

Freeway Service Patrol Statewide Guidelines

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California Department of Transportation

California Highway Patrol

Local FSP Agencies

Council of Fresno County Governments

El Dorado County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Metropolitan Transportation Commission

Placer County Transportation Planning Agency

Riverside County Transportation Commission

Sacramento Transportation Authority

San Bernardino County Transportation Authority

San Diego Association of Governments

San Joaquin Council of Governments

Santa Barbara County Association of Governments

Santa Cruz County Regional Transportation Commission

Transportation Agency of Monterey County



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Executive Summary

California's Freeway Service Patrol (FSP) Program is jointly administered by Caltrans, the California Highway Patrol (CHP) and the Local Agencies. FSP tow service is provided by private tow vendors under contract with the Local Agencies. The first program was piloted in Los Angeles and was later expanded into other regions by state legislation in 1991. FSP tow operations are funded by a combination of state and local money, and federal resources.

These consolidated guidelines combine the guidance for traditional (SHA) FSP and updated SB 1 guidelines. Funding restrictions for SB 1 funds have been removed and allocation methodology made similar to SHA funding distribution. Ensuring services provided by FSP are available to the greatest extent possible supports roadway safety and reduces non-recurrent traffic congestion.



CHAPTER 1 - Introduction

A. Background

Incidents and Impacts

Crashes, vehicle breakdowns, debris removal, or other unforeseen events regularly clog California's freeways. According to the California Department of Transportation (Department, Caltrans), such incidents cause more than 50 percent of traffic congestion, and lead to unsafe conditions as well as vehicle delays causing poor air quality and loss of worker productivity.

What is the Freeway Service Patrol (FSP) Program?

The FSP Program is a congestion management program operating in metropolitan areas of the state that facilitates the rapid clearing of crashes and other incidents, thereby improving traffic flow. FSP tow truck drivers patrol designated sections of congested freeways primarily during peak traffic periods, stopping to assist motorists, removing debris from the roadway or towing vehicles from the freeways.

FSP Program Administration

The state's FSP Program is jointly administered by Caltrans, the California Highway Patrol (CHP) and the Local Agencies. FSP tow service is provided by private tow vendors under contract with the Local Agencies. The first program was piloted in Los Angeles and was later expanded into other regions by state legislation in 1991. FSP tow operations are funded by a combination of state and local money, and federal resources.

Guidelines

These consolidated guidelines combine the guidance for traditional (SHA) FSP and updated SB 1 guidelines. Funding restrictions for SB 1 funds have been removed and allocation methodology made similar to SHA funding distribution.

B. Statement of Purpose

Applicable Legislation

Pursuant to California Streets and Highways Code Section 2565, "The department, the Department of the California Highway Patrol, and participating regional and local entities shall develop and periodically update guidelines for program operations, as those guidelines and updates may be required."



Guidance

These guidelines were cooperatively developed by statewide FSP partners with the intent of providing the framework for statewide operations. Future changes to these guidelines shall be cooperatively established by the same entities.

Responsibilities Overview

The FSP Program is administered by a partnership of the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), and regional transportation agencies (Local Agencies). These agencies each play an important and active role in the implementation of the FSP Program. The responsibilities of the FSP partners are as follows:

- a. Caltrans. On a statewide level, Caltrans is responsible for the administration of funding, statewide planning and program coordination. Caltrans is also responsible for conducting special studies in support of local FSP programs.
- b. CHP. CHP is responsible for individual tow operator training and oversight of the day-to-day FSP field operations. In addition, the CHP is responsible for dispatching FSP vehicles. CHP Headquarters, Enforcement and Planning Division, Research and Planning Section (RPS), has co-responsibility for statewide planning and coordination.
- c. Local Agency. Local Agencies are the regional (multiple counties) or individual county transportation entities. They are responsible for contracting with tow service providers and with other consultants and contractors that may be necessary for the successful implementation of the project. They are also responsible for generating local matching funds, preparing annual program budgets, and coordinating service expansions and changes with partner agencies.

C. Program Goals

Congestion Relief

To reduce congestion through a system of roving patrols by detecting, attending to and clearing freeway incidents as quickly and safely as possible.

Safety

To improve the safety of the freeways by reducing the amount of time that motorists and vehicles spend on the side of the road, reducing opportunities for secondary incidents.

Air Quality

To mitigate freeway incidents, reduce time to re-establish free flowing roadway conditions, thereby improving air quality through a reduction in fuel consumption.



Partnership

To be a model of governmental partnership by drawing upon the strengths of Caltrans, CHP, and the Local Agencies to provide a cost-effective FSP program that benefits the public.

Motorist Assistance

To provide motorist assistance per local agency SOP/SOG, free at the time of service, to people who are stranded in dangerous situations on busy freeways.

D. Legislative History

Assembly Bill 3346 (Katz)

Enacted on September 28, 1992. Chapter 1109, Statutes of 1992, established the original enabling legislation for the FSP Program.

Assembly Bill 31 (Katz)

Enacted on October 4, 1995. Chapter 577, Statutes of 1995, extended the statutory sunset for the program to January 1, 2002.

Senate Bill 1428 (Karnette)

Enacted on September 17, 2000. Chapter 513, Statutes of 2000, amended Sections 2560.5, 2561.3, 2561.5, 2562, 2562.3, 2562.5 and 2565 of the Streets and Highways Code relating to the FSP Program. This bill deleted the repeal date and extended indefinitely the authority to operate freeway service patrols. In addition, this bill updated language to reflect the nature of current FSP operations and required that statewide guidelines be developed to define the operation of the program.

Assembly Bill 2360 (Dutra)

Enacted on September 16, 2002. Chapter 578, Statutes of 2002, amended Sections 2560.5, 2561.3, and 2561.5 of the Streets and Highways Code relating to the FSP Program. This bill created a Competitive Freeway Service Patrol Grant Program for the expenditure of additional funding if appropriated in the annual Budget Act. The bill also required that the Department of Transportation develop specific guidelines for the Competitive Grant Program.

Assembly Bill 2498 (Longville)

Enacted on September 21, 2004. Chapter 638, Statutes of 2004, amended Sections 2560.5, 2561.5, 2562.1, 2562.3, and 2565 of the Streets and Highways Code, relating to transportation. This bill designated the formula-based allocation as the baseline funding allocation. This bill restricted the allocation of the funding to not more than a designated percentage of the total amount of the allocation for 3 years. The bill also required a regional or local agency to demonstrate in its application for



a baseline funding allocation submitted after July 1, 2003, an overall benefit-cost ratio of 3 to 1 pursuant to methodology determined by the department (Caltrans).

Road Repair and Accountability Act of 2017 (SB 1)

Legislation. The current FSP regulatory statutes, as established by SB 1, are listed in Appendix A. SB 1 provides \$25 million in SB 1 funding appropriated by Schedule (c) of Item 2660-102-0042 of the 2017 Budget Act (Assembly Bill 97, statutes of 2017), and future SB 1 appropriations, and does not modify the baseline non-SB 1 FSP Program funding appropriated in Schedule (a) of that same item.

To expedite the public benefit from the SB 1 FSP Program, these guidelines largely follow process of the baseline FSP Program articulated in November 2007 Guidelines (2007 Guidelines), with the exceptions noted below.

Allocation. These guidelines outline a three-step allocation of SB 1 FSP Program funding. First, the State recognizes that Caltrans funding for the FSP Program has been static since the last increase in the 2006-07 budget from \$18 million to \$25.48 million. Since that last increase, the statewide average hourly cost of tow service has increased 17.5 percent, causing some Local Agencies to reduce hours of operation and other Local Agencies to increase their local match to maintain or grow hours of service. Accordingly, \$12.16 million of SB 1 funds are directed to adjust the baseline funding allocation to account for inflation and changes in service hours, with funding proportionally allocated using existing formulas. Second, a total of 15 percent of SB 1 funds (\$3.75 million) are reserved for reimbursement to the CHP for their participation in the program. The CHP funds flow through the local allocations in 2017-18; however, the Governor's 2018-19 proposed budget would direct this same amount to the CHP at the State level and exclude it from local allocations in future years. Third, remaining SB 1 funds of \$9.09 million are available for new and expanded FSP service as defined in the FSP SB-1 guidelines (exhibit C) with allocation by existing formula with adjustments as specified.



CHAPTER 2 - Operational Roles and Responsibilities

A. Partner Agency Roles and Responsibilities

California Department of Transportation (Caltrans)

Caltrans has two major roles related to the Freeway Service Patrol (FSP) Program, which are: to develop and administer state annual funding specifically earmarked for FSP and to conduct special studies in support of each region's objective to maintain an ongoing cost-effective operation. These activities are conducted at Caltrans' Headquarters (HQ).

Caltrans HQ. Caltrans HQ's staff in Sacramento shall annually prepare necessary documentation during the budget preparation cycle to ensure the maximum level of annual funding is budgeted for the FSP Program. (Refer to Chapter 3, Sections 3 and 4.)

- a. As the state funding administrator of the FSP state-allocated funds, Caltrans, through its Local Programs' Unit, shall develop and implement funding policies and procedures in cooperation with the regional transportation agencies (Local Agencies), which will ensure that FSP funds granted to Local Agencies are expended in a cost-efficient manner.
- b. Caltrans HQ shall also be responsible for developing, procuring and monitoring the work of consultants who conduct FSP studies having statewide relevance. Prior to initiating these studies, Caltrans shall obtain concurrence from other partners in the program and shall obtain necessary funding to pay for the studies.
- c. Caltrans is also responsible for coordinating and addressing the resolution of statewide FSP issues as a voting participant in the FSP Statewide Oversight Subcommittee, consisting of Caltrans, CHP, and Local Agencies.
- d. Caltrans HQ shall coordinate the collection of statewide performance measure data. (Refer to Chapter 4)

California Highway Patrol (CHP)

CHP HQ. CHP HQ staff in Sacramento is involved in establishing statewide operational guidelines (training, inspection, etc.) and monitoring the activities of each of the regional FSP programs. They are also responsible for coordinating and addressing resolution to FSP issues of statewide significance. The CHP is a voting



member of the FSP Statewide Oversight Subcommittee.

- a. The CHP is empowered by the California Vehicle Code to perform various functions in support of the statewide and local FSP Program. CHP involvement may be either at the Division or Area level depending upon the size of the FSP Program. The primary role of the CHP is to promote and ensure, to the extent possible, safe and efficient FSP operations throughout the state.
- b. The CHP is actively involved in developing and conducting training of contracted tow drivers, CHP officers and dispatchers; enforcing statutory and program/driver requirements; conducting field inspections of vendor equipment; and providing FSP telecommunications and dispatch support.

CHP Divisions/Areas and/or Communications Centers. CHP staff support in each of the local FSP Programs ensures services provided by tow contractors are of the highest quality feasible. Activities of the local CHP region include:

- Supervising FSP field operations
- Conducting periodic/unannounced inspections of FSP vehicles and drivers
- Conducting training of necessary personnel (drivers, dispatchers, CHP officers)
- Conducting special investigations related to unsafe or illegal FSP operations
- Conducting background investigations on new drivers
- Performing real-time dispatching of the local region's FSP fleet of trucks

Local Agency. The Local Agency in each FSP region is responsible for the management and administration of contracts for FSP services.

- a. Each agency is responsible for:
 - Developing a budget for the ensuing year's FSP expenses.
 - Contracting with Caltrans District staff for receipt of state funds.
 - Procuring FSP contracts for services.
 - Monitoring and administering executed contracts.
 - Entering into Memorandums of Understanding (MOU), to the extent necessary, with the CHP for its provision of agreed-upon CHP personnel services.
- b. The Local Agency will normally chair that region's FSP Technical Advisor and Contractor meetings. The Local Agency will also coordinate with partner agencies and communicate with contractors.
- c. The Local Agency will be a voting member of the Statewide FSP Oversight Subcommittee and may be appointed to serve on one or more of the



subcommittees to that statewide forum. As such, the Local Agency will be responsible for coordinating and resolving issues of statewide significance.

- d. Refer to Appendix B for the current listing of the FSP participating Local Agencies.

B. Statewide Motorist Aid Committee (SWMAC)

Legislation for the FSP program requires creation of a Statewide Oversight Subcommittee, comprised of representatives from the Local Agencies, CHP and Caltrans HQ staff.

Committee Responsibilities. The responsibilities of this subcommittee are to:

- Develop and modify as necessary, these FSP guidelines.
- Develop FSP policies and procedures of statewide significance.
- Create ad-hoc committees to address new issues, as necessary.
- Monitor the operational performance of every FSP Program to ensure the services provided meet FSP guideline measures.
- Prepare an annual statewide FSP briefing document to inform agencies of the status of operations and performance of each regional FSP operation.
- Provide information regarding FSP Program issues of statewide significance.

Consensus. Moving forward with particular issues will be made on a consensus basis. If an issue pertains to a specific subcommittee, then only those subcommittee members need to reach consensus to approve/move forward with the motion.

C. FSP Statewide Performance/Operational Guidelines

Mandatory Contractor Requirements. The FSP is operated by contracted tow services. In order to ensure compliance with state requirements, each FSP contractor must possess the following required items during the term of the contract:

- A current and valid Motor Carrier Permit issued by the State of California for each of the contractor's FSP trucks.
- A current and valid Department of Motor Vehicle (DMV) vehicle registration certificate and sticker for each of the contractor's FSP trucks.
- A current and valid business license to operate a tow business. (4) Current vehicle and personal liability insurance coverage.
- Current DMV Tow Truck Driver Certificate (DL 64) for each FSP driver.
- Current federal Medical Examiner's Certificate for each FSP driver, as of January 1, 2014.
- Proof of enrollment in the DMV Pull Notice Program for each FSP driver.



FSP Operational Guidelines. It is the intent of the FSP Program that contracted services provided are of the highest quality and are operating at the maximum feasible level of performance. The following are suggested factors that can be used to monitor the efficiency of service and to identify areas that might indicate a significant change in productivity or quality.

Benefit/Cost Ratio of Region-wide FSP Operation

- Based upon studies conducted in regions where FSP-type services have operated, this congestion-relief program results in a proven benefit/cost ratio advantage.
- A computer model has been developed for the FSP Program which is to be used by Caltrans to calculate the benefit/cost ratio of individual FSP beats.
- These ratios shall constitute the baseline for each regional FSP operation. Caltrans shall conduct benefit/cost ratio evaluations, either in-house or through consultant services, at a minimum of every two years and shall compare the resulting ratios to the baseline figures.
- Should the subsequent ratio for a local agency show a 25 percent reduction in benefit/cost or a benefit/cost ratio fall below 3:1, the Local Agency and Caltrans shall provide an action plan and schedule to raise productivity, or a justification as to why changes are not needed.

Performance Effectiveness of FSP Operation

The FSP Statewide Program receives state funds and, therefore, is expected to operate at the most effective level feasible. Within this criterion, several performance measures are recommended to be used by the Local Agency to evaluate the quantity and quality of the services provided. They are: assists per truck per service hour and average response time.

- Assists Per Truck Per Service Hour - This measure indicates the amount of service FSP trucks provide on their respective beats. The guideline measure used is each FSP beat should strive towards one assist per truck per hour in heavily congested corridors (urban-areas). In some instances, FSP is placed in non-urban areas with lower traffic volumes. In these areas, FSP should strive for at least .75 assists per truck hour. The Local Agency should attempt to manage their respective operation in a manner which ensures that this minimum threshold can be maintained, if not on an individual beat level, then on a region-wide average.
- Average Response Time - This is an indicator of the quality of the service being provided. It measures how quickly a truck responds to a need for



assistance. Caltrans HQ shall collect this information from the Local Agencies and provide this data to the Statewide Oversight Subcommittee as part of the FSP annual report.

System Characteristics

- Beat Length & Running Time Per Truck

Beat length is defined as the number of one-way centerline freeway miles an FSP truck must travel on its designated route. The running time per truck is defined as the average period of time in minutes required for an FSP truck to complete a round trip of its designated beat, during the time period it will be operating, and without stopping to assist a motorist. It therefore reflects the average baseline beat traffic conditions during which the FSP truck is to operate.

The Local Agency will consult with Caltrans and CHP to assist them in determining the beat length and number of trucks to be operated on that beat to ensure compliance with the average ten-minute response time described above.

- FSP Fleet Vehicles

The FSP Program assists in reducing traffic congestion on freeways by either making a disabled car operational (providing gas, water, making minor mechanical repairs, etc.) or by towing the vehicle off the freeway. The local agency, in consultation with CHP, may utilize any combination of tow, service, or flat-bed vehicles as necessary to meet the needs of the program. Minimum specifications may be found in the Highway Patrol Manual, 100.47, Freeway Service Patrol Manual.

- Hours of Operation

FSP operations are focused upon covering those time periods of the day or week when congestion is at its worst. In all FSP regions, this encompasses the weekday morning and afternoon peak commute hours.

In a growing number of regions, congestion has increased to such an extent that FSP services are being provided on weekdays, in the midday portion between commute peak periods and on weekends. The Local Agency should consult with Caltrans and the CHP to determine the most efficient deployment schedule.



FSP is also used to provide support for Caltrans construction projects. FSP is a traffic mitigation strategy and should be considered on all construction projects. Hours of support for this type of activity vary with the project and traffic flows. Any request for additional FSP services not covered during normal deployment shall be negotiated with the requesting entity and Caltrans, the CHP and the Local Agency.

D. FSP Statewide Data Collection Goals

Appendix C contains the recommended assist data format from the FSP Data Subcommittee and the Annual Report consultant. As the cooperative work on the standardization process proceeds, Appendix C will be updated. Note the date at the bottom of Appendix C to ensure that the latest copy is on file.



CHAPTER 3 - Funding and Reimbursement

A. FSP Funding

FSP funding to local agency participants is provided annually from Caltrans by two sources:

State Highway Account (SHA) Funds

A total of \$25.479 million in State Highway Account (SHA) Funding is identified in the California State Budget for use by local agencies participating in the FSP program for purposes defined under the Freeway Service Patrol Act.

SB 1 Funds

SB 1 provides additional funding for the FSP Program. This funding is appropriated by Schedule (c) of Item 2660-102-0042 of the 2017 Budget Act (Assembly Bill 97, statutes of 2017) is allocated to the FSP local agencies for purposes defined under the Freeway Service Patrol Act.

Allocation. When the FSP program was augmented with \$25 million in SB 1 funds, guidelines were created for the use of the SB 1 funding to ensure new service was provided and that new funds were not used to supplant local agency matching funds. SB 1 FSP Funds were divided into three categories: CHP supervision funds (\$3.75 million), inflation and service-hour adjustment funds (\$12.16 million), and new or expanded service funds (\$9.09 million). CHP funds are allocated to CHP through an interagency agreement. Inflation and service hour funds are allocated by funding allocation formula to local agencies and can be used for the FSP program without restrictions.

Eligibility. To receive new or expanded funds, the 2018 guidelines require the local agency to (1) provide new service and (2) maintain their overall hours of service to the hours provided in 2016-17. With substantial operating cost increases, local agencies are no longer able to keep service levels at the 2016-2017 levels.

Guidelines Revision. Per the local agencies' request that all SB 1 FSP funds, excluding the CHP funds, be allocated by the existing funding formula without restrictions, the SB1 FSP Guidelines were updated in 2024. Allowing the SB 1 FSP funds to be allocated without restriction will ensure appropriate FSP services are provided and will avoid the accounting complexities of using different guidelines to allocate the SB 1 FSP funds. The modified guidelines allow local agencies to access \$9.09 million in yearly funding and prevent substantial additional cuts to their FSP services.

B. FUNDING FORMULA

The state provides annual funding specifically earmarked to provide FSP operations:

Description of Formula

Authorization. Pursuant to Streets and Highways Code Sections 2560 - 2564.5, the Freeway Service Patrol Act – Assembly Bill (AB) 3346 - authorizes any public organization established as a public transportation planning entity or authorized to impose a transaction and use tax for transportation purposes to apply for funding.

Distribution. Caltrans shall be responsible for the calculation of the FSP allocations to the Local Agencies. Local Agencies must match state funds with an amount not less than 25 percent of the funding provided by the state.

The funding for an FSP Program in a participating region shall be determined through use of a formula based upon three factors: county population, traffic congestion and freeway lane miles.

- *County Population* - The county population, as published by the California Department of Finance, shall comprise 50 percent of the formula on the basis of the ratio of the population of all the participating FSP regions.
- *Traffic Congestion* - Traffic congestion shall comprise 25 percent of the formula on the basis of traffic congestion as ascertained by Caltrans pursuant to the most recent Statewide Mobility Performance Report.
- *Urban Freeway Lane Miles* - Freeway lane miles shall comprise 25 percent of the formula on the basis of the number of urban freeway lane miles in the participating region as compared to the statewide number of freeway lane miles in all the participating regions.

Sample Calculation

To calculate the allocation for each Local Agency, the agency's amount for each factor is compared to the sum of all FSP regions' percentages, respectively. The percent value for each factor is prorated by its respective point value pursuant to Streets and Highways Code Section 2562 (e.g., 50 percent for population, 25 percent for congestion and 25 percent for urban freeway lane miles).

The sum of the three percentage point values is then multiplied by the amount of state FSP funds available for all local agencies.

Example: The following table represents the SHA funding allocation for Riverside County during Fiscal Year 2024/25:

	Riverside	All FSP Regions	Percent	Point Value	% Points
Population	2,442,378	34,935,629	6.99%	50%	2.75
Congestion	18,460,591	255,166,446	7.23%	25%	1.09
Urban Fwy Lane Miles	1208.43	17,660	6.84%	25%	1.73
				Total	7.01%

Note: 5.57% of \$16,422,500 (total state funding) = \$929,925; rounded to \$929,900 for Riverside County. The dollar amount is rounded to the nearest \$100.

C. Procedure For Changing/Amending the Funding Formula

As previously noted, FSP funding criteria was created by AB 3346. Therefore, any change to the formula must be accomplished through legislative action. Any proposal from a Local Agency, Caltrans or the CHP requesting a change to the funding formula shall be submitted to the Legislative Subcommittee.

The Legislative Subcommittee shall be responsible for preparing an analysis of the proposal, then forwarding the proposal and analysis to the FSP Statewide Oversight Subcommittee for consideration.

If the Statewide Oversight Subcommittee concurs, the Legislative Subcommittee will be responsible for developing legislation and selecting a lead agency, subject to approval of the selected agency, to carry the legislation forward.

D. Expenditure of State FSP Funds

FSP funds are allocated to specific regions and must be expended by the authorized Local Agency within two fiscal years, as outlined in the fund transfer agreement.

E. State FSP Budget Agreement Process

Description

A fund transfer agreement (FTA) between Caltrans and the Local Agency must be executed annually. The agreement will authorize Caltrans to disburse/reimburse

funds to Local Agencies for their FSP operational expenses.

The agreement shall include the amount of state funding, amount of local match required, and must be fully executed prior to any disbursement of state funds.

Funding Agreement Schedule/Timeline

In order to maintain continuity in the FSP Program, and to assist Local Agencies in their budget process, Caltrans and each Local Agency shall strive to execute the FTA prior to the start of each fiscal year.

CHP Headquarters (HQ) Responsibility and Schedule

CHP HQ shall present its budget requirements for the upcoming fiscal year to the Statewide Oversight Subcommittee no later than January 31.

After review and recommendation by the Statewide Oversight Subcommittee, CHP HQ shall submit its budget to Caltrans no later than February 15. If state revenues do not provide for funding increases associated with CHP employee salary and benefit increases, CHP will evaluate the current level of service being provided and determine appropriate adjustments, including reductions in personnel.

Caltrans HQ Responsibility and Schedule

Caltrans' Local Programs Office shall return a fully executed FTA to the Local Agency two weeks after receipt of the signed agreement.

Note: A Local Agency using Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds should contact Caltrans' Local Assistance Programs office for a timeline for the FTA.

Local Agency's Schedule

Upon receipt of the draft allocation amounts from Caltrans HQ, the Local Agency shall notify Caltrans HQ, via e-mail, of the funding source(s) for the local match requirement no later than July 1.

F. Process For Funding a New Region

Streets and Highways 2561.5 (e) and 2562.1 (e) details how a new region can be included into the FSP program.

"2561.5 (e) It is the intent of the Legislature that funding provided under subdivision (a) of Section 2560.5 be consistent from year to year 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.”

2562.1 (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:

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

Eligibility Conditions/Requirements

Documented Need. A region applying for state FSP funding must have, on a section or sections of freeway(s), a demonstrated need for this service based upon existing traffic congestion levels. The threshold congestion measure is based upon 24-hour traffic volume/capacity analyses data. It must be demonstrated that actual volumes are consistently at or above 70 percent of calculated capacity during the desired FSP period on a stretch of freeway which justifies an FSP beat. In addition, the application’s overall benefit to cost ratio must be at least 3:1 based on the most reliable version of Caltrans’ computer model developed by Caltrans. Results for volume to capacity ratio and benefit cost should be validated by Caltrans.

Local Funding Commitment. An important requirement for any potential state funding is a commitment on the part of the region to provide a minimum of 25 percent local funding match required under this program. The region must also identify a local public transportation planning entity authorized to receive state funds as outlined in Vehicle Code Section 2430.1. Further, that entity must provide certification that it will commit to providing on-going local matching funds.

Partner Agency Agreement. A formal agreement is required between the three partner agencies in that region (CHP, Caltrans, Local Agency), indicating

there is a need for this service, and that sufficient state staff are available to support this service.

Application/Review Process

Application - The eligible region-wide transportation entity authorized to receive state funds for FSP is responsible for completing and submitting the application, including attachments. (Refer to the Caltrans Application for FSP Funding form).

Submission - The completed application and required back-up documentation shall be submitted to the Chief of Traffic Operations at Caltrans Headquarters for funding consideration. The application shall include the following information and certifications as attachments:

- Certifications from CHP and Caltrans local offices agreeing the service is warranted, the data on congestion is valid, and that they are committed to partner with the regional transportation authority on this project.
- 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 start-up.
- A certification, signed by the entity's authorized signatory, that the entity will commit to providing the necessary annual 25 percent local matching funds.

Evaluation - Caltrans and CHP HQ shall evaluate the application and documentation to validate that:

- CHP and Caltrans District offices certify the need for FSP in that region, the data is valid and they will commit to partner with the Local Agency in an FSP Program, and sufficient state staff is available to support this project.
- The entity is eligible to both implement an FSP Program and to receive state funding.

- The region has documented evidence that sufficient traffic congestion exists along the proposed freeway segments to warrant a minimum of one FSP beat.
- The entity has submitted a budget and operating plan.
- The entity has transmitted a signed certification to provide the necessary local matching funds.

Approval - Based upon an affirmation and validation of the submitted information, Caltrans will consider the request as eligible for implementation. Upon Caltrans and CHP approval, Caltrans will develop a phase-in schedule for the agency's allocation and notify the Subcommittee.

Allocation - The new FSP agency will receive, at a minimum, 33.3% of its full allocation amount in the first full fiscal year following the application approval, no less than 66.7% of its full allocation amount in the second fiscal year following the application approval, and no less than 100% of its full allocation amount in the third fiscal year following the application approval.

New Region Start-up Schedule – Milestones

Timeline - To process applications for funding consideration in a timely fashion, an applicant must submit a completed application and documentation to Caltrans HQ no later than October 15th. This will provide Caltrans HQ 15 days to determine if the application is complete and if the region is eligible to receive funds per the Statute. For example, if a complete application is submitted to Caltrans no later than October 15, 2025, Caltrans will review and forward the application to the Statewide FSP Oversight Committee no later than October 31, 2025. The Committee then has until December 31, 2025 to make a determination. Should the application be complete and deemed appropriate for funding, then the agency would receive a minimum of 33.3% in the first fiscal year, followed by a minimum of 66.7% in the second fiscal year, and 100% of its allocation in the following year.

Caltrans' authorization of the statewide FSP funding allocation is contingent upon approval of the state budget from fiscal year to fiscal year.

Pre-implementation Activities - As quickly as possible after receiving notification from Caltrans that the new FSP program has been allocated state funds, the Local Agency, local CHP and Caltrans offices will complete/institute the following pre-implementation activities necessary to receive state funding, and to operate the FSP service. This would include:

- Developing and executing an MOU describing the roles and responsibilities between the three partner agencies.

- Developing necessary training/certification programs.
- Completing a funding contract with Caltrans.
- Developing an SOP/SOG to be used to direct and guide the FSP operation.
- Developing an operations plan for telecommunications.
- Procuring necessary equipment.
- Advertising for authorized FSP tow service(s).

G. Billing and Reimbursement

Caltrans' Reimbursement Process

Caltrans shall reimburse the Local Agency the eligible FSP costs upon receipt of an invoice, submitted in the proper format. Caltrans shall follow its Local Assistance guideline requirements for authorized FSP allocations to Local Agencies. Thereafter, Caltrans will reimburse the Local Agency as promptly as state fiscal procedures will permit.

The signed original invoice shall include actual allowable costs incurred for the prior sequential month's period of the Progress Payment Invoice. The invoice shall also include identification of the Agreement Number and Project Numbers.

Two complete copies shall accompany the original invoice.

Local Agency's Reimbursement Process

Upon the execution of the FTA, the Local Agency shall prepare and submit to Caltrans an original and two signed copies of an invoice for the state's initial deposit specified in Section 5.a. above. Thereafter, the Local Agency shall prepare and submit to Caltrans, either monthly or quarterly, a signed original and two copies of progress invoicing for the state's share of actual expenditures for allowable project costs.

Said invoicing shall be evidence of the expenditure by the Local Agency of its required 25 percent local match.

The Local Agency will prepare a final invoice reporting all actual eligible costs, including costs initially paid by the Local Agency. The Local Agency shall submit the signed invoice, along with any refund due Caltrans, to the Caltrans' District Local Assistance Office within 60 days after the completion of the project work being reimbursed under the FTA.

CHAPTER 4 - Partner Agency Reporting Responsibilities

A. Caltrans Headquarters (HQ) Office

Caltrans has administrative responsibility for the statewide FSP Program. Caltrans HQ will be responsible for creating the following:

Annual Statewide FSP Program Summary Report (Statistical Reports)

Caltrans, with approved statewide funding, shall prepare a statewide FSP Program Summary Report to be used as a reference for funding, legislative information, marketing, etc., for the program.

Highway Congestion Data

Caltrans shall determine the level of freeway congestion for each District. Congestion information is a critical component of FSP statutory funding provisions and helps to establish the basis for statewide funds distribution.

Annual Statewide Funding Agreements

The state is a major source of funding for the statewide FSP Program. Funding is provided by Caltrans in its budget. Funds available for the FSP Program are typically included as a line item in the Caltrans annual budget approval cycle. Additional monies are often referred to as Budget Change Proposal funds.

Upon approval of the state budget by the Legislature and the Governor, the budget allocation is divided among the existing FSP programs as directed by statute. Caltrans is responsible for administering and processing the state funds for FSP, as described in Chapter 3.

Summary of Statewide Program Benefit/Cost Ratio Information

Caltrans HQ provides a central source of information for the statewide FSP Program.

Caltrans has created a benefit/cost ratio software model which calculates the benefit/cost ratios for FSP beats.

The Local Agency is responsible for providing the required beat parameters to calculate benefit/cost ratios. The completed documentation shall be forwarded to Caltrans HQ or a designated consultant.

Caltrans HQ shall review and consolidate the regional benefit/cost ratios, annually, into a statewide summary and distribute the information to each of the regional programs, as well as to the FSP Statewide Oversight Subcommittee.

B. CHP Division/Area and HQ Reporting Requirements

Reporting Requirements

Because the size of FSP regional programs may dictate the level of CHP involvement, CHP report compilation may involve either an Area or Division. The following reporting requirements should be adjusted as appropriate for the local program.

Computer Aided Dispatch (CAD) Logs. Each CHP Division will provide FSP- related CAD information, in an approved manner and as accessed through the CHP CAD system, to the local agency on an as-needed basis. This information is generated by FSP dispatchers every time a motorist calls from a freeway call box requesting tow assistance, a 911 caller requests non-emergency assistance, or an FSP request/service call is received.

Tow Vehicle Inspection Reports

Annual Inspection Logs

CHP conducts annual inspections of all FSP fleet vehicles to ensure they meet all legal requirements, as well as conform to the requirements in the bid specifications.

Cursory Tow Inspection and Violation Reports

FSP officers routinely conduct cursory inspections of FSP tow drivers and vehicles to ensure they meet the required program specifications. Resulting tow inspection logs and violation reports are used as a measurement of tow driver/contractor performance and are a means to help identify safety and performance violations which may otherwise go unnoticed. This documentation may be accessed by the partner agencies, and/or designated consultants, in review of overall FSP Program performance.

Complaint Investigation Reports

In the event there is a public complaint or problem regarding FSP operations, CHP may initiate an investigation to determine the validity of any allegation(s). A complaint investigation report may be processed for each incident if warranted and shall be made available to Local Agencies as needed.

Annual CHP Resource Allocation. Annually, CHP shall provide a resource allocation to the Statewide Oversight Subcommittee outlining how funds are being allocated at the statewide level to each local FSP Program. The resource allocation should indicate both kinds of state funding to be used, e.g., statewide CHP budget that will be deducted from the total amount of state allocated FSP funds prior to the Local Agency funding formula distribution process, and individual funding agreements with the regional transportation agencies.

C. Local Agencies

Annual FSP Program Data

Each Local Agency shall make available annual data summarizing the activities of its regional FSP program. This data includes:

- Annual FSP Local Match information, as required by Caltrans HQ.
- Annual operational data as required by Caltrans HQ including the number of operational trucks, the number of centerline miles covered, and the number of operational truck hours.
- Annual procurement data as requested by the Statewide Data Subcommittee including average truck hourly rate and the accompanying breakdown of costs (if available) for items such as fuel, tow vehicle, wages, insurance, etc.
- Number of assists provided.

CHAPTER 5 - Field Support Requirements

A. Communications Support Equipment Requirements

All of the following components are required for Freeway Service Patrol (FSP) communications operations at California Highway Patrol (CHP) communications centers:

- Computer Aided Dispatch (CAD).
- Telephone.
- Radio.
- Dispatcher workstations.

B. CHP Enforcement Patrol Vehicles

As specified in Title 13, Section 1140 of the California Code of Regulations, the CHP may use specially marked patrol vehicles in the FSP Program. In order to minimize motorist distractions, it is recommended all FSP patrol vehicles shall be painted white.

C. FSP Tow Trucks

FSP tow trucks shall be exclusively dedicated to the FSP Program during hours of operation. The FSP Program will use conventional wrecker tow trucks (minimum 14,000 pounds gross vehicle weight rating), flatbed tow trucks or service pickup trucks (minimum one-half (1/2) ton rating). In order to minimize motorist distractions, all FSP tow, flatbed or pickup trucks shall be painted white, and display the FSP logo placard only during hours of operation. Streets and Highways Code 2562.5 details logo requirements:

“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.”

D. Training Programs

FSP tow operator, officer and communications operator training programs are developed and presented by the CHP. Partner agencies should be consulted for input into training content. In specific instances, partner agency representatives may be

allowed by the CHP to participate in the training, depending on the nature of the training segment. Training programs include the following:

FSP Officer Training

CHP officers newly assigned to the FSP Program should be provided the following specific training:

- Orientation and instruction on the local FSP Program's Standard Operating Procedures/Guidelines (SOP/SOG).
- A ride-along with an FSP officer who is familiar with local protocol, beats and familiar with FSP policies and procedures.
- An opportunity to observe the training conducted during FSP tow driver proficiency testing and certification.
- In addition, officers should attend a tow truck orientation course provided by either the California State Automobile Association or the California Tow Truck Association. This type of instruction will help familiarize officers with tow truck equipment capabilities/limitations and will give officers insight into determining if proper techniques are being utilized by FSP tow operators.

FSP Communications Operator Training

Pursuant to California Vehicle Code Section 2436.5, communications operators for the FSP Program shall be employees of the CHP.

FSP training for new CHP communications operators should include the following:

- Orientation and instruction on the local FSP Program's SOP/SOG.
- Observation of local communications operators dispatching for FSP.
- A ride-along with an FSP tow truck driver during the shift's peak hours.
- Hands-on experience at the FSP radio console under the supervision of CHP communications staff.

FSP Driver Certification/Training

Certification Process - FSP officers shall ensure a California Tow Truck Driver Certificate (DMV form DL 64) is processed through Department of Motor Vehicles (DMV) for every FSP tow truck driver. Additionally, all FSP tow drivers must possess a valid federal Medical Examiner's Certificate obtained after successfully completing a Medical Examination Report (DMV form DL 51).

Tow Truck Driver Certificates and federal Medical Examiner's Certificates are to be inspected at least annually, and/or as part of inspections conducted by FSP officers.

An FSP tow driver not in possession of a current Tow Truck Driver Certificate and/or federal Medical Examiner's Certificate is to be placed out-of-service.

Objective - The objective of the FSP tow truck operator/driver training course is to provide a standardized level of training for FSP tow truck drivers, thus improving the

quality of roadside assistance to the motoring public, ensuring safety and enhancing their level of professionalism. The recommended tow truck driver training course is outlined in the CHP's Freeway Service Patrol Manual, HPM 100.47

Responsibilities - FSP officers shall be responsible for training FSP tow truck drivers and tow contractors who participate in FSP operations.

Persons applying for an FSP Tow Truck Driver Certificate (DMV form DL-64) shall attend an initial FSP training course. Upon successful completion of the 16-hour training course, each trainee shall be issued a certificate of completion.

Training shall include, but not be limited to, all aspects of FSP operations, including policies and procedures outlined in the local FSP Program's SOP/SOG.

As part of the FSP Tow Truck Driver Training Program, students shall be given a tow truck driver proficiency test. This test requires the FSP trainee to demonstrate their ability to successfully operate a tow truck and its equipment.

After successful completion of the initial training course, tow drivers shall attend on-going training consisting of 8-hours of refresher training annually.

E. Vehicle Inspections

Annual Fleet Inspection

FSP officers shall annually conduct an in-depth inspection of each vehicle designated for the FSP Program, including back-up trucks. The purpose of this inspection is to ensure FSP vehicles meet required specifications, equipment, and safety requirements.

Any vehicle determined not to be fully equipped or unsafe for deployment, shall be removed from service as an FSP vehicle and must remain out-of-service until the discrepancy has been corrected to the satisfaction of the CHP. FSP deployment shall not be reduced as a result of a vehicle being placed out-of-service. An appropriately equipped and inspected back-up vehicle shall be deployed.

Inspection Criteria

Each FSP truck (flatbed, service truck, and/or tow truck) shall be equipped with the mandatory items set forth in that regional FSP Program's tow contract and/or SOP/SOG.

"Cursory" Inspection of Tow Trucks

Cursory inspections are nonscheduled FSP tow truck inspections conducted by FSP officers in the field. Inspections are made to ensure compliance of FSP vehicle and FSP driver requirements specified in the regional FSP Program's SOP/SOG.

F. Contractor Facility Inspection

As specified in Section 2430.5 of the California Vehicle Code, FSP employers shall maintain a tow truck driver certificate file. This file shall be made available for inspection by the department at the employer's primary place of business in the state.

Contractor facilities are to be inspected jointly by the CHP and the local agency prior to an FSP contract award, and/or prior to start-up, in order to verify the facility specifications and ensure all required documentation is in place.

Facility requirements and documentation criteria shall be described in the FSP contract and/or in the regional FSP SOP/SOG.

Follow-up inspections of the facility and paperwork may be conducted as needed by FSP management.

G. Complaint Investigations

FSP officers may provide assistance to a motorist/driver/contractor who submits a claim or telephone call concerning the service provided or other similar complaint related to FSP service or SOP/SOG violation. These allegations (complaint investigations) shall be reviewed by the appropriate FSP officer for validation. Any recommended action to a contractor, driver and/or contract shall be discussed among CHP and the Local Agency for consensus and follow-up.

CHAPTER 6 - Standard Operating Procedures/Guidelines

A. GENERAL PROVISIONS

The Standard Operating Procedures/Guidelines (SOP/SOG) shall contain all the policies and procedures needed by FSP tow contractors, and their FSP drivers, to satisfy the requirements of the FSP Program. Although the style and format of each region's SOP/SOG may vary to suit its needs, each region's SOP/SOG should contain the following general provisions:

FSP tow driver duties and responsibilities

Procedures related to driver training/certification and duties.

Tow procedures

Acceptable FSP tow procedures, including authorized tow drop locations.

Operational policies and procedures

A description of various aspects of the FSP operation, e.g., when and where to tow, removal of debris from the roadway, handling of abandoned vehicles, when and how to initiate a request for rotation tows, interaction with CHP communications centers and CHP field officers.

FSP truck and equipment requirements

Necessary truck specifications and equipment for FSP operation.

Driver uniform/appearance requirements

Required driver uniform description, and any driver appearance standards.

Telecommunications operations (radio, mobile data computers, etc.)

Procedures and instructions for using FSP telecommunications equipment and descriptions of radio voice and mobile data terminal codes, as well as information regarding protocol to follow in initiating communications with CHP communication centers and CHP field officers.

Violations/Penalties

A listing and description of actions which constitute violations of FSP regulations and contracts, and the resultant potential penalties assessed.

B. Timeframes For Developing and/or Modifying SOP/SOG

The SOP/SOG must be developed as part of the local partnership start-up tasks. The document is to be used for initial training and certification of FSP drivers and tow contractor(s). The SOP/SOG and related FSP policy is a critical part of the initial tow truck driver training course.

The SOP/SOG is to be developed in a joint cooperative manner between the local FSP partner agencies. Due to the operational aspects described within the document, in most cases, the local CHP will take the lead in developing the SOP/SOG. However, in cooperation with CHP, any of the local partner agencies can assume responsibility for the initial development and initiate subsequent modifications.

The SOP/SOG will be subject to ongoing modifications to address changes in the operational environment and/or to reflect the development of more effective/efficient procedures. Local FSP programs are required to implement a process in which modifications to the document can be made in a timely fashion.

Each local partnership is responsible to ensure a current copy of the SOP/SOG is received by the tow contractor(s) and the appropriate dissemination of information to the FSP drivers by the tow contractors.

In addition to periodic review and modification to the SOP/SOG, a process should be instituted to quickly address and disseminate new or modified FSP procedures, related to safety and/or operational issues that may arise during the course of FSP operations. The SOP/SOG should subsequently be revised to reflect the new procedures.

APPENDIX A - FSP Regulatory Statutes

A. Streets And Highways Code Sections

2560

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

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.

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**.

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.

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.

2562

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).

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.

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.

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.

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.

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.

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.

B. Vehicle Code Sections

1808.1

(a) The prospective employer of a driver who drives a vehicle specified in subdivision (k) shall obtain a report showing the driver's current public record as recorded by the department. For purposes of this subdivision, a report is current if it was issued less than 30 days prior to the date the employer employs the driver. The report shall be reviewed, signed, and dated by the employer and maintained at the employer's

place of business until receipt of the pull-notice system report pursuant to subdivisions (b) and (c). These reports shall be presented upon request to an authorized representative of the Department of the California Highway Patrol during regular business hours.

(b) The employer of a driver who drives a vehicle specified in subdivision (k) shall participate in a pull-notice system, which is a process for the purpose of providing the employer with a report showing the driver's current public record as recorded by the department, and any subsequent convictions, failures to appear, crashes, driver's license suspensions, driver's license revocations, or any other actions taken against the driving privilege or certificate, added to the driver's record while the employer's notification request remains valid and uncanceled. As used in this section, participation in the pull-notice system means obtaining a requester code and enrolling all employed drivers who drive a vehicle specified in subdivision (k) under that requester code.

(c) The employer of a driver of a vehicle specified in subdivision (k) shall, additionally, obtain a periodic report from the department at least every 12 months. The employer shall verify that each employee's driver's license has not been suspended or revoked, the employee's traffic violation point count, and whether the employee has been convicted of a violation of Section 23152 or 23153. The report shall be signed and dated by the employer and maintained at the employer's principal place of business. The report shall be presented upon demand to an authorized representative of the Department of the California Highway Patrol during regular business hours.

(d) Upon the termination of a driver's employment, the employer shall notify the department to discontinue the driver's enrollment in the pull-notice system.

(e) For the purposes of the pull-notice system and periodic report process required by subdivisions (b) and (c), an owner, other than an owner-operator as defined in Section 34624, and an employer who drives a vehicle described in subdivision (k) shall be enrolled as if he or she were an employee. A family member and a volunteer driver who drives a vehicle described in subdivision (k) shall also be enrolled as if he or she were an employee.

(f) An employer who, after receiving a driving record pursuant to this section, employs or continues to employ as a driver a person against whom a disqualifying action has been taken regarding his or her driving privilege or required driver's certificate, is guilty of a public offense, and upon conviction thereof, shall be punished by confinement in a county jail for not more than six months, by a fine of not more than one thousand dollars (\$1,000), or by both that confinement and fine.

(g) As part of its inspection of bus maintenance facilities and terminals required at least once every 13 months pursuant to subdivision (c) of Section 34501, the

Department of the California Highway Patrol shall determine whether each transit operator, as defined in Section 99210 of the Public Utilities **Code**, is then in compliance with this section and Section 12804.6, and shall certify each operator found to be in compliance. Funds shall not be allocated pursuant to Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities **Code** to a transit operator that the Department of the California Highway Patrol has not certified pursuant to this section.

(h) (1) A request to participate in the pull-notice system established by this section shall be accompanied by a fee determined by the department to be sufficient to defray the entire actual cost to the department for the notification service. For the receipt of subsequent reports, the employer shall also be charged a fee established by the department pursuant to Section 1811. An employer who qualifies pursuant to Section 1812 shall be exempt from any fee required pursuant to this section. Failure to pay the fee shall result in automatic cancellation of the employer's participation in the notification services.

(2) A regularly organized fire department, having official recognition of the city, county, city and county, or district in which the department is located, shall participate in the pull-notice program and shall not be subject to the fee established pursuant to this subdivision.

(i) The department, as soon as feasible, may establish an automatic procedure to provide the periodic reports to an employer by mail or via an electronic delivery method, as required by subdivision (c), on a regular basis without the need for individual requests.

(j) (1) The employer of a driver who is employed as a casual driver is not required to enter that driver's name in the pull-notice system, as otherwise required by subdivision (a). However, the employer of a casual driver shall be in possession of a report of the driver's current public record as recorded by the department, prior to allowing a casual driver to drive a vehicle specified in subdivision (k). A report is current if it was issued less than six months prior to the date the employer employs the driver.

(2) For the purposes of this subdivision, a driver is employed as a casual driver when the employer has employed the driver less than 30 days during the preceding six months. "Casual driver" does not include a driver who operates a vehicle that requires a passenger transportation endorsement.

(k) This section applies to a vehicle for the operation of which the driver is required to have a class A or class B driver's license, a class C license with a hazardous materials endorsement, a class C license issued pursuant to Section 12814.7, or a certificate issued pursuant to Section 2512, 12517, 12519, 12520, 12523, or 12523.5, or a passenger vehicle having a seating capacity of not more than 10 persons, including the

driver, operated for compensation by a charter-party carrier of passengers or passenger stage corporation pursuant to a certificate of public convenience and necessity or a permit issued by the Public Utilities Commission.

(l) This section shall not be construed to change the definition of "employer," "employee," or "independent contractor" for any purpose.

(m) A motor carrier who contracts with a person to drive a **vehicle** described in subdivision (k) that is owned by, or leased to, that motor carrier, shall be subject to subdivisions (a), (b), (c), (d), (f), (j), (k), and (l) and the employer obligations in those subdivisions.

(n) Reports issued pursuant to this section, but only those for a driver of a taxicab engaged in transportation services as described in subdivision (a) of Section 53075.5 of the Government Code, shall be presented upon request, during regular business hours, to an authorized representative of the administrative agency responsible for issuing permits to taxicab transportation services pursuant to section 53075.5 of the Government Code.

2430

(a) The Legislature hereby creates a pilot project to develop recommendations for requiring emergency road service organizations and their specified employees, within the state, to be certified and receive specified training in the interest of public safety. The project shall be limited to freeway service patrol operations for major urban areas. The project includes, but is not limited to, the issuance of tow truck driver certificates to employees and employers involved in freeway service patrol operations, criminal history checks for convictions of specified crimes, and training for enhancement of public safety. The purpose of the project shall be to develop recommendations for requiring all emergency road service organizations and specified employees, within the state, to be certified and receive specified training in the interest of public safety.

(b) This project shall be for a period of two years commencing on July 1, 1992. The department shall submit a report to the Legislature not later than September 1, 1994. The report shall include, but not be limited to, all of the following:

(1) The number of criminal history checks processed by the department.

(2) The number of specified tow truck driver certificates issued.

(3) The number of persons rejected for freeway service patrol operations as a result of the criminal history checks.

(4) The names of participating emergency road service organizations.

(5) An accounting of the number of certified persons who were subsequently disqualified for convictions of specified crimes, including the number of certified persons subsequently disqualified for convictions of specified crimes against those receiving service.

(6) The training received by specified personnel. (7) Recommendations developed by the Emergency Roadside Assistance Advisory Committee regarding training, as specified in Section 2438, and guidelines for motorist safety, as specified in Section 2439.

(8) Information compiled from reports submitted by highway service organizations pursuant to subdivision (a) of Section 2440.

(9) Recommendations for extending the requirements of this article and Article 3.5 (commencing with Section 2435) to all highway service organizations and their specified employees within the state.

(c) The Legislature declares that it is important to the public safety that tow truck drivers, who perform freeway service patrol operations under agreement with any specified public transportation planning entity, do not have criminal records which include violent crimes against persons.

2430.1. As used in this article, each of the following terms has the following meaning:

(a) "Tow truck driver" means a person who operates a tow truck, who renders towing service or emergency road service to motorists while involved in freeway service patrol operations, pursuant to an agreement with a regional or local entity, and who has or will have direct and personal contact with the individuals being transported or assisted. As used in this subdivision, "towing service" and "emergency road service" have the same meaning as defined in Section 2436.

(b) "Employer" means any person or organization that employs those persons defined in subdivision (a), or who is an owner-operator who performs the activity specified in subdivision (a), and who is involved in freeway service patrol operations pursuant to an agreement or contract with a regional or local entity.

(c) "Regional or local entity" means any public organization established as a public transportation planning entity pursuant to Title 7.1 (commencing with Section 66500) of the Government Code or authorized to impose a transaction and use tax for transportation purposes by the Public Utilities Code or the service authority for freeway emergencies described in Section 2551 of the Streets and Highways Code.

(d) "Emergency road service" has the same meaning as defined in Section 2436.

(e) "Freeway service patrol" has the same meaning as defined in Section 2561 of the Streets and Highway Code.

2430.2. "Regional or local entity," as defined by subdivision (c) of Section 2430.1, also includes the transportation planning entity established pursuant to Section 130050.1 of the Public Utilities Code or the service authority for freeway emergencies described in Section 2551 of the Streets and Highways Code.

2430.3. (a) Every freeway service patrol tow truck driver and any California Highway Patrol rotation tow truck operator shall notify each of his or her employers and prospective employers and the Department of the California Highway Patrol of an arrest or conviction of any crime specified in paragraph (1), (2), (3), or (4) of subdivision (a) of Section 13377 prior to beginning the next work shift for that employer.

(b) For the purpose of conducting criminal history and driver history checks of any California Highway Patrol rotation tow truck operator, the commissioner may utilize the California Law Enforcement Telecommunications System (CLETS).

NOTE: Pursuant to the Central Valley v. Young court decision and the Department's Tow Service Agreement, the Department no longer utilizes CLETS per 2430.3(b).

2430.5. (a) Every employer intending to hire a tow truck driver on or after July 1, 1992, shall require the applicant for employment to submit a temporary tow truck driver certificate issued by the department or a permanent tow truck driver certificate issued by the Department of Motor Vehicles. The employer shall review the certificate and obtain a copy to be maintained as required by subdivision (c). The employer shall not hire any tow truck driver in any freeway service patrol operations who does not provide a temporary tow truck driver certificate issued by the department or a permanent tow truck driver certificate issued by the Department of Motor Vehicles. The employer shall not allow a tow truck driver who is not certified to participate in any freeway service patrol operations. If the issuance date on the certificate is more than 90 days from the proposed date of hire, the employer shall contact the department to reverify eligibility.

(b) On or after July 1, 1992, every employer, whose currently employed tow truck drivers are required to obtain a tow truck driver certificate pursuant to Section 12520, shall require the employees to submit to the employer a temporary tow truck driver certificate issued by the department or a permanent tow truck driver certificate issued by the Department of Motor Vehicles. The employer shall review the certificate and obtain a copy to be maintained as required by subdivision (c).

(c) Every employer shall maintain a tow truck driver certificate file for all tow truck drivers hired on or after July 1, 1992, or all currently employed tow truck drivers who are required to obtain a tow truck driver certificate pursuant to Section 12520. The employer shall retain employee rosters and copies of tow truck driver certificates for all tow truck drivers. The roster shall be comprised of the following two lists:

(1) Drivers who have valid tow truck driver certificates.

(2) Drivers who would be prohibited, pursuant to subdivision (a) of Section 13377, from involvement in any freeway service patrol operation.

Every employer shall make available for inspection by the department at the employer's primary place of business in this state. In addition, the employer shall maintain a personnel roster, also available for inspection, of all current tow truck drivers and their date of hire by the employer.

(d) Upon notification that a tow truck driver has been arrested for, or convicted of, any crime specified in paragraph (1), (2), (3), or (4) of subdivision (a) of Section 13377, the employer shall remove that tow truck driver from any position involving freeway service patrol operations.

(e) A violation of this section by an employer is a misdemeanor.

2431

(a) For the purposes of conducting criminal history and driver history screening of tow truck drivers and employers, the commissioner shall do all of the following:

(1) Obtain fingerprints from tow truck drivers and employers. The fingerprint cards will be submitted to the Department of Justice for criminal history checks.

(2) Obtain a second set of fingerprints from applicants who have not continuously resided in the state for the previous seven years, and submit that card to the Federal Bureau of Investigation for out-of-state criminal history checks. The department may charge a fee sufficient to cover the additional expense of processing the fingerprint cards through the Federal Bureau of Investigation.

(3) Verify that the tow truck driver or employer, or both, have a valid California driver's license, through the use of the automated records system.

(b) On and after July 1, 1992, all tow truck drivers shall submit an application for the issuance of a tow truck driver certificate with the department and pay an application fee equal to the actual costs of a criminal history check and issuance of the tow truck driver's certificate, but not more than fifty dollars (\$50). Applicants for the renewal of an expired tow truck driver certificate or applicants for a duplicate tow truck driver certificate shall submit an application for issuance of a new tow truck driver certificate to the Department of Motor Vehicles and pay an application fee of twelve dollars (\$12).

All fees collected pursuant to this section shall be deposited in the Motor Vehicle Account in the State Transportation Fund. An amount equal to the fees paid shall be made available, upon appropriation, to the Department of Motor Vehicles for its administrative costs, for the cost of criminal history checks to be conducted by the Department of Justice, and to the department for its administrative costs. In no case shall the fees collected exceed the costs of administering this section.

(c) Applicants for an original tow truck driver certificate shall be fingerprinted by the department, on a form issued by the department, for submission to the Department of Justice for the purpose of determining whether the applicant has been convicted for a violation of any crime specified in paragraph (1), (2), (3), or (4) of subdivision (a) of Section 13377.

(d) Information released to the Department or the Department of Motor Vehicles shall be related to their inquiry and shall remain confidential.

(e) The department shall issue a temporary tow truck driver certificate, provided by the Department of Motor Vehicles, to applicants who have cleared the specified criminal history check pursuant to paragraph (1) of subdivision (a) and the driver history check through the automated records system, and who meet all other applicable provisions of this code. The term of the temporary tow truck driver's certificate shall be for a period of 90 days from the date of issuance.

2432

(a) It is unlawful for a freeway service patrol tow truck driver to knowingly provide false information on the application prepared and submitted to the department pursuant to subdivision (b) of Section 2431.

(b) It is unlawful for a California Highway Patrol rotation tow truck operator, including, but not limited to, a freeway service patrol tow truck driver, to fail to comply with the notification requirements in Section 2430.3.

(c) A violation of this section is punishable as a misdemeanor.

2432.1. (a) If the commissioner determines that an employer has failed to comply with the requirements of this article or Article 3.5 (commencing with Section 2435), the commissioner may, after a hearing, suspend the highway safety carrier's identification number issued pursuant to Section 2436.3 for a period not to exceed two years.

(b) If the commissioner determines that an employer has failed to comply with the requirements of this article or Article 3.5 (commencing with Section 2435) twice within a period of 24 consecutive months, the commissioner may, after a hearing, prohibit the employer from participating in any freeway service patrol operation for two years.

(c) Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the hearing specified in subdivision (a) or (b).

2432.3. (a) This article does not preempt the authority of any city, city and county, or county to regulate, pursuant to subdivision (g) of Section 21100, any of the matters covered by this article.

(b) (1) For the purposes of verifying the criminal history of individuals involved in the operation of tow truck services, law enforcement agencies of any city, city and county, or county may conduct criminal history checks for all of the following:

(A) Applicants for employment to drive tow trucks.

(B) Those who drive tow trucks.

(C) Tow truck owners-operators.

(2) The law enforcement agency may obtain the fingerprints of the individuals on a form approved by the Department of Justice and provided by the agency. The fingerprint samples shall be submitted to the Department of Justice for the purpose of determining whether the individual has been convicted of any violation, including, but not limited to, Section 220, subdivision (1), (2), (3), or (4) of Section 261, or Section 264.1, 267, 288, or 289 of the Penal Code, or any felony or three misdemeanors as set forth in subparagraph (B) of paragraph (2) of subdivision (a) of Section 5164 of the Public Resources Code.

(3) For purposes of conducting criminal history screening of tow truck driver applicants, employees, and employers who have not resided continuously in the state for the previous seven years, the law enforcement agency of any city, city and county, or county, may obtain a second set of fingerprints, when necessary, and may submit that card to the Federal Bureau of Investigation for out-of-state criminal history checks.

(c) The law enforcement agency of any city, city and county, or county may charge a fee sufficient to cover the cost of obtaining and processing the fingerprint cards through the Department of Justice.

(d) For the purposes of conducting driver history screening of applicants to drive tow trucks, employees, and owners-operators, the law enforcement agency of any city, city and county, or county may verify that the applicant or owner-operator, as the case may be, has a valid California driver's license of the proper class, through the use of the automated records system.

(e) The Department of Justice shall develop a procedure whereby it will notify the requesting law enforcement agency if the person fingerprinted has been convicted of any of the specified crimes or is convicted of a specified crime subsequent to employment or beginning operation of a tow service. The Department of Justice shall release the requested information to the requesting agency.

(f) Information released to the requesting agency may be utilized for licensing and regulating procedures established pursuant to subdivision (g) of Section 21100.

(g) Information released to the requesting agency shall be related to its inquiry, shall remain confidential, and shall not be made public.

2435

(a) The Legislature finds and declares that the emergency roadside assistance provided by highway service organizations is a valuable service that benefits millions of California motorists. The Legislature further finds and declares that emergency roadside assistance is provided statewide, in cooperation with, and shares resources with, public safety agencies. The Legislature also finds that the Department of the California Highway Patrol, in cooperation with the Department of Transportation, is responsible for the rapid removal of impediments to traffic on highways within the state and that the Department of the California Highway Patrol may enter into agreements with employers for freeway service patrol operations under an agreement or contract with a regional or local entity. The Legislature declares that it is important to the public safety that drivers who provide emergency roadside service not have criminal records that include violent crimes against persons.

(b) The Legislature also declares that the Department of the California Highway Patrol, in cooperation with the Department of Transportation, shall be responsible for establishing the minimum training standards for highway service organization employees and employers who participate in freeway service patrol operations pursuant to an agreement or contract with a regional or local entity.

2436

For the purposes of this article, each of the following terms has the meaning given in this section:

(a) "Emergency road service" is the adjustment, repair, or replacement by a highway service organization of the equipment, tires, or mechanical parts of a motor vehicle so as to permit it to be operated under its own power. "Towing service" is the drafting or moving by a highway service organization of a motor vehicle from one place to another under power other than its own.

(b) "Emergency roadside assistance" means towing service or emergency road service.

(c) "Employer" has the same meaning as defined in Section 2430.1.

(d) "Freeway service patrol" has the same meaning as defined in Section 2561 of the Streets and Highways Code.

(e) "Highway service organization" means a motor club, as defined by Section 12142 of the Insurance Code and, in addition, includes any person or organization that operates or directs the operation of highway service vehicles to provide emergency roadside assistance to motorists, or any person or organization that is reimbursed or reimburses others for the cost of providing emergency roadside assistance, and any employer and includes any person or organization that directly or indirectly, with or without compensation, provides emergency roadside assistance.

(f) "Regional or local entity" has the same meaning as defined in Section 2430.1.

(g) "Tow truck driver" has the same meaning as defined in Section 2430.1.

2436.3. (a) On and after July 1, 1992, every employer shall obtain from the department a carrier identification number. Application for a carrier identification number shall be on forms furnished by the department. The number shall be displayed on both sides of each tow truck utilized in any freeway service patrol operation, in accordance with Section 27907.

(b) No employer shall operate a tow truck in any freeway service patrol operation if the carrier identification number issued pursuant to subdivision (a) has been suspended by the commissioner pursuant to Section 2432.1.

(c) The carrier identification number shall be removed before sale, transfer, or other disposal of the vehicle, or upon termination of an agreement or contract for freeway service patrol operations.

(d) A violation of this section is a misdemeanor.

2436.5. (a) The department, in cooperation with the Department of Transportation, shall provide training, pursuant to a reimbursable agreement or contract with a regional or local entity, for all employers and tow truck drivers who are involved in freeway service patrol operations pursuant to an agreement or contract with the regional or local entity. Dispatchers for freeway service patrol operations shall be employees of the department or the Department of Transportation.

(b) The training shall include, but not be limited to, all of the following:

(1) Tow truck driver and motorist safety.

(2) Patrol responsibility.

(3) **Vehicle** operation.

(4) Traffic control and scene management.

(5) Communication procedures.

(6) Demeanor and courtesy.

2436.7. (a) Every tow truck driver and employer, involved in a freeway service patrol operation under an agreement or contract with a regional or local entity, shall attend the training specified in subdivision (b) of Section 2436.5.

(b) Upon successful completion of the training, each trainee shall be issued a certificate of completion. The certificate shall state the name of the training organization, the name and signature of the trainer, the name of the trainee, and the date of completion of the training.

(c) The trainee shall provide a copy of the certificate of training to the employer. The employer shall maintain this information in the tow truck driver files established pursuant to subdivision (c) of Section 2430.5.

(d) Every employer shall make the file available for inspection by the department at the employer's primary place of business in this state.

12520. (a) No person employed as a tow truck driver, as defined in Section 2430.1, shall operate a tow truck unless that person has, in his or her immediate possession, a valid California driver's license of an appropriate class for the vehicle to be driven, and a tow truck driver certificate issued by the department or a temporary tow truck driver certificate issued by the Department of the California Highway Patrol, to permit the operation of the tow truck.

(b) When notified that the applicant has been cleared through the Department of Justice or the Federal Bureau of Investigation, or both, and if the applicant meets all other applicable provisions of this code, the department shall issue a permanent tow truck driver certificate. The permanent tow truck driver certificate shall be valid for a maximum of five years and shall expire on the same date as that of the applicant's driver's license.

13377. (a) The department shall not issue or renew, or shall revoke, the tow truck driver certificate of an applicant or holder for any of the following causes:

(1) The tow truck driver certificate applicant or holder has been convicted of a violation of Section 220 of the Penal Code.

(2) The tow truck driver certificate applicant or holder has been convicted of a violation of paragraph (1), (2), (3), or (4) of subdivision (a) of Section 261 of the Penal Code.

(3) The tow truck driver certificate applicant or holder has been convicted of a violation of Section 264.1, 267, 288, or 289 of the Penal Code.

(4) The tow truck driver certificate applicant or holder has been convicted of any felony or three misdemeanors as set forth in subparagraph (B) of paragraph (2) of subdivision (a) of Section 5164 of the Public Resources Code.

(5) The tow truck driver certificate applicant's or holder's driving privilege has been suspended or revoked in accordance with any provisions of this code.

(b) For purposes of this section, a conviction means a plea or verdict of guilty or a conviction following a plea of nolo contendere. For purposes of this section, the record of a conviction, or a copy thereof certified by the clerk of the court or by a judge of the court in which the conviction occurred, is conclusive evidence of the conviction.

(c) Whenever the department receives information from the Department of Justice, or the Federal Bureau of Investigation, that a tow truck driver has been convicted of an

offense specified in paragraph (1), (2), (3), or (4) of subdivision (a), the department shall immediately notify the employer and the Department of the California Highway Patrol.

(d) An applicant or holder of a tow truck driver certificate, whose certificate was denied or revoked, may reapply for a certificate whenever the applicable felony or misdemeanor conviction is reversed or dismissed. If the cause for the denial or revocation was based on the suspension or revocation of the applicant's or holder's driving privilege, he or she may reapply for a certificate upon restoration of his or her driving privilege. A termination of probation and dismissal of charges pursuant to Section 1203.4 of the Penal **Code** or a dismissal of charges pursuant to Section 1203.4a of the Penal **Code** is not a dismissal for purposes of this section.

13378. (a) Any applicant for, or holder of, a tow truck driver certificate who has received a notice of refusal or revocation, may submit to the department, within 15 days after the mailing of the notice, a written request for a hearing. Failure to request a hearing, in writing, within 15 days is a waiver of the right to a hearing.

(b) Upon receipt by the department of the hearing request, the department may stay the action until a hearing is conducted and the final decision is made by the hearing officer. The department shall not stay the action when there is reasonable cause to believe that the stay would pose a threat to a member of the motoring public who may require the services of the tow truck driver in question.

(c) An applicant for, or a holder of, a tow truck driver certificate, whose certificate has been refused or revoked, is not entitled to a hearing whenever the action by the department is made mandatory by this article or any other applicable law or regulation.

(d) Upon receipt of a request for a hearing, and when the requesting party is entitled to a hearing under this article, the department shall appoint a hearing officer to conduct a hearing in accordance with Section 14112.

21718. (a) No person shall stop, park, or leave standing any vehicle upon a freeway which has full control of access and no crossings at grade except:

(1) When necessary to avoid injury or damage to persons or property.

(2) When required by law or in obedience to a peace officer or official traffic control device.

(3) When any person is actually engaged in maintenance or construction on freeway property or any employee of a public agency is actually engaged in the performance of official duties.

(4) When any vehicle is so disabled that it is impossible to avoid temporarily stopping and another vehicle has been summoned to render assistance to the disabled vehicle or driver of the disabled vehicle. This paragraph applies when the vehicle summoned to render assistance is a vehicle owned by the donor of free

emergency assistance that has been summoned by display upon or within a disabled vehicle of a placard or sign given to the driver of the disabled vehicle by the donor for the specific purpose of summoning assistance, other than towing service, from the donor.

(5) Where stopping, standing, or parking is specifically permitted. However, buses may not stop on freeways unless sidewalks are provided with shoulders of sufficient width to permit stopping without interfering with the normal movement of traffic and without the possibility of crossing over fast lanes to reach the bus stop.

(6) Where necessary for any person to report a traffic crash or other situation or incident to a peace officer or any person specified in paragraph (3), either directly or by means of an emergency telephone or similar device.

(7) When necessary for the purpose of rapid removal of impediments to traffic by the owner or operator of a tow truck operating under an agreement with the Department of the California Highway Patrol.

(b) A conviction of a violation of this section is a conviction involving the safe operation of a motor vehicle upon the highway if a notice to appear for the violation was issued by a peace officer described in Section 830.1 or 830.2 of the Penal Code.

22513. (a) Except as provided in subdivision (b) or (c), the owner or operator of a tow truck who complies with the requirements of this code relating to tow trucks may stop or park the tow truck upon a highway for the purpose of rendering assistance to a disabled vehicle.

(b) It is a misdemeanor for the owner or operator of a tow truck to stop at the scene of an crash or near a disabled vehicle for the purpose of soliciting an engagement for towing services, either directly or indirectly, or to furnish any towing services, unless summoned to the scene, requested to stop, or flagged down by the owner or operator of a disabled vehicle or requested to perform the service by a law enforcement officer or public agency pursuant to that agency's procedures.

(c) It is a misdemeanor for the owner or operator of a tow truck to move any vehicle from a highway, street, or public property without the express authorization of the owner or operator of the vehicle or a law enforcement officer or public agency pursuant to that agency's procedures, when the vehicle has been left unattended or when there is an injury as the result of a crash.

(d) This section shall not apply to the following:

(1) A vehicle owned or operated by, or under contract to, a motor club, as defined by Section 12142 of the Insurance Code, which stops to provide services for which compensation is neither requested nor received, provided that those services may not include towing other than that which may be necessary to remove the **vehicle** to the

nearest safe shoulder. The owner or operator of such a **vehicle** may contact a law enforcement agency or other public agency on behalf of a motorist, but may not refer a motorist to a tow truck owner or operator, unless the motorist is a member of the motor club, the motorist is referred to a tow truck owner or operator under contract to the motor club, and, if there is a dispatch facility which services the area and is owned or operated by the motor club, the referral is made through that dispatch facility.

(2) A tow truck operator employed by a law enforcement agency or other public agency.

(3) A tow truck owner or operator acting under contract with a law enforcement or other public agency to abate abandoned vehicles, or to provide towing service or emergency road service to motorists while involved in freeway service patrol operations, to the extent authorized by law.

27907

There shall be displayed in a conspicuous place on both the right and left side of a tow truck, a reposessor's tow vehicle, or an automobile dismantler's tow vehicle used to tow or carry vehicles a sign showing the name of the company or the owner or operator of the tow truck or tow vehicle. The sign shall also contain the business address and telephone number of the owner or driver. The letters and numbers of the sign shall not be less than 2 inches in height and shall be in contrast to the color of the background upon which they are placed.

A person licensed as a repossession agency pursuant to Chapter 11 (commencing with Section 7500) of Division 3 of the Business and Professions Code, or a registrant of the agency, may use the license number issued to the agency by the Department of Consumer Affairs in lieu of a name, business address, and telephone number.

34500

The department shall regulate the safe operation of the following vehicles:

(a) Motortrucks of three or more axles that are more than 10,000 pounds gross vehicle weight rating.

(b) Truck tractors.

(c) Buses, school buses, school pupil activity buses, youth buses, farm labor vehicles, and general public paratransit vehicles.

(d) Trailers and semitrailers designed or used for the transportation of more than 10 persons, and the towing motor vehicle.

(e) Trailers and semitrailers, pole or pipe dollies, auxiliary dollies, and logging dollies used in combination with vehicles listed in subdivision (a), (b), (c), or (d). This subdivision does not include camp trailers, trailer coaches, and utility trailers.

(f) A combination of a motortruck and a vehicle or vehicles set forth in subdivision (e) that exceeds 40 feet in length when coupled together.

(g) A truck, or a combination of a truck and any other **vehicle**, transporting hazardous materials.

(h) Manufactured homes that, when moved upon the highway, are required to be moved pursuant to a permit as specified in Section 35780 or 35790.

(i) A park trailer, as described in Section 18009.3 of the Health and Safety **Code**, that, when moved upon a highway, is required to be moved pursuant to a permit pursuant to Section 35780.

(j) Any other motortruck not specified in subdivisions (a) to (h), inclusive, or subdivision (k), that is regulated by the Department of Motor Vehicles, Public Utilities Commission, or United States Secretary of the Department of Transportation, but only for matters relating to hours of service and logbooks of drivers.

(k) A commercial motor vehicle with a gross vehicle weight rating of 26,001 or more pounds or a commercial motor vehicle of any gross vehicle weight rating towing a vehicle described in subdivision (e) with a gross vehicle weight rating of more than 10,000 pounds, except combinations including camp trailers, trailer coaches, or utility trailers. For purposes of this subdivision, the term "commercial motor vehicle" has the meaning defined in subdivision (b) of Section 15210.

34507.5. (a) A motor carrier, as defined in Section 408, a motor carrier of property, and a for-hire motor carrier of property, as defined in Section 34601, shall obtain a carrier identification number from the department. Application for a carrier identification number shall be on a form furnished by the department. Information provided in connection with an application for a carrier identification number shall be updated by a motor carrier upon request from the department.

(b) The carrier identification number assigned to the motor carrier under whose operating authority or motor carrier permit the vehicle or combination of vehicles is being operated shall be displayed on both sides of each vehicle, or on both sides of at least one motor vehicle in each combination of the following vehicles:

(1) Each vehicle set forth in Section 34500.

(2) A motortruck of two or more axles that is more than 10,000 pounds gross vehicle weight rating.

(3) Any other motortruck or motor vehicle used to transport property for compensation.

(c) A vehicle or combination of vehicles listed in subdivision (b) that is operated under a rental agreement with a term of not more than 30 calendar days shall meet all of the following requirements:

(1) Have displayed on both sides of each vehicle or on both sides of one of the vehicles in each combination of vehicles the name or trademark of the lessor.

(2) Have displayed on both sides of each vehicle or on both sides of one of the vehicles in each combination of vehicles any of the following numbers issued to the lessor:

(A) The carrier identification number issued by the United States Department of Transportation.

(B) A valid operating authority number.

(C) A valid motor carrier of property number.

(3) (A) Have in the vehicle or combination of vehicles a copy of the rental agreement entered into by the lessor and the vehicle operator.

(B) The rental agreement shall be available for inspection immediately upon the request of an authorized employee of the department, a regularly employed and salaried police officer or deputy sheriff, or a reserve police officer or reserve deputy sheriff listed pursuant to Section 830.6 of the Penal Code.

(C) If the rented vehicle or combination of vehicles is operated in conjunction with a commercial enterprise, the rental agreement shall include the operator's carrier identification number or motor carrier of property permit number.

(d) A vehicle or combination of vehicles that is in compliance with Section 390.21 of Title 49 of the Code of Federal Regulations shall be deemed to be in compliance with subdivision (c).

(e) This section does not apply to any of the following vehicles:

(1) A vehicle described in subdivision (f) of Section 34500, that is operated by a private carrier as defined in subdivision (d) of Section 34601, if the gross vehicle weight rating of the towing vehicle is 10,000 pounds or less, or the towing vehicle is a pickup truck, as defined in Section 471. This exception does not apply to a vehicle combination described in subdivision (k) of Section 34500.

(2) A vehicle described in subdivision (g) of Section 34500, that is operated by a private carrier as defined in subdivision (d) of Section 34601, if the hazardous material transportation does not require the display of placards pursuant to Section 27903, a license pursuant to Section 32000.5, or hazardous waste hauler registration pursuant to Section 25163 of the Health and Safety Code.

(3) A historical vehicle, as described in Section 5004, and a vehicle that displays special identification plates in accordance with Section 5011.

(4) An implement of husbandry as defined in Chapter 1 (commencing with Section 36000) of Division 16.

(5) A vehicle owned or operated by an agency of the federal government.

(6) A pickup truck, as defined in Section 471, and a two-axle daily rental truck with a gross vehicle weight rating of less than 26,001 pounds, when operated in noncommercial use.

(f) Subdivision (b) does not apply to the following:

(1) A vehicle that displays a valid identification number assigned by the United States Secretary of the Department of Transportation.

(2) A vehicle that is regulated by, and that displays a valid operating authority number issued by, the Public Utilities Commission, including a household goods carrier as defined in Section 5109 of the Public Utilities Code.

(3) A for-hire motor carrier of passengers.

(g) The display of the carrier identification number shall be in sharp contrast to the background, and shall be of a size, shape, and color that it is readily legible during daylight hours from a distance of 50 feet.

(h) The carrier identification number for a company no longer in business, no longer operating with the same name, or no longer operating under the same operating authority, identification number, or motor carrier permit shall be removed before sale, transfer, or other disposal of a vehicle marked pursuant to this section.

34620

(a) Except as provided in subdivision (b) and Section 34622, no motor carrier of property shall operate a commercial motor vehicle on any public highway in this state, unless it has complied with Section 34507.5 and has registered with the department its carrier identification number authorized or assigned thereunder, and holds a valid motor carrier permit issued to that motor carrier by the department. The department shall issue a motor carrier permit upon the carrier's written request, compliance with Sections 34507.5, 34630, 34640, and subdivisions (e) and (h) of Section 34501.12, for motor carriers listed in that section, and the payment of the fee required by this chapter.

(b) No person shall contract with, or otherwise engage the services of, a motor carrier of property, unless that motor carrier holds a valid motor carrier of property permit issued by the department. No motor carrier of property shall contract or subcontract with, or otherwise engage the services of, another motor carrier of property, until the contracted motor carrier of property provides certification in the manner prescribed by this section, of compliance with subdivision (a). This certification shall be completed by the contracted motor carrier of property and shall include a provision requiring the contracted motor carrier of property to immediately notify the person to whom they are contracted if the contracted motor carrier of property's permit is suspended or revoked. A copy of the contracted motor carrier of property's permit shall accompany the required certificate. The Department of the California Highway Patrol shall, by regulation, prescribe the format for the certificate and may make available an optional specific form for that purpose. The certificate, or a copy thereof, shall be maintained by each involved

party for the duration of the contract or period of service plus two years and shall be presented for inspection at the location designated by each carrier under Section 34501.10, immediately upon the request of an authorized employee of the Department of the California Highway Patrol.

C. PUBLIC RESOURCES CODE SECTIONS.

5164. (a) (1) A county, city, city and county, or special district shall not hire a person for employment, or hire a volunteer to perform services, at a county, city, city and county, or special district operated park, playground, recreational center, or beach used for recreational purposes, in a position having supervisory or disciplinary authority over a minor, if that person has been convicted of an offense specified in paragraph (2).

(2) (A) A violation or attempted violation of Section 220, 261.5, 262, 273a, 273d, or 273.5 of the Penal Code, or a sex offense listed in Section 290 of the Penal Code, except for the offense specified in subdivision (d) of Section 243.4 of the Penal Code.

(B) A felony or misdemeanor conviction specified in subparagraph (C) within 10 years of the date of the employer's request.

(C) A felony conviction that is over 10 years old, if the subject of the request was incarcerated within 10 years of the employer's request, for a violation or attempted violation of an offense specified in Chapter 3 (commencing with Section 207) of Title 8 of Part 1 of the Penal Code, Section 211 or 215 of the Penal Code, wherein it is charged and proved that the defendant personally used a deadly or dangerous weapon, as provided in subdivision (b) of Section 12022 of the Penal Code, in the commission of that offense, Section 217.1 of the Penal Code, Section 236 of the Penal Code, an offense specified in Chapter 9 (commencing with Section 240) of Title 8 of Part 1 of the Penal Code, or an offense specified in subdivision (c) of Section 667.5 of the Penal Code, provided that a record of a misdemeanor conviction shall not be transmitted to the requester unless the subject of the request has a total of three or more misdemeanor convictions, or a combined total of three or more misdemeanor and felony convictions, for violations listed in this section within the 10-year period immediately preceding the employer's request or has been incarcerated for any of those convictions within the preceding 10 years.

APPENDIX B - FSP Participating Local Agencies

Participating as of 2025

- Council of Fresno County Governments – Fresno COG
- El Dorado County Transportation Commission - EDCTC
- Los Angeles County Metropolitan Transportation Authority - LACMTA
- Metropolitan Transportation Commission - MTC
- Orange County Transportation Authority - OCTA
- Placer County Transportation Planning Agency – PCTPA
- Riverside County Transportation Commission - RCTC
- Sacramento Transportation Authority - STA
- San Bernardino County Transportation Authority - SANBAG
- San Diego Association of Governments - SANDAG
- San Joaquin Council of Governments - SJCOG
- San Luis Obispo Council of Governments - SLOCOG
- Santa Barbara County Association of Governments - SBCAG
- Santa Cruz County Regional Transportation Commission - SCCRTC
- Transportation Agency of Monterey County - TAMC
- Ventura County Transportation Commission - VCTC

Appendix C - Statewide Data Standardization

A. Minimum Required Data Fields

At a minimum, the following fields for each and every FSP Assist Record are required.

- District
- Beat
- Assist Date
- Arrival Time
- Departure Time
- Problem Type
- Vehicle Type
- Vehicle Location on Road
- Tow To
- How vehicle was found

B. Codes

Problem Type

Code	Problem Type
1	Abandoned
2	Crash
3	Debris Removal
4	Drive Off
5	Electrical Problem
6	Flat Tire
7	Help Enroute
8	Locked Out
9	Mechanical Problem
10	Other
11	Out of Gas
12	Over Heated
13	Refuse Service
14	Rollover
15	Unable to Locate
16	Vehicle Fire

Vehicle Type

Code	Vehicle Type
1	Auto
2	Motorcycle
3	Van / SUV
4	Pickup / Truck
5	Big Rig
6	Other

Vehicle Location Category

Code	Disabled Vehicle Location
1	In Freeway Lane
2	Left Shoulder
3	Other
4	Ramp/Connector
5	Right Shoulder
6	Unable to Locate

Towed To Location

Code	Towed to Location
1	Shoulder
2	Off Freeway
3	No Tow

Vehicle Found Category

Code	Found Category
1	Dispatched
2	Found by FSP Driver
3	Other

Appendix D – 2024 SB1 FSP Guidelines

2024 FREEWAY SERVICE PATROL SENATE BILL 1 FUNDING GUIDELINES



March 30, 2024



California Department of Transportation

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1. Summary

These guidelines are the policies and procedures specific to the use of funding from Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, for the Freeway Service Patrol (FSP) Program. Specifically, they cover the \$25 million in SB1 funding appropriated by Schedule (c) of Item 2660-102-0042 of the 2017 Budget Act (Assembly Bill 97, statutes of 2017), and future SB1 appropriation and do not modify the baseline non-SB 1 FSP Program funding appropriated in Schedule (a) of that same item. To expedite the public benefit from the SB1 FSP Program, these guidelines largely follow the process of the base FSP Program articulated in the November 2007 FSP Guidelines (2007 Guidelines). The FSP Program is administered by a partnership of the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), and regional transportation agencies (Local Agencies).

These guidelines outline a three-step allocation of SB1 FSP Program funding. First, the State recognizes that Caltrans funding for the FSP Program has been static since it was last increased in the 2006-07 budget from \$18 million to \$25.48 million. Since that last increase, the statewide average hourly cost of tow service has increased 17.5 percent, causing some Local Agencies to reduce hours of operation and other Local Agencies to increase their local match to maintain or grow hours of service. Accordingly, \$12.16 million of SB 1 funds are directed to adjust the baseline funding allocation to account for inflation and changes in service hours, with funding proportionally allocated using existing formulas. Second, a total of \$3.75 million of SB 1 funds are reserved for reimbursement to the CHP for their participation in the program. The CHP funds flowed through the local allocations in 2017-18; however, the Governor's 2018-19 proposed budget directed this same amount to the CHP at the State level and exclude it from local allocations in future years. Third, remaining SB 1 funds of \$9.09 million are available for new and expanded FSP service as defined below - with allocation by existing formula with adjustments as specified.

2. Authority and Purpose

SB1 directs an additional \$25 million per year to the FSP Program in 2017-18 and thereafter. The state funding for FSP in 2016-17 was \$25.4 million. The portion of funds allocated as an inflationary and service hour adjustment, and the funds directed to reimburse the CHP, are added to the baseline funding allocation, as described in Section 2560.5 of the Streets and Highways Code. The portion of funds for new or expanded service are allocated pursuant to the authority of Section 2562.2 of the Streets and Highways Code. Except where revised by these guidelines, or in conflict with these guidelines, the 2007 Guidelines for the base funding program shall apply.

3. Distribution

The total SB1 FSP allocation is \$25 million per fiscal year, of which \$3.75 million is allocated to the CHP. The remaining \$21.25 million in SB1 FSP funding shall be offered to Local Agencies using the formula-based allocation in 2007 Guidelines that includes county population, traffic congestion, and urban freeway lane miles ("existing formula").

A. Allocation for the California Highway Patrol

The \$3.75 million is allocated to reimburse the CHP to both recognize static Caltrans reimbursements since the 2006-07 budget, and new workload associated with new or expanded FSP service. The CHP funds flowed through the local allocations in the 2017-18 budget, however, the Governor's 2018-19 proposed budget directed this same amount to the CHP at the State level and excluded it from local allocations in future years. As the CHP is reimbursed at the State level, this allocation to local recipients will cease. Any SB1 FSP funds directed to the CHP shall not require a local match.

B. Allocation for the Local Agencies

The first five FSP SB1 fund allocations, from FY 2017-18 to FY 2023-24, was allocated with specific amounts dedicated to cost inflation and new service. Starting in FY 2023-24, the \$21.25 million in SB1 FSP funds for the Local Agencies shall be allocated with the same policies that are used for the Local Assistance program as outlined in the 2007 Guidelines.

4. Local Agency Allocation - FY 2017-18 to FY 2023-24

A. Allocation for Inflation and Service-Hour Adjustments

\$12.2 million is allocated as an inflationary and service hour adjustment related to the pre-SB1 Caltrans funding of \$25.4 million, which has been static since 2006-07. As an adjustment to the baseline funding allocation, as described in Section 2560.5 of the Streets and Highways Code, the required Local Agency match for the adjusted baseline allocation shall not be less than the statutorily specified minimum of 25 percent.

B. Allocation for New or Expanded Service

\$9.09 million is available for allocation to support new or expanded service. Funding shall first be offered by the existing formula contingent on Local Agency agreeing with all of the following in the implementing SB1 Funding Agreement:

a) The recipient demonstrates it will meet the requirements of subdivision (c) of Section 2562.2 of the Streets and Highways Code (see Appendix A in the 2007 Guidelines), including the following: For the purpose of these guidelines, the new or expanded service shall include expanded routes of service, extended hours of service, additional service within existing routes, or cost escalation since 2016-17 for existing service. New and expanded service that was initiated on or after January 1, 2017, will also be considered new service. Re-established service that was in place, but formally discontinued, prior to July 1, 2017, and can be documented to have been discontinued, shall also be defined as new service. Re-established service excludes service in place as of July 1, 2017, such that a recipient may not cancel and later re-establish service to meet the definition of new or expanded service - this shall be considered to be the prohibition in paragraph (5) of subdivision (c) of Section 2562.2 of the Streets and Highways Code that prohibits service "previously provided in its jurisdiction" from the definition of new or expanded service. Other improvements with Caltrans concurrence may be considered as new or expanded service.

- Pursuant to paragraphs (3) and (5) of subdivision (c) of Section 2562.2 of the Streets and Highways Code, a Local Agency must demonstrate that its new or expanded service is eligible by demonstrating the basis of service need and providing an effectiveness estimate calculated on a cost benefit analysis. If a Local Agency determines no further expansion of FSP is effective, Caltrans will reallocate the Local Agency allocation share to other Local Agencies for new or expanded service by existing formula.
- The Local Agency required match for all FSP allocations shall not cumulatively be less than the statutorily specified minimum of 25 percent.

b) To be considered competitive and eligible for this allocation, the Local Agency shall maintain effort for existing tow service hours, such that not less than the total hours of tow service in place during 2016-17 shall be

maintained, including peak period, midday, weekend, and holiday hours. The total hours of tow service in 2016-17 may be reduced by the number of hours that are demonstrated to have been one-time related to a construction project or another limited-term event that was initiated with the intent to be limited term.

C. Local Allocation - FY 2024-25 and Future Allocations

Starting with FY 2024-25, the SB1 FSP allocation shall be allocated in the same manner as State Highway Account funds, as outlined in State of California Streets and Highways Code 2560 through 2565, the Freeway Service Patrol Act. Specifically, SHC 2562.1 mandates that funds shall be based 25 percent on the number of urban freeway lane miles in the participating area, 50 percent on the basis of the ratio of the population, and 25 percent on the basis of traffic congestion.

D. Miscellaneous

Any funding left unallocated pursuant to the above conditions will roll over to be allocated in following fiscal year pursuant to guidelines in effect for that year.

Appendix A of these guidelines indicates an estimate based on the 2017 allocation funding distribution of the amount of SB 1 funds available through the formula for each eligible recipient if requirements are met. SB 1 fund allocations will be updated each year by following the funding formula prescribed in Streets and Highways Code Section 2562.1(a).

Section 2564 of the Streets and Highways Code permits no more than 2 percent of the state funds appropriated for the FSP Program to be used for administrative overhead expenses or purposes by Caltrans and the CHP. Accordingly, Caltrans may request a portion of the state funds to pay a consultant to develop the annual performance report on the FSP Program.

5. Schedule

The following schedule lists the major milestones for the development and adoption guidelines for 2017-18 SB 1 FSP funds.

Caltrans released discussion-draft guidelines for Local Agency comment	December 8, 2017
Comments due on the discussion-draft guidelines	December 23, 2017
Caltrans released revised discussion-draft guidelines for Local Agency comment	January 5, 2018

Caltrans released second revised discussion-draft guidelines for Local Agency comment	January 22, 2018
Comments due on the revised discussion-draft guidelines	January 26, 2018
Caltrans released third revised discussion-draft guidelines for Local Agency comment	January 31, 2018
Comments due on the revised discussion-draft guidelines	February 7, 2018
Caltrans released formal draft guidelines for 30-day public review	February 14, 2018
Caltrans holds two public workshops on formal draft guidelines	Week of March 19 th , 2018
Caltrans posts final guidelines	March 30, 2018
Caltrans signs SB1 Funding Agreements with recipients	April – May 2018

Pursuant to Assembly Bill 115, Section 25, Caltrans will hold at least two public workshops on formal draft guidelines no sooner than 30 days after the formal draft guidelines are posted. Concurrently with the posting, Caltrans will transmit the formal draft guidelines to the fiscal committees and to the appropriate policy committees of the Legislature.

5. SB1 Accountability

Recipients of SB 1 FSP Program funding will be asked to report the anticipated FSP service improvements from the new funding and this information will be reported on the RebuildingCA.ca.gov website, based on the reporting requirements in the 2007 Guidelines and as detailed in the SB 1 Funding Agreements. Recipients will agree to provide other reporting as required by Caltrans for SB 1 accountability.

6. Amendments to the Guidelines

Caltrans, working through the FSP Statewide Oversight Subcommittee, shall develop and periodically update these guidelines, consistent with the Operational Roles and Responsibilities in the 2007 Guidelines. Modifications to these guidelines shall be phased in so as not to impact multiyear contract commitments.

California Department of Transportation
 2024 Freeway Service Patrol Senate Bill 1 Funding Guidelines March 30, 2024

Proposed SB 1 Funding Plan for FSP Program

<u>Eligible Recipient</u>	<u>SB1 Allocation (for inflation and Hour Adjustment to Baseline)</u>	<u>SB 1 Allocation (for the California Highway Patrol)</u>	<u>SB1 Allocation (for New or Expanded Service)</u>
Placer	\$116,558	\$35,948	\$87,145
El Dorado	\$52,300	\$16,130	\$39,103
Sacramento Transportation Agency	\$557,447	\$171,922	\$416,778
Metropolitan Transportation Commission	\$2,856,284	\$880,905	\$2,135,513
Santa Cruz	\$77,167	\$23,799	\$57,694
Monterey	\$113,539	\$35,016	\$84,888
Santa Barbara	\$124,937	\$38,532	\$93,409
Fresno	\$262,159	\$80,852	\$196,004
Los Angeles	\$3,907,437	\$1,205,091	\$2,921,412
Riverside	\$749,048	\$231,014	\$560,029
San Bernardino	\$703,181	\$216,868	\$525,736
San Joaquin	\$231,844	\$71,503	\$173,339
San Diego	\$1,222,876	\$377,147	\$914,288
Orange	\$1,184,380	\$365,274	\$885,507
Total	\$12,159,155	\$3,750,000	\$9,090,845