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Mayor, City of Vallejo

Mitch Mashburn
Vice-Chair
Supervisor, Solano
County, District 5

Steve Young
Mayor, City of Benicia

Steve Bird
Mayor, City of Dixon

Catherine Moy
Mayor, City of Fairfield

Ronald Kott
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Alma Hernandez
Mayor, Suisun City

John Carli
Mayor, City of Vacaville

Erin Hannigan
Supervisor, Solano
County, District 1

Monica Brown
Supervisor, Solano
County, District 2

Wanda Williams
Supervisor, Solano
County, District 3

John M. Vasquez
Supervisor, Solano
County, District 4

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Solano County
Administrator's Office

Matthew A. Davis
Solano County
Administrator's Office

Daryl Halls
Solano Transportation
Authority

Aaron Busch
City of Vacaville

**SOLANO COUNTY
City-County Coordinating Council
MEETING AGENDA | August 10, 2023**
Solano County Water Agency Office, 810 Vaca Valley Parkway, Ste. 203
Vacaville, CA 95688, Berryessa Room Conference Area

***** 7:30 P.M. start time (after SCWA meeting) *****

PURPOSE STATEMENT – City County Coordinating Council

“To discuss, coordinate, and resolve City/County issues including but not necessarily limited to land use, planning, duplication of services/improving efficiencies, as well as other agreed to topics of regional importance, to respond effectively to the actions of other levels of government, including the State and Federal government, to sponsor or support legislation at the State and Federal level that is of regional importance, and to sponsor or support regional activities that further the purpose of the Solano City-County Coordinating Council.”

ITEM

I. CALL TO ORDER
Roll Call

II. APPROVAL OF AGENDA **ACTION ITEM**

III. OPPORTUNITY FOR PUBLIC COMMENT
This is the public’s opportunity to address the Committee on a matter not listed on the agenda but under the subject matter jurisdiction of the Committee.

IV. CONSENT CALENDAR **ACTION ITEM**
Approval of Minutes for May 10, 2023

V. INFORMATIONAL ITEMS

(1) **Presentation:** Receive an update from the County of Solano on the land acquisition activity by Flannery and Associates in Solano County

Presenter: Misty Kaltreider, Water and Natural Resources Program Manager, Solano County Department of Resource Management

(2) **Presentation:** Receive an update from the County of Solano on Consolidated Dispatch operations

Presenters: Robyn Rains, Emergency Services Manager, Solano County

(3) **Presentation:** Receive an update on a proposal to increase the cap on sales tax in Solano County from 9.25% to 9.75%

Presenter: Tom Campbell, Councilmember, City of Benicia



VI. SENATE BILL 532

ACTION ITEM

(1) Receive a presentation on [SB 532](#) (Weiner – D), San Francisco Bay Area toll bridges, tolls, transit operating expenses, and consider taking a position. *(Requested by Mayor Steve Young, City of Benicia. Presented by Councilmember Tom Campbell, City of Benicia)*

VII. CONSIDERATION OF NEXT CCCCs MEETING

ACTION ITEM

(1) Consider approval of the next CCCCs meeting to take place on Thursday, November 9, 2023 starting at 7:30 p.m. and/or just after the SCWA meeting.

VIII. ANNOUNCEMENTS

IX. CCCC CLOSING COMMENTS

ADJOURNMENT

CITY-COUNTY COORDINATING COUNCIL
May 11, 2023 Action Meeting Minutes

The May 11, 2023 meeting of the Solano City-County Coordinating Council was held in the Berryessa Room at the Solano County Water Agency located at 810 Vaca Valley Parkway, Ste. 303, Vacaville, CA 95688.

Roll and Call to Order

Members Present

| | |
|----------------------------|---|
| Robert McConnell, Chair | Mayor, City Vallejo |
| Mitch Mashburn, Vice Chair | Solano County Board of Supervisors (District 5) |
| Steve Young | Mayor, City of Benicia |
| Steve Bird | Mayor, City of Dixon |
| Ronald Kott | Mayor, City of Rio Vista |
| Alma Hernandez | Mayor, City of Suisun City |
| John Carli | Mayor, City of Vacaville |
| Monica Brown | Solano County Board of Supervisors (District 2) |
| Wanda Williams | Solano County Board of Supervisors (District 3) |
| John Vasquez | Solano County Board of Supervisors (District 4) |

Members Absent

| | |
|---------------|---|
| Catherine Moy | Mayor, City of Fairfield |
| Erin Hannigan | Solano County Board of Supervisors (District 1) |

Staff to the City-County Coordinating Council Present:

| | |
|-----------------|--|
| Bill Emlen | County Administrator, Solano County |
| Daryl Halls | Executive Director, STA |
| Robert Guerrero | Director of Planning, STA |
| Matthew Davis | Senior Management Analyst/PCO, Solano County |
| Tammi Ackerman | Office Assistant III, Solano County |

Guest Speakers and Other Staff Present

| | |
|----------------|---|
| Sebastian Conn | Senior Community Development Manager, MCE |
| Rich Seithel | Executive Director, Solano LAFCO |

I. Meeting Called to Order

The meeting of the City-County Coordinating Council was called to order at 8:24 pm.

II. Approval of Agenda

A motion to add an item to the Agenda regarding increasing the cap on sales tax in Solano County was made by Mayor Young and the revised agenda was approved by unanimous consent.

III. Welcome New Chair and Vice Chair for 2023

Per the bylaws, the Chair and Vice Chair are appointed by the respective organizations, serving a two-year term and alternating terms between the cities and county. This term the City Selection Committee appointed Mayor McConnell to serve as Chair and the Board of Supervisors appointed Supervisor Mashburn to serve as to

serve as Vice Chair. Chair McConnell and Vice Chair Mashburn were introduced and welcomed.

IV. Opportunity for Public Comment

No public comments were received.

V. Consent Calendar

A motion to approve the August 24, 2022 Minutes was approved by unanimous consent.

VI. Informational Items

1. Receive an update from MCE, the Clean Energy Provider for Contra Costa, Marin, Napa and Solano Counties on clean energy activities in Solano County

Sebastian Conn, Senior Community Development Manager, MCE gave an overview of their Community Choice Aggregation (CCA) program including how the program works, the communities currently enrolled and the communities up for enrollment.

Mr. Conn fielded a few questions from the Council regarding solar and MCE, opt in and opt out options, fees involved, rebates for workplaces and multi-family dwellings, price, rate breakdown, tiered rates, charging stations and community education.

Alicia Minyen, member of the public, asked a question regarding solar true up payments with MCE, and referred to an article in 2015, regarding the California Public Utilities Commission voting to allow power companies to raise rates for customers who join CCA's. Called a Power Charge Indifference Adjustment (PCIA), this allows them to charge a customer when the customer ends service to reimburse for power purchased for the departing customer. She noted that this had led to millions of dollars being charged to power customers in Marin County and inquired if a similar fee could be charged by MCE if a customer left MCE and returned to PG&E. She also noted she was supportive of CCA's in general as they offer a choice.

Mr. Conn responded that MCE billing for solar customers is on a monthly basis with no option for an annual billing. He noted that fewer PCIA fees were being charged as PG&E adjusts from long term power purchasing contracts and that MCE does not charge such fees.

PowerPoint on file

2. Receive an update from the Solano Transportation Authority (STA) on the County Collaboration on Housing

Daryl Halls, Executive Director, STA and Robert Guerrero, Director of Planning, STA, gave a brief background of the County Collaborative on Housing covering distribution of REAP 3.0 funds, technical assistance, capital funding, facilitating the RHNA process, and updating the agencies on the housing elements. He

discussed the RHNA scorecard, April reporting, and goal progress by city. Discussion of concerns and options regarding low income housing ensued.

Alicia Minyen, member of the public, had a question regarding housing units near her home; are there incentives such as grants or tax credits to developers for adding ADUs? Members of the Council answered that the developers are maximizing their revenue with more housing taking advantage of state laws.

Handout on file

3. Receive an update from STA on the Climate Initiative and Adaption Planning

Robert Guerrero, Director of Planning, STA, presented an update on their Climate Initiative and a \$450,000 grant they applied for. They would like to work with the cities for climate adaptation capital projects if the grant is received.

PowerPoint on file

VII. Agenda Item Added per request of Mayor Young, Increase Sales Tax Cap in Solano County from 9.25% to 9.75%.

Mayor Young presented a proposal to increase the cap on sales tax in Solano County from 9.25% to 9.75%, noting this would not affect any current sales tax rates but would open the opportunity for an increase. The City of Benicia is facing some budget challenges, and this proposal is being considered as part of the solution. The proposal would still need to go to a vote but he is requesting a letter of support to the legislation from each jurisdiction by August 1, 2023.

VIII. Approval, 2023 CCCCs Meeting Schedule

A motion to approve the proposed August 10, 2023 meeting date and bring the proposed November 9, 2023 meeting date back to the next meeting for rescheduling was made by Supervisor Brown and approved by unanimous consent.

Announcements

Supervisor Brown announced that she would like to agendize the ABAG presentation for the August meeting as well as a discussion regarding coming together as the seven cities and the county on the topic of homeless housing on an annual basis. Supervisor Mashburn noted that the CAP Solano JPA is currently discussing this topic.

IX. CCCC Closing Comments

There were no closing comments.

ADJOURNMENT: The meeting was adjourned at 9:44 p.m. The next meeting of the City-County Coordinating Council is scheduled for August 10, 2023 at 7:30 PM or immediately following the Solano County Water Agency Meeting in the Berryessa Room at the Solano County Water Agency located at 810 Vaca Valley Parkway, Ste. 303, Vacaville, CA 95688.



SOLANO

City-County Coordinating Council Staff Report

Meeting of: August 10, 2023

Agenda Item No. V.1

Staff / Agency: Misty Kaltreider, Water and Natural Resources Program Manager, Solano County Department of Resource Management

TITLE / SUBJECT

Flannery Associates, LLC Land Acquisition in Solano County

SUMMARY / BACKGROUND

Since February 9, 2018, Flannery Associates, LLC (Flannery), a Delaware limited liability company that was formed in January 2018, recorded acquisitions of over 52,248 acres of lands in Solano County as of July 24, 2023. To date, it is estimated that Flannery spent more than \$525 million to purchase the properties, excluding purchased shares of ancillary uses associated with the properties such as mineral rights, easements, and improvements. The parcels purchased by Flannery are mostly located in the southeastern portion of the County between Suisun City, Travis Airforce Base, Montezuma Hills, and the City of Rio Vista.

Flannery currently owns approximately 12% of county unincorporated lands, making them the largest private landowner in Solano County with the state of California, which owns approximately 32,523 acres as the second largest landowner in the county. Most of the properties acquired by Flannery are “Non-Prime” or “Other” including range and watershed type of agricultural lands and used for rangeland grazing and dryland farming. Approximately 56% of the recorded properties purchased by Flannery are under active Williamson Act contracts which includes an average 60% reduction in assessed base land values. Flannery also recorded limited term leases with the prior property owners for 10-year, 15-year, or lifetime estate leases on some properties allowing sellers to remain on the properties. According to representative on behalf of Flannery, the properties will remain in agricultural uses for the immediate future.

Approximately 56% of properties are under lease agreements for either wind energy generation or natural gas extraction. Flannery also negotiated with some sellers allowing the sellers to retain their income from wind turbine or natural gas royalties.

In 2020, Flannery initiated purchases of properties that included multiple property owners. In some cases, only one or more owner sold their percentage to Flannery and therefore Flannery holds a percentage of the property. Additionally, Flannery and the sellers negotiated long-term or lifetime estate leases for some properties whereas Flannery Associates LLC would assume property ownership after expiration of the lease.

More recent acquisitions by Flannery included 45 parcels (6,138 acres) from the Sacramento Municipal Utility District (SMUD) for \$45 Million and properties associated with the Lambie Business Park (946 acres of manufacturing zoning) and electrical substations. Additional acquisitions include substantive properties surrounding the Travis Airforce Base (TAFB) and within the sphere of influence for the cities of Rio Vista,



Suisun City, and Fairfield which may pose concerns with the city's urban limit lines and the TAFB operations. In 2021, Flannery became the primary landowner in Reclamation District 536 and has retained membership representation on the Little Egbert Joint Powers Agency between RD 536 and RD 2084.

Solano County staff have contacted Mr. Richard Melnyk, as counsel representative for Flannery to ascertain long-term intentions for lands in Solano County. In an e-mail response in 2018, Mr. Melnyk indicated, *Flannery Associates is owned by a group of families looking to diversify their portfolio from equities into real assets, including agricultural land in the western United States. In each area, their goal is to build a substantial position that can become a multi-generational holding. Flannery Associates LLC is their investment vehicle for Solano County.* Mr. Melnyk further indicated that *"...Flannery is continuing the existing uses of the properties they acquire by entering into long-term leases with local farmers. In the longer term, they may explore options to increase the yield by partnering with farming tenants who would experiment with new types of crops or orchards."*

In August 2022, three parcels were purchased by Ranchlands, LLC, represented by Richard Melnyk. These parcels may also be associated with Flannery Associates, LLC.

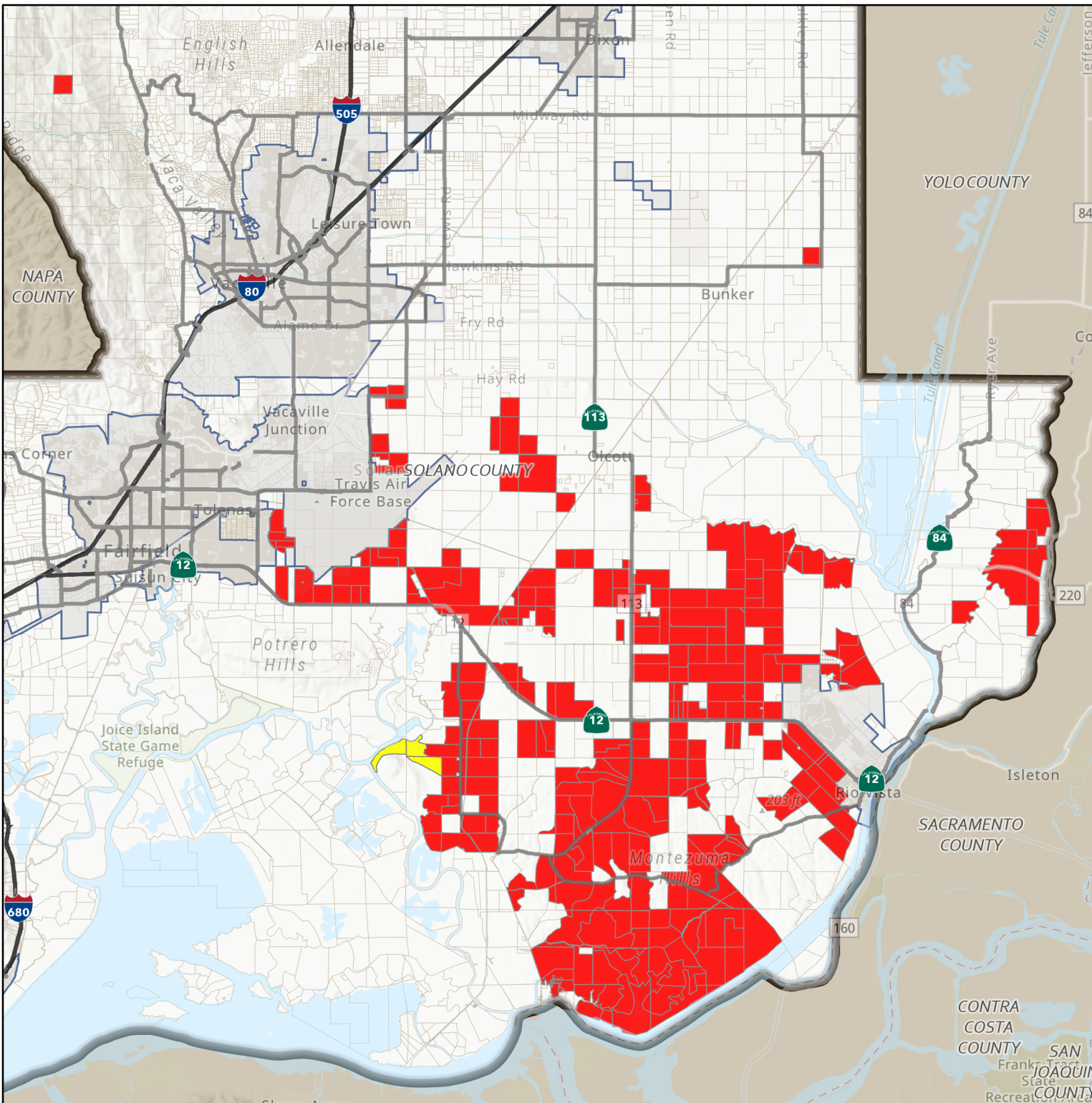
On May 18, 2023, Flannery filed a suit under the US district Court of California against multiple landowners for \$510 Million in damages. The suit claims the landowners conspired to inflate their profits; whereas Flannery's purchases including completed and under contract will include over \$800 million of invested capital. Flannery indicates in the lawsuit they are attempting to acquire properties to involve significant interstate commerce including proposals for battery storage facilities, carbon sequestration, and other renewable energy-type projects.

DISCUSSION

Receive a presentation from Misty Kaltreider, Water and Natural Resources Program Manager with the Solano County Department of Resource Management regarding the recent land acquisition activity by Flannery and Associates in Solano County.

RECOMMENDATION

Solano County staff recommends the CCCCs receive this item as informational only.



FLANNERY ASSOCIATES, LLC


PROPERTIES IN SOLANO COUNTY


PARCELS RECORDED AS OF JULY 24, 2023


Flannery Owned Parcels 2023

 325 Parcels - 52,248 Acres

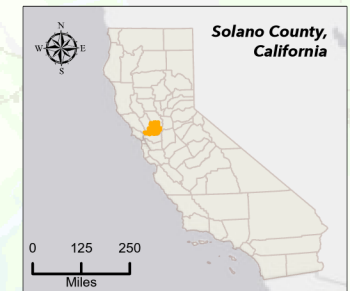
Ranchlands Owned Parcels

 3 Parcels - 463 Acres

 Solano County Parcels

 City Boundaries

 Solano County Boundary



Solano County GIS Services
 Department of Information Technology
 675 Texas Street, Suite 3700, Fairfield, CA 94533
 Phone: 707-784-7497
 Email: GISStaff@SolanoCounty.com
 Tuesday, August 1, 2023

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| SOLANO | |
| City-County Coordinating Council Staff Report | |
| Meeting of: August 10, 2023 | Staff / Agency: Robyn Rains, Emergency Services Manager, Solano County Office of Emergency Services |
| Agenda Item No. V.2 | |

TITLE / SUBJECT

Consolidation of fire and EMS dispatch services in Solano County

SUMMARY / BACKGROUND

Discussions and recommendations for consolidating fire and EMS dispatch services in Solano County have been occurring for more than 20 years and have included multiple grand jury reports and studies. The most recent Consolidated Dispatch Feasibility Study (2010 Feasibility Study) was published in November 2010 by AECOM.

Within the geographic region of Solano County there are six (6) dispatch centers, known as Public Safety Answering Points (PSAPs), including: Benicia, Fairfield, Solano, Suisun City, Vacaville, and Vallejo; not included are Medic Ambulance and Travis Air Force Base. Each PSAP provides 911 call taking, law enforcement, and fire/EMS dispatch services to their constituents. Solano County is partially consolidated and provides dispatch services for the Solano County Sheriff’s Office, Solano County Probation, the cities of Dixon and Rio Vista, and Montezuma, Vacaville, and Suisun Fire Protection Districts. During large-scale fire incidents Solano assumes dispatch responsibility countywide and acts as the Operational Area resource ordering point for mutual aid coming in or going out of the county. Additionally, Solano and Vacaville provide Emergency Medical Dispatch (EMD) pre-arrival medical instruction to callers experiencing medical emergencies and Fairfield is actively in the implementation process of this program.

The 2010 Feasibility Study recommendation is for full consolidation of all dispatch services in Solano County, including 911 call taking, law enforcement, and fire/EMS services, and would also provide EMD pre-arrival medical instruction services countywide. Consolidation of countywide fire/EMS services was listed in the study as an alternative solution until full consolidation of services can be evaluated.

Consolidation of fire/EMS dispatch services will provide an improvement in the efficiency and consistency in which services are provided countywide. Solano County’s fire agencies work together daily through automatic and mutual aid agreements to ensure timely and effective response to incidents. Complex incidents in the County often require mutual aid from multiple jurisdictions which can cause delays and duplication under the current dispatch model. Consolidation of these services also improves the common operating picture countywide which allows responders to better achieve the objectives of protecting life, property, and the environment from the onset of an incident.

In 2016 the Solano County Board of Supervisors approved \$2.1 million dollars to allow for the expansion of Solano County Dispatch as a good faith step towards the consolidation of fire/EMS dispatch services. This allowed the center to go from six (6) workstations to twelve (12) workstations. Since the completion in February 2017, the expanded center has functioned as a back-up and has been utilized by every PSAP at some point over the last six (6) years, either for pre-planned work or under emergency circumstances.



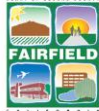
On June 27, 2023, the Solano County Board of Supervisors approved \$120,000 dollars to validate and develop an implementation plan utilizing the recommendations from the 2010 Feasibility Study. The intent of the implementation plan is to provide a two-step approach to reach full consolidation, with Step 1 being consolidation of fire/EMS services and Step 2 being consolidation of all services. A contractor will be sought through a competitive bid process with an emphasis on evaluating the bidder's experience and knowledge of best practices in this area.

DISCUSSION

Receive a presentation from Robyn Rains, Emergency Services Manager with the Solano County Office of Emergency Services regarding consolidating dispatch services in Solano County.

RECOMMENDATION

Solano County staff recommends the CCCCs receive this item as informational only.



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| SOLANO | |
| City-County Coordinating Council Staff Report | |
| Meeting of: August 10, 2023 | Staff / Agency: Tom Campbell, Councilmember, City of Benicia, CA |
| Agenda Item No. V.3 | |

TITLE / SUBJECT

Solano County sales tax cap increase proposal

SUMMARY / BACKGROUND

Currently the sales tax cap in Solano County is 9.25 percent. The City of Benicia is in serious financial trouble and will be going to their voters with a few sales tax measures, that, if approved, would raise their sales tax rate past 9.25 percent.

Additionally, the City of Vallejo is already at the maximum of 9.25 percent rate, while the City of Benicia is currently at 8.375 percent. Many cities in Contra Costa and Alameda Counties have sales tax rates in excess of 10 percent. An increase in the sales tax cap would not raise anyone’s taxes, rather, it would allow cities to put such a request on the ballot if they choose to do so.

State legislation is necessary to let any city in the County go to their voters with a referendum on increasing their local sales tax rate. The City of Benicia is requesting the support of other cities within Solano County to go to their voters and ask for this much needed increase.

DISCUSSION

Receive a presentation from the Councilmember Tom Campbell of the City of Benicia on the sales tax rate cap in Solano County.

RECOMMENDATION

The City of Benicia recommends the CCCCs receive this item as informational only.

AMENDED IN ASSEMBLY JUNE 29, 2023

AMENDED IN ASSEMBLY JUNE 22, 2023

AMENDED IN SENATE MAY 18, 2023

AMENDED IN SENATE APRIL 25, 2023

AMENDED IN SENATE APRIL 13, 2023

AMENDED IN SENATE MARCH 30, 2023

SENATE BILL

No. 532

Introduced by Senator Wiener

(Principal coauthors: Senators Becker and Cortese)

(Principal coauthors: Assembly Members Bonta, Haney, Lee, Ting, and Wicks)

February 14, 2023

An act to amend Sections 30911, 30916, and 30920 of, and to add Section 30914.8 to, the Streets and Highways Code, *and to amend Section 40258 of Vehicle Code*, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 532, as amended, Wiener. San Francisco Bay area toll bridges: ~~toll increase:~~ *tolls*: transit operating expenses.

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll

revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified.

This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.

To the extent this bill would mandate that MTC or a transit operator provide a new program or higher level of service, the bill would impose a state-mandated local program.

Existing law, beginning July 1, 2024, prohibits a schedule of toll evasion penalties for a toll evasion violation on a toll bridge from exceeding \$25 for the notice of toll evasion violation and \$50 for the notice of delinquent toll evasion violation, as specified.

This bill, beginning July 1, 2024, would decrease the maximum amount of penalties that can be included in a schedule of toll evasion penalties for a toll evasion violation on a San Francisco Bay area state-owned toll bridge to instead be \$5 for the notice of toll evasion violation and \$10 for the notice of delinquent toll evasion violation, as specified.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: $\frac{2}{3}$. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. This act shall be known, and may be cited, as the
2 Safe, Clean, and Reliable Bay Area Public Transportation
3 Emergency Act.

4 *SEC. 2. It is the intent of the Legislature to enact future*
5 *legislation to require the Metropolitan Transportation Commission*
6 *to study, design, and implement an equity-based program to*
7 *mitigate the impacts of the \$1.50 toll increase required by this act*
8 *within two years of the effective date of this act. It is the intent of*
9 *the Legislature that the commission would establish the*
10 *equity-based program in a manner that is operationally feasible,*
11 *financially practicable, and effective, and that the commission*
12 *would consider including discounts, toll caps, and toll exemptions*
13 *as part of the program.*

14 ~~SEC. 2.~~

15 SEC. 3. Section 30911 of the Streets and Highways Code is
16 amended to read:

17 30911. (a) The authority shall control and maintain the Bay
18 Area Toll Account and other subaccounts it deems necessary and
19 appropriate to document toll revenue and operating expenditures
20 in accordance with generally accepted accounting principles.

21 (b) (1) After providing for expenditures pursuant to subdivision
22 (a) of Section 30912 and for operating assistance pursuant to
23 subdivision (d) of Section 30914 and subdivision (c) of Section
24 30914.7 and after the requirements of any bond resolution or
25 indenture of the authority for any outstanding revenue bonds have
26 been met, the authority shall transfer on a regularly scheduled basis
27 as set forth in the authority's annual budget resolution, the revenues
28 defined in subdivision (b) of Section 30913 and Sections 30914,
29 30914.7, and 30914.8 to the commission. The funds transferred
30 are continuously appropriated to the commission to expend for the
31 purposes specified in subdivision (b) of Section 30913 and Sections
32 30914, 30914.7, and 30914.8. After the commission makes a
33 determination that the projects and programs funded by the
34 commission have been completed, the revenues transferred to the
35 commission shall be expended by the commission for supplemental
36 funding for the projects and programs identified in subdivision (a)
37 of Section 30914.7 if the voters approve a toll increase authorized
38 pursuant to Section 30923.

1 (2) For purposes of paragraph (1), the revenues defined in
2 subdivision (b) of Section 30913 and subdivision (a) of Section
3 30914 include all revenues accruing since January 1, 1989.

4 ~~SEC. 3.~~

5 *SEC. 4.* Section 30914.8 is added to the Streets and Highways
6 Code, to read:

7 30914.8. (a) The Metropolitan Transportation Commission
8 shall, from proceeds of the toll imposed pursuant to subdivision
9 (f) of Section 30916 and transferred pursuant to Section 30911,
10 provide funding to transit operators that provide service within the
11 commission’s geographic jurisdiction and that are experiencing a
12 financial shortfall. A transit operator shall only be eligible to
13 receive an allocation pursuant to this section if it operates
14 fixed-route public transit ~~services~~ *services, including by bus, rail,*
15 *or ferry,* within the commission’s geographic jurisdiction and does
16 not directly receive the majority of its revenues from the Golden
17 Gate Bridge, Highway, and Transportation District.

18 (b) The commission shall annually distribute at least 90 percent
19 of the revenues described in subdivision (a) to eligible transit
20 operators in order to avoid service cuts and maintain operations,
21 including safety, security, reliability, or cleanliness services and
22 improvements. The commission may only allocate funds pursuant
23 to this subdivision to a transit operator after it makes a
24 determination that the funds are necessary to avoid service cuts
25 relative to service levels provided by that transit operator during
26 2022–23 fiscal year. In providing allocations pursuant to this
27 subdivision, the commission shall prioritize averting service cuts
28 for transit operators that serve the highest number of transit riders.
29 The commission shall also take into consideration the extent of
30 local funding to support transit service and may also consider
31 operator fares and other sources of revenue.

32 (c) The commission shall annually distribute no more than 10
33 percent of the revenues described in subdivision (a) to assist
34 eligible transit operators with restoring or reconfiguring service
35 above levels provided during the 2022–23 fiscal year or for the
36 purpose of funding initiatives to transform transit service pursuant
37 to the commission’s adopted Transit Transformation Action Plan,
38 or to make specific safety, security, reliability, or cleanliness
39 improvements.

1 (d) The commission shall require each transit operator eligible
 2 to receive an allocation pursuant to this section to, on an annual
 3 basis, submit a five-year projection of its operating needs. This
 4 projection of operating needs shall be based on standardized
 5 assumptions and guidance developed by the commission in
 6 collaboration with transit operators. The commission may
 7 reasonably audit, request revision to, or directly amend operating
 8 needs projections if appropriate or necessary to ensure consistency
 9 of assumptions and fairness across transit operators.

10 ~~SEC. 4.~~

11 *SEC. 5.* Section 30916 of the Streets and Highways Code is
 12 amended to read:

13 30916. (a) The base toll rate for vehicles crossing the
 14 state-owned toll bridges within the geographic jurisdiction of the
 15 commission as of January 1, 2003, is as follows:

| 16 | 17 | 18 |
|----|--------------------|---------|
| | Number of Axles | Toll |
| 18 | Two axles | \$ 1.00 |
| 19 | Three axles | 3.00 |
| 20 | Four axles | 5.25 |
| 21 | Five axles | 8.25 |
| 22 | Six axles | 9.00 |
| 23 | Seven axles & more | 10.50 |

24
 25 (b) If the voters approve a toll increase, pursuant to Section
 26 30921, commencing July 1, 2004, the base toll rate for vehicles
 27 crossing the bridges described in subdivision (a) is as follows:

| 28 | 29 | 30 |
|----|--------------------|---------|
| | Number of axles | Toll |
| 30 | Two axles | \$ 2.00 |
| 31 | Three axles | 4.00 |
| 32 | Four axles | 6.25 |
| 33 | Five axles | 9.25 |
| 34 | Six axles | 10.00 |
| 35 | Seven axles & more | 11.50 |

36
 37 (c) (1) If the voters approve a toll increase, pursuant to Section
 38 30923, the authority shall increase the base toll rate for vehicles
 39 crossing the bridges described in subdivision (a) from the toll rates
 40 then in effect by the amount approved by the voters pursuant to

1 Section 30923. The authority may, beginning six months after the
2 election approving the toll increase, phase in the toll increase over
3 a period of time and may adjust the toll increase for inflation based
4 on the California Consumer Price Index after the toll increase has
5 been phased in completely.

6 (2) Revenue generated from the adjustment of the toll to account
7 for inflation pursuant to paragraph (1) may be expended for the
8 following purposes:

9 (A) Bridge maintenance and rehabilitation necessary to preserve,
10 protect, and replace the bridge structures consistent with
11 subdivision (b) of Section 30950.3.

12 (B) Supplemental funding for the projects and programs
13 authorized pursuant to subdivision (a) of Section 30914.7.

14 (d) The authority shall increase the amount of the toll only if
15 required to meet its obligations on any bonds or to satisfy its
16 covenants under any bond resolution or indenture. The authority
17 shall hold a public hearing before adopting a toll schedule reflecting
18 the increased toll charge.

19 (e) Nothing in this section shall be construed to prohibit the
20 adoption of either a discounted commute rate for two-axle vehicles
21 or of special provisions for high-occupancy vehicles under terms
22 and conditions prescribed by the authority in consultation with the
23 department.

24 (f) (1) Beginning January 1, 2024, and until December 31,
25 2028, the authority shall increase the base toll rate for vehicles
26 crossing the bridges described in subdivision (a) from the toll rates
27 then in effect by one dollar and fifty cents (\$1.50).

28 (2) The authority shall adjust the toll increase imposed pursuant
29 to paragraph (1) on an annual basis for inflation based on the
30 California Consumer Price Index.

31 (3) Notwithstanding Section 30918, the toll increase imposed
32 pursuant to paragraph (1) shall not be reduced without statutory
33 authorization by the Legislature.

34 (4) This subdivision shall become inoperative on January 1,
35 2029.

36 ~~SEC. 5.~~

37 *SEC. 6.* Section 30920 of the Streets and Highways Code is
38 amended to read:

39 30920. The authority may issue toll bridge revenue bonds to
40 finance any or all of the projects and purposes, including those

1 specified in Sections 30913, 30914, 30914.7, and 30914.8, if the
2 issuance of the bonds does not adversely affect the minimum
3 amount of toll revenue proceeds designated in Section 30913 and
4 in paragraph (4) of subdivision (a) of, and subdivision (b) of,
5 Section 30914 for rail extension and improvement projects and
6 transit projects to reduce vehicular traffic. A determination of the
7 authority that a specific project or projects or purposes shall have
8 no adverse effect will be binding and conclusive in all respects.

9 *SEC. 7. Section 40258 of the Vehicle Code, as added by Section*
10 *13 of Chapter 969 of the Statutes of 2022, is amended to read:*

11 40258. (a) (1) The schedule of toll evasion penalties for a toll
12 evasion violation on a toll bridge shall not exceed twenty-five
13 dollars (\$25) for the notice of toll evasion violation, and shall not
14 exceed fifty dollars (\$50) for the notice of delinquent toll evasion
15 violation for a cumulative total of fifty dollars (\$50) for each
16 individual toll evasion violation.

17 (2) *Notwithstanding paragraph (1), the schedule of toll evasion*
18 *penalties for a toll evasion violation on a San Francisco Bay area*
19 *state-owned toll bridge shall not exceed five dollars (\$5) for the*
20 *notice of toll evasion violation, and shall not exceed ten dollars*
21 *(\$10) for the notice of delinquent toll evasion violation for a*
22 *cumulative total of fifteen dollars (\$15) for each individual toll*
23 *evasion violation. For purposes of this paragraph, "San Francisco*
24 *Bay area state-owned toll bridge" means any of the toll bridges*
25 *described in Section 30910 of the Streets and Highways Code.*

26 (2)

27 (3) ~~Notwithstanding paragraph (1),~~ *paragraphs (1) and (2),* the
28 schedule of toll evasion penalties may include any administrative
29 fee, fine, or assessment imposed by the state after enactment of
30 this chapter in addition to the cumulative fifty-dollar (\$50) limit
31 per each individual toll evasion violation.

32 (b) If the registered owner, by appearance or by mail, makes
33 payment to the processing agency within 15 days of the mailing
34 of the notice of toll evasion violation issued pursuant to subdivision
35 (a) of Section 40254 for a bridge toll evasion, the amount owed
36 shall consist of the amount of the toll without any additional
37 penalties, administrative fees, or charges.

38 (c) The maximum penalty for each toll evasion violation
39 included in a notice of toll evasion for either a toll highway, toll
40 road, or express lane shall be sixty dollars (\$60). The maximum

1 cumulative toll evasion penalty shall not exceed one hundred
2 dollars (\$100) for each individual toll evasion violation.

3 (d) Toll evasion penalties under this article shall be collected
4 as civil penalties.

5 (e) The amounts specified in this section may be adjusted
6 periodically by an issuing agency at a rate not to exceed any
7 increase in the California Consumer Price Index as compiled and
8 reported by the Department of Industrial Relations.

9 (f) An issuing agency shall waive the toll evasion penalty for a
10 first violation with the issuing agency if the person contacts, as
11 applicable, the issuing or processing agency customer service
12 center within 21 days from the mailing of the notice of toll evasion
13 violation, and the person is not currently an accountholder with
14 the issuing agency, signs up for an account, and pays the
15 outstanding toll.

16 (g) This section shall become operative on July 1, 2024.

17 ~~SEC. 6.~~

18 *SEC. 8.* If the Commission on State Mandates determines that
19 this act contains costs mandated by the state, reimbursement to
20 local agencies and school districts for those costs shall be made
21 pursuant to Part 7 (commencing with Section 17500) of Division
22 4 of Title 2 of the Government Code.