message signs and L.A. Metro 511. At the present time the sensors are spaced approximately one (1) mile apart and only collect aggregate lane speed.



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These sensors are critical in Ventura County providing the only lane/traffic information available in many locations. Traditional loop detectors operated by Caltrans are only deployed in limited areas primarily in eastern Ventura County, making detection in the remainder of the County difficult. Already part of the Ventura County's Safe's program, SpeedInfo, offers some opportunities to expand services to Ventura County's motorists.

- Ventura County SAFE could install additional sensors to enhance the system's data collection capabilities, either by infilling in between existing sensors or by installing sensors on additional highway segments, and
- Upgrading the sensors themselves allowing for actual vehicle counts and speeds per lane by time, rather than aggregate speeds. This upgrade would allow Caltrans and VCTC to monitor the precise number of vehicles using Ventura County's roadways.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) technology involves using the power of electronics and computing to enhance the multimodal movement of people, vehicles and goods. In general, ITS projects continue to fall within the purview of the federal and/or state transportation agencies and have not been implemented in large numbers at the local level. The reasons are simple: (1) ITS project costs have been beyond the financial ability of local jurisdictions and (2) most ITS projects are still in the "proof of concept" or field operational test modes. ITS projects often involve multijurisdictional collaboration with private partners (ITS equipment vendors and consultants) and most often require funding from the federal government channeled through state transportation departments.

Regional ITS planning for Ventura County is done by the Southern California Association of Governments and Caltrans District 7. According to the latter's District System Management Plan 2017: "Examples of ITS systems on the State Highway System (SHS) in District 7 include ramp meters, closed circuit television cameras (CCTV), and changeable message signs.

Ramp meters are of unique importance to us because they regulate the flow of vehicles entering the freeway. By managing the volume of traffic and the spacing of vehicles entering a freeway, ramp meters delay the onset of congestion. The result is increased freeway throughput, increased freeway operating speeds, and improved overall freeway operation. Ramp metering also maintains smoother and safer merging which improve safety by reducing rear end and sideswipe collisions. District 7 is continuing to develop adaptive ramp metering strategies to improve traffic management. The District has a total of 1,017 meters.

Over the years, Caltrans has made significant investments in ITS throughout Southern California. Connected Corridors will complete and update the traditional ITS infrastructure, including: surveillance systems, lane by lane data collection infrastructure, and traveler information systems. The improvements in traffic flow and travel time reliability achieved through the Connected Corridors program will result in reduced costs of travel and air quality improvements as well." [p. 16]

The best way to determine what ITS project(s) to consider is to first evaluate and prioritize transportation system needs. Once that is accomplished, targeted research can be accomplished into what other jurisdictions and ITS equipment manufacturers have already begun or are planning to do to meet those particular needs. This approach will better focus research efforts and get more tailored results than looking at everything that could possibly be considered.

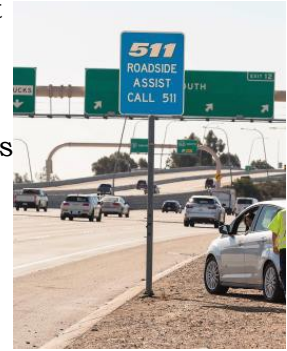
In summary, ITS projects are large in variety, scope and cost and yet, they provide an opportunity to enhance, through technology, all aspects of the Ventura County transportation system.

Mobile Call Box

Mobile Call Box service allows motorists to utilize their cell phones from the safety of their car to access roadside assistance through the use of a 511 System. By selecting the roadside assistance option on the 511 menu, motorists can connect to a call box private call answer center and receive the same help as with a roadside call box.

Mobile Call Box can provide a practical alternative to fixed call boxes, considering today's cell phone market penetration. The program could support significant reductions in the number and attendant high costs of operating of the fixed call box system. Over time, Mobile Call Box calls have grown to outnumber regular call box calls by more than 3 to 1 for those SAFE's that have implemented the program.

To enable a Mobile Call Box service, Ventura County SAFE's best option would be to join with L.A. Metro in providing this service to Ventura County motorists. Without a Ventura County 511 system, the cost to establish a new Mobile Call Box program could be prohibitive. L.A. Metro's 511 system already includes its own version of Mobile Call Box for LA County motorists and that work could be leveraged to provide service for Ventura County motorists as well.



Ventura County SAFE has had exploratory discussions with L.A. Metro 511 staff concerning providing Mobile Call Box to Ventura County and it is a viable option. Preliminary estimates place startup costs at approximately \$20,000 and approximately \$2,000 per month for ongoing service fees. Additional coordination with Ventura CHP would be required to transfer specific types of calls, per CHP requirements.

Transportation Demand Management Services

TDM planning is an ongoing process for all transportation agencies. Use of vehicle registration fees for TDM planning can free up funds for other uses or allow for expanded planning in new areas.

The Sacramento Council of Governments has implemented two Transportation Demand Management grant programs. The TDM Innovative Grants program has used vehicle registration fees provided by the Capitol Valley Regional SAFE. The TDM Minigrants program has used other funding but is a good example of grants that might be funded by vehicle registration fees.

TDM Innovations Grants provide funding for testing groundbreaking ideas and/or expanding into new markets, populations, and geographies to achieve TDM program goals. If a proposed project is an expansion of a previous project, the applicant must demonstrate how the proposal is distinctly different from the original (e.g., targeted geographic area, population, etc.) Grants of no less than \$25,000 per project and no more than \$150,000 per project are provided, with a budgeted total of \$750,000 (\$250,000 in SAFE funds). Examples of recently funded TDM minigrants are:

- City of West Sacramento: on demand microtransit van service. Travelers can use an app to request a ride. (\$150,000)
- City of Rancho Cordova: program to subsidize Lyft rides to and from transit stops. (\$70,000; \$5 per ride)
- San Juan Unified School District: working with Carzac application developers, develop an app for parents to request rides to and from school, with the drivers all being other school parents. (\$145,000)

TDM Minigrants provide a special funding source for revolutionary local government agency/School programs, events, and/or projects that encourage travel behavior change. SACOG awards minigrants of up to \$10,000 per project in support of small events and non-infrastructure programs or projects to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling and teleworking as options for reducing car trips. Projects that focus on testing a new strategy or tactic for changing travel behavior are given higher priority.

Examples of recently funded grants include:

- McClellan Park TMA: Uber from light rail to business park (\$1,500)
- WalkSacramento: Community Wayfinding for active modes in West Sacramento (web tool & signage) (\$3,000)⁹
- UpCycle (ReImagine Mack Road): Bikes and bike safety for disadvantaged youth (\$3,000)
- Midtown Association: Walk Alhambra (Wayfinding using chalk paint in Alhambra area) (\$3,000)

Safety Related Hazard and Obstruction Removal

Kern County was the primary force behind this option. The Kern County SAFE contracts with the Kern County Sheriff and the Keep Bakersfield Beautiful Foundation to partially fund their efforts to remove hazards from streets and highways. The VCSO uses inmates from the local jail as laborers, while the Foundation uses people from local homeless shelter. Workers are paid minimum wages.



In doing so, the programs accomplish the secondary goal of providing work experience to these at risk populations. The Kern County SAFE has for the past five years provided up to \$150,000 to the Foundation and up to \$50,000 to KCSO. Note that this project includes hazard removal on city streets.

In a related vein, the MTC SAFE uses vehicle registration fees to fund its involvement in its regional Incident Management Task Force of first responders. Work products of that Task Force will include, among others, (1) an app that will allow responders who first arrive at an accident or other incident to take pictures and submit a report that can then be used by subsequent responders to the same incident to better understand equipment and safety requirements, and (2) a research document on how to better incentivize HAZMAT cleanup companies to work faster.

And Beyond . . .

As noted in the statutory analysis above, the “not limited to” language in the 2016 amendment to §2557 offers the Ventura County SAFE the opportunity to think beyond the programs enumerated in that Code section. Transportation agency Boards, wearing their “SAFE hats”, can begin to use vehicle registration fees to fund a wide variety of services, assuming some reasonable connection to motorist aid services. By doing so, those agencies may be able to free up other funds that could be used for more general purposes.

⁹ Wayfinding is a systematic way of providing consistent, clear, and user-friendly information about distances and routes to transit and other key destinations for bicyclists and pedestrians.

Suspending the Collection of Vehicle Registration Fees

Along with the many motorist aid services open to Ventura County SAFE, staff requested that T-Cubed include a discussion of suspending vehicle registration fees for SAFE activities, so that the SAFE Board could consider all of the options available to them.

When any SAFE builds up a significant fund balance (excess savings beyond annual expenditures), a common initial response is a call for either terminating or suspending the collection of vehicle registration fees¹⁰. The former has usually been considered in conjunction with ending a SAFE program altogether. This extreme approach has yet to be implemented.

Similarly, no SAFE has yet taken final action to suspend collection of vehicle registration fees, despite a number of SAFEs having substantial fund balances. In the early 2000s, the Board of Directors for the San Diego SAFE directed staff to investigate with Caltrans, the Department of Motor Vehicles (DMV) and the Department of Finance (DoF) what process would be necessary to suspend, and perhaps later, resume fee collection¹¹. The initial answer from DMV was that no such process existed. Thereafter, DMV (through DoF) created the following:

- The SAFE Board must first adopt a Resolution requesting DMV to suspend fee collection as of a selected date at least 6 months in the future and forward that Resolution to DMV¹².
- The SAFE must pay the costs incurred by DMV to reprogram its vehicle registration fee software to remove the \$1.00 fee from registration notices for that County (or Counties for multiCounty SAFEs). At that time, DMV estimated those software costs to be a minimum of \$50,000. Since vehicle registration notices are sent out monthly, and not all registrations are paid immediately, DMV warned that some SAFE fees would continue to show up long after the new notices had been sent.
- Should that SAFE decide to resume collection of vehicle registration fees at some future date, the same process (Board resolution, 6 month minimum wait, payment of programming costs, etc.) would need to be followed.

The San Diego SAFE did in fact adopt a Resolution to suspend fee collection and sent it to DMV for processing. However, at the request of one SAFE Board member, that Resolution was withdrawn so that the SAFE Board could consider funding a new Fire and Rescue Helicopter program in conjunction with the City of San Diego.

Since that time, no SAFE has attempted to suspend collection of the vehicle registration fee. Before considering the suspension of fee collection, the Ventura County SAFE would have to go through a similar process with Caltrans, the Department of Motor Vehicles and the Department of Finance to determine the current procedures and cost.

¹⁰ The 2017-2018 Ventura County Grand jury recommended that the Ventura County SAFE implement a fee suspension until the amount in the fund balance is greatly reduced. Final Report, R-03, pg.5

¹¹ Reserved

¹² DMV stated the fee could only be suspended in increments of \$1.00

Moreover, given the greatly expanded authority given to SAFE Boards under the revised §2557, suspension of fee collection need not be the first, or even the last, response to growing fund balances. As discussed above, the Ventura County SAFE Board may spend its vehicle registration funds on a variety of useful and appropriate motorist aid projects, while at the same time reducing its fund balance to a desired level.

APPENDIX A: SUMMARY OF AMENDMENTS TO MOTORIST AID STATUTES RELATED TO SPENDING AUTHORITY

SUMMARY OF AMENDMENTS TO MOTORIST AID STATUTES RELATED TO SPENDING AUTHORITY			
Section	1988	1990's – 2000s	2016
2550	Legislative Intent: “to encourage the placement of call boxes along the California Freeway and Expressway System to enable motorists in need of aid to obtain assistance	Legislative Intent: “to encourage the placement of call boxes along the California Freeway and Expressway System to enable motorists in need of aid to obtain assistance	Legislative Intent: “to encourage a motorist aid system comprising multiple service elements and infrastructure along the California Freeway and Expressway System to enable motorists in need of aid to obtain assistance”
2551.6		A service authority may agree to operate the freeway service patrol in the county or region in which the service authority was created.	A service authority may agree to operate the freeway service patrol in the county or region in which the service authority was created.
2557(a)	The moneys received by each authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code shall be used for the implementation, maintenance, and operation of a motorist aid system of call boxes . . . on the portions of the California Freeway and Expressway System and a county expressway system, and, the unincorporated county roads in that county, and on state highway routes that connect segments of these systems, which are located within the county in which the authority is established	Except as provided in subdivisions (c) and (d), the moneys received by each authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code shall be used for the implementation, maintenance, and operation of a motorist aid system of call boxes . . . on the portions of the California Freeway and Expressway System and a county expressway system, and, the unincorporated county roads in that county, and on state highway routes that connect segments of these systems, which are located within the county in which the authority is established	Each service authority shall determine how moneys received by it pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code shall be used for the implementation, maintenance, and operation of a motorist aid system . . . on the portions of the California Freeway and Expressway System and a county expressway system, and, the unincorporated county roads in that county, and on state highway routes that connect segments of these systems, which are located within the county in which the authority is established

2557(d)(1)		<p>Any money received by an authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code which exceeds the amount needed for implementation and ongoing costs to maintain and operate the motorist aid system of call boxes, installed pursuant to subdivision (a), may be used for purposes of paragraph (2) and for additional motorist aid services or support, including, but not limited to, the following safety related projects:</p> <ul style="list-style-type: none"> Changeable message signs. Lighting for call boxes. Support for traffic operations centers. Contracting for removal of disabled vehicles from the traveled portion of the right-of-way, including operation of the freeway service patrol 	<p>Any moneys received and allocated by a service authority pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code may be used for purposes of paragraph (2) and for full implementation and ongoing costs to maintain and operate the motorist aid system pursuant to subdivision (a), including, but not limited to, the following motorist aid and safety related projects:</p> <ul style="list-style-type: none"> Call boxes. Changeable message signs. Lighting for call boxes. Support for traffic operations centers. Contracting for removal of disabled vehicles from the traveled portion of the right-of-way, including operation of the freeway service patrol Traveler information systems, Intelligent Transportation System architecture and infrastructure, and other transportation demand management services. Safety related hazard and obstruction removal
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APPENDIX B: FSP STATUTES

CHAPTER 15. Freeway Service Patrols [2560 - 2565]

(Chapter 15 added by Stats. 1992, Ch. 1109, Sec. 1.)

2560.

This chapter shall be known and may be cited as the Freeway Service Patrol Act.

(Added by Stats. 1992, Ch. 1109, Sec. 1. Effective September 29, 1992.)

2560.5.

- (a) The purpose of this chapter is to provide for the implementation of a freeway service patrol system using a formula based allocation, referred to as baseline funding allocation, to all eligible regional and local agencies for traffic congested urban freeways throughout the state, involving a cooperative effort between state and local agencies. All regional or local agency programs that meet the minimum eligibility requirements set forth in this section and Section 2562.1 shall receive initial funding from the baseline funding allocation.
- (b) In addition to the formula based allocation program established, subject to funds being appropriated in the annual Budget Act, in subdivision (a), there is hereby established a Competitive Freeway Service Patrol Grant Program to provide funding of a freeway service patrol system to reduce traffic congestion.
(Amended by Stats. 2004, Ch. 638, Sec. 1. Effective January 1, 2005.)

2561.

As used in this chapter, each of the following terms has the following meaning:

- (a) "Emergency roadside assistance" has the same meaning as defined in Section 2436 of the Vehicle Code.
- (b) "Employer" has the same meaning as defined in Section 2430.1 of the Vehicle Code.
- (c) "Freeway service patrol" means a program managed by the Department of the California Highway Patrol, the department, and a regional or local entity which provides emergency roadside assistance on a freeway in an urban area.
- (d) "Regional or local entity" has the same meaning as defined in Section 2430.1 of the Vehicle Code.
- (e) "Tow truck driver" has the same meaning as defined in Section 2430.1 of the Vehicle Code.

(Added by Stats. 1992, Ch. 1109, Sec. 1. Effective September 29, 1992.)

2561.3.

The freeway service patrol in any particular area shall be operated pursuant to an agreement between the Department of the California Highway Patrol, the department, and the appropriate regional or local entity.

(Amended by Stats. 2002, Ch. 578, Sec. 2. Effective September 16, 2002.)

2561.5.

- (a) Funding for the freeway service patrols established pursuant to this chapter shall be provided, upon appropriation in the annual Budget Act, from the State Highway Account in the State Transportation Fund. In addition, the appropriate regional or local entity shall ensure that local resources are expended on freeway service patrols in an amount not less than 25 percent of the amount provided from the State Highway Account.
- (b) In locations where a freeway service patrol exists, the department shall coordinate and integrate the funds appropriated pursuant to this section into the existing program. In the allocation of these funds, no local entity may be penalized for having an existing freeway service patrol program.
- (c) No state funding may be released prior to the execution of the agreement developed under Section 2561.3.
- (d) No program funded under this chapter may supplant emergency response towing services provided by the department as of January 1, 1992.
- (e) It is the intent of the Legislature that funding provided under subdivision (a) of Section 2560.5 be consistent from year to year in order to facilitate the awarding of multiyear contracts between participating regional and local entities and providers of freeway patrol services. The department shall only recognize multiyear contract commitments equal to or less than three years. If new freeway service patrol regional or local entity programs are added to the baseline funding allocation, as described in Section 2560.5, those programs shall be phased in so as not to impact the multiyear contract commitments. However, once a new application from an eligible regional or local entity is submitted and approved, the share of the baseline funding allocation to the regional or local agency shall be phased in within three years of the date the application is approved.

(Amended by Stats. 2004, Ch. 638, Sec. 2. Effective January 1, 2005.)

2562.1.

- (a) Funding for the program established in subdivision (a) of Section 2560.5 in a participating area shall be based 25 percent on the number of urban freeway lane miles in the participating area to the total number of freeway lane miles in all the participating areas, 50 percent on the basis of the ratio of the population of the participating area to the total population of all the participating areas, and 25 percent on the basis of traffic congestion as ascertained by the department pursuant to the most recent Statewide Highway Traffic Congestion Monitoring Program. A regional or local agency submitting an application after July 1, 2003, for funding shall demonstrate in the application an overall benefit/cost ratio of 3 to 1. The department shall determine the benefit/cost ratio methodology.
- (b) If a regional or local agency submits an application for funding that is approved by the department before December 31 of any year and additional funding is not provided to the baseline funding allocation, the department shall allocate the funding allocation at a maximum over three years as follows:

- (1) Thirty-three and three-tenths percent of the total amount of the allocation during the immediately following fiscal year.
- (2) Sixty-six and six-tenths percent of the total amount of the allocation during the fiscal year that immediately follows the fiscal year described in paragraph (1).
- (3) One hundred percent of the total amount of the allocation during the fiscal year that immediately follows the fiscal year described in paragraph (2).

(Amended by Stats. 2004, Ch. 638, Sec. 3. Effective January 1, 2005.)

2562.2.

- (a) Not later than 90 days after the effective date of this section, the department shall prepare guidelines for the implementation of a Competitive Freeway Service Patrol Grant Program and shall submit those guidelines to each regional or local agency operating a freeway service patrol. Not later than 30 days after receipt of the guidelines, the regional or local agency shall submit its written comments to the department.
- (b) Not later than 150 days after the effective date of this section, the department shall publish the final guidelines for the Competitive Freeway Service Patrol Grant Program and commence implementation of the program. The guidelines shall not constitute a regulation for the purposes of Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code.
- (c) The guidelines prepared pursuant to this section shall comply with the following requirements:
 - (1) Grants to be awarded to a regional or local agency applicant on a competitive basis for contracting with an employer for the provision of a new or expanded freeway service patrol service and for contracting with the Department of the California Highway Patrol for the provision of only direct supervisory services warranted by workload standards to reduce traffic congestion.
 - (2) The grant to require a matching share by the regional or local agency equaling not less than 25 percent of the amount provided from the State Highway Account.
 - (3) The grant to be awarded on the basis of project need and effectiveness calculated on a cost benefit analysis.
 - (4) The amount of a grant to be made to a regional or local agency shall not exceed 35 percent of the total amount of the available grant funds.
 - (5) The regional or local agency demonstrates that the services it proposes to fund with the grant are new freeway service patrol services that were not previously provided in its jurisdiction.
 - (6) The regional or local agency demonstrates its ability to support and supervise the new or expanded services provided by the Department of the California Highway Patrol.

- (d) This section shall be operative only if funds are appropriated for its purposes in the annual Budget Act.

(Added by Stats. 2002, Ch. 578, Sec. 5. Effective September 16, 2002.
Applicability contingent upon funding, pursuant to subd. (d).)

2562.3.

In determining the baseline annual funding allocation, regional or local entities shall apply to the department in accordance with operational standards as outlined in the program guidelines and in accordance with the eligibility requirements described in Sections 2561.5 and 2562.1. A regional or local entity that meets the eligibility requirements may not be denied its fair share of the baseline annual allocation made by the department.

(Amended by Stats. 2004, Ch. 638, Sec. 4. Effective January 1, 2005.)

2562.5.

Each tow truck participating in a freeway service patrol shall bear a logo comprised of, at a minimum, a circle, a triangle, and a tow truck silhouette, with the words "Freeway Service Patrol," which identifies the Department of the California Highway Patrol and the department, and, at the option of the entity, the participating regional or local entity. Participating regional or local entities may place an approved logo on participating tow trucks.

(Amended by Stats. 2000, Ch. 513, Sec. 7. Effective January 1, 2001.)

2563.

Tow truck drivers and employers participating in a freeway service patrol pursuant to this chapter are subject to the standards and qualifications established under Article 3.3 (commencing with Section 2430) of Chapter 2 of Division 2 of the Vehicle Code.

(Amended by Stats. 2000, Ch. 513, Sec. 8. Effective January 1, 2001.)

2564.

Not more than 2 percent of the state funds appropriated for purposes of this chapter shall be used for administrative overhead expenses or purposes by state agencies. No state funds shall be used for administrative purposes by the participating local and regional entities.

(Amended by Stats. 2000, Ch. 513, Sec. 10. Effective January 1, 2001.)

2565.

The department, the Department of the California Highway Patrol, and participating and eligible regional and local entities shall develop and periodically update guidelines for program operations, as those guidelines and updates may be required. The guidelines shall address operational requirements only and may not prevent a regional or local entity from entering the program.

(Amended by Stats. 2004, Ch. 638, Sec. 5. Effective January 1, 2005.)